

Roadie

ROADIE MAGAZINE 001



ANDRÉS ARREGUI
Master of Steel

SIERRA NEGRA
The Draft *experience*

GIRONA
What *is* happening



The Draft is a lifestyle. It is cycling and purity understood as what it is: art.

Art only understands feelings and we have been loyal to ours in order to create this passion for cycling.

You are special because you are a cyclist, keep that clear in your mind, so we want you to feel as such throughout the day even when not pedaling, whether at home, at work or having a cup of coffee thinking about new routes, new challenges.

In our showroom we have all the products you need to do so. Besides, at our showroom you will continue growing, evolving and becoming a better cyclist. Seminars, workshops, talks, technical and training services, our premium membership... this is one suitable place for cycling enthusiasts. And above all we want to design the best possible bike with you.

Only you know what does it mean the word extreme, exceed the limits, winning battles stroke by stroke to the rain, the wind, the cold and also the sun, which is sometimes a friend and sometimes an enemy. But always with the gift of a sunrise view from your bike.

Many people will tell you you're crazy, while envy you because they will never know such a pleasure. They cannot understand what you feel for your bike, what it gives to you, what comes through your head every time you look at it. We do.

Therefore, having become what you are, we want to create the bike you must own. Because you deserve it.

Your bike must be an extension of your body so that after we make you a biomechanical study and gather all your anthropometric data, your frame will be handcrafted by our artisans, getting a unique frame, tailor made to your needs.

The next step is to carefully select the skin to wear on your bike: which components are best suited, and only then you will be ready to wait for your artwork is finished without neglecting the slightest detail.

We care about bicycles, so we care about you and the way you ride.

That is why we are not just frame builders or bicycle sellers. We are more than that. We are you, the kind of persons that stare at their bike for hours, admiring every detail, and the kind of persons that ride their bike like the world is going to end tomorrow. We care about bicycles, so we care about you and the way you ride.

Your bike is a gift, and your gift is to love her. Do it, there is only one, it's yours.●

ANDRÉS INIESTA OUR ROAD

Andrés Iniesta
CEO

BIKES
Hypatia
*From interstellar space
a meteorite has just landed*

FOREWORD
Roadie
Definition

INTERVIEW
Andrés Arregui
Master of steel



TRAVEL
The Draft Experience
Sierra Negra



BIKES
Hoba
Pure speed

BIKES
Comet Eater
Bring out your explorer side

TECH
*Biomechanics applied
to cycling*

GRAVEL
The "Do-it-all" bike
What is a Gravel bike?

CULTURE
*The “Empty Spain”
is not so empty*

TECH
Watts Lab
High performance

STYLE
*The Draft
collection*

TRAVEL
Girona
What is happening



FOOD
*Fuel for
your Body*

FOOD
*Camden Coffee
Roasters*

MISC
Terminology
Roadie Glossary

MISC
Basic Guide
Looking like a Pro

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Roadie:

def. A new breed of cyclist. They share the passion of cycling with other species but on a different mood. They do not care so much about performance. Do not think on going faster and faster but looking great on their bikes. Obsessed with mechanics and details their rides are a perfect balance between innovation and goodlooking.



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PHOTOGRAPHY
NVCR

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gypt. 1996. From interstellar space a meteorite has just landed. Scientists who analyse its composition are astonished: its structure is completely different to anything else they have seen before.

Nobody knows where has it come from. Nobody is indifferent to this rare feature. →



HYPATIA

Hypatia has just arrived.
Carbon and steel at their
highest power.



Forget
about the
limits





FEATURES

- Road / All road bike
- Built in Columbus Life & Zona steel, ENVE carbon seat tube.
- Manufactured in Madrid.
- Disc brakes with wheel arch up to 35mm in 700c
- Columbus carbon fork.
- Bottom bracket Sram / Shimano / Campy.
- Lifetime warranty on the frame.
- Frame weight without paint 1,650g +/- 5%

CUSTOMIZATION

- Stainless steel option.
- Adapted geometry.
- Seatpost can be integrated.
- Bottom bracket: Pressfit, Pressfit30, BB30, BSA
- Ready for Di2/EPS or universal (electronic mechanic) gear sets

Beautiful colors with
gold details.

TALKING THE SAME LANGUAGE WITH YOUR MACHINE

*The first adjustments
are key for a perfect fit.*



Searching for the perfect position.

Biomechanics applied to cycling not only can guide you to optimize your performance and reduce fatigue on your bicycle, but to better understand your machine. And vice versa.

Biomechanics applied to cycling --considering it as the science responsible for analyzing the different variables acting on the cyclist--, would be meaningless unless we take the rider as the center of the whole process.

The rider and their features are precisely the issues that must guide us to take decisions, because that is what we really care about and excite us. Everyone of us, lovers of cycling and bicycles, have a potential and a different weaknesses that we must analyze and assess, at the end of the day, it boils down to one word: sustainability.

If you pedal sustainably are able to have a nice, durable and safe practice, therefore, you are able to repeat and repeat your training sessions continuously, and this continuity will take indirectly improving performance.

Unlike other sports, cycling has a very particular attachment, the tool that makes it possible to practice: the bicycle.

All sport involves a technical performance to be carried out in the way mentioned before. A technique that anyway has a high ratio of induction. Unlike the complex process of engine learning with some other disciplines, cycling in particular can be induced by adjusting the machine which we practice with.

Precision and simplicity.

Whenever we undertake a process of analysis that involves a decision so precise as the millimetric settings to choose, we must keep in mind the order of steps and never make a change without thinking about the consequences that this will generate in other critical areas.

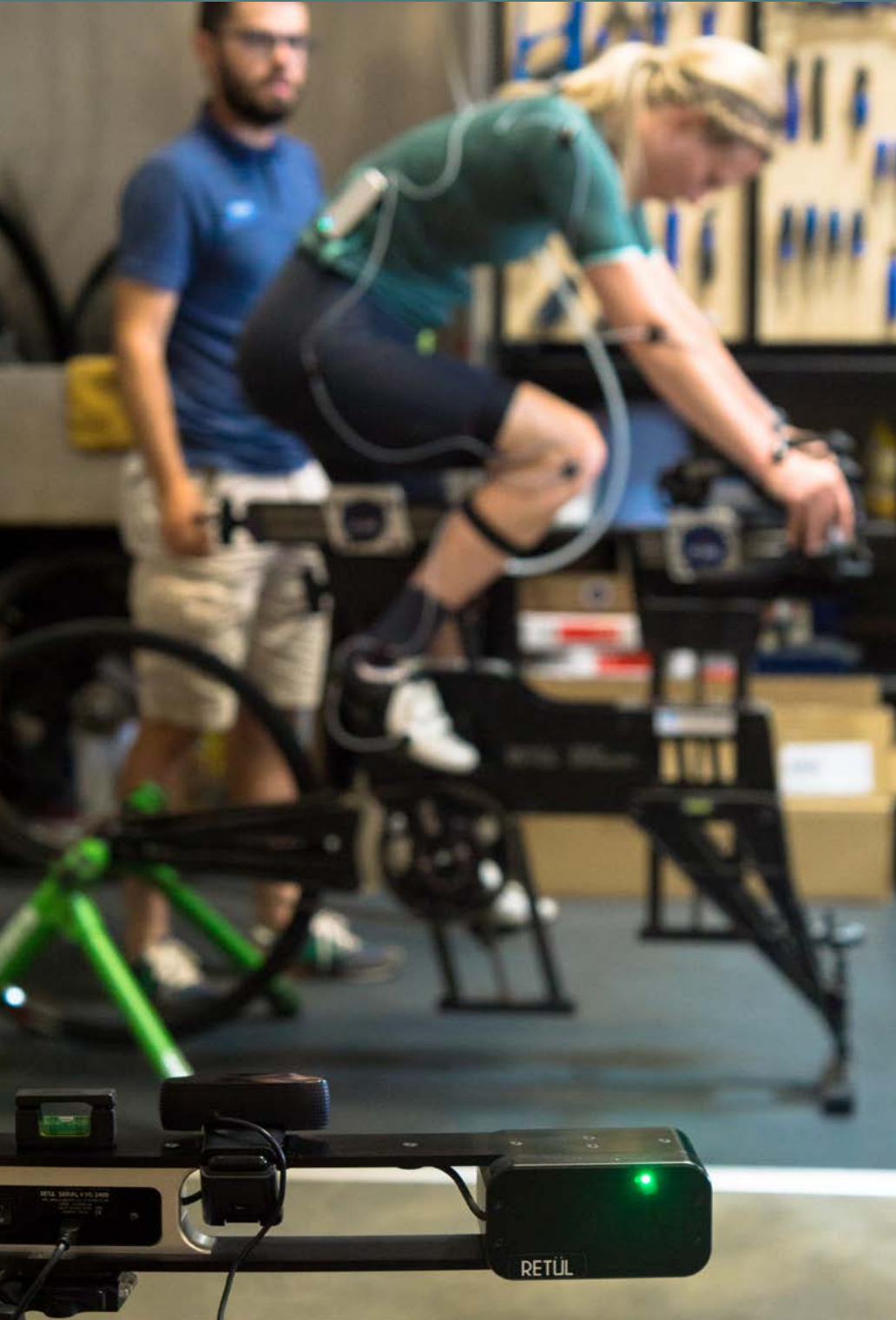
We assume that the foot together with the articulation of the ankle gives us the sense of pedaling, so the force applied is the end product of a sum of partial pulses occurring in descending chain from the pelvis.

But before choosing the way we want to work with the foot, we must do something so simple and complex at the same time as guiding the pedal clip on the shoe. This decision is usually a question of structural factors.

The second point of analysis and more important for the consequences on the biomechanics of cycling is the derivative of the changes around the saddle. Height, setback and inclination are the possibilities offered by this component and any adjustments made here have a direct influence both the pedals and the handlebar.

Something peculiar I found over these years is the secrecy when it comes to talk about handlebars. The saddle is usually the point to solve the problems related to position adjustments on a bicycle. But why to move forward the saddle to reach the handlebar comfortably? Why to do otherwise when you are looking to extend your arms? →





Detail of the Retül camera.



Handlebar and saddle, always forgotten. In the logical range of adjustments, once stabilized the foot on the pedal, the saddle is the piece that requires our full attention as it will be responsible of deciding the orientation and magnitude of the force vector on the pedal. The stack (height) and reach (length) of the saddle relative to the bottom bracket (center of the frame) with the ground will determine the effective angle of pedaling. This is the metric that will be used to clone my pedal stroke on any bicycle, whenever it respects some variables as the length of the crank arm, the height of the shoe sole and the pedal, the cleat position and the effective support area of the saddle.

This is when we have to understand the mechanics of pedaling as a geometrical structure, on which the multiple variables of Physics act. Finally, we also must pay special attention and to the fulcrum of the hands. We will talk about position of the handlebar in relation to saddle.

The place where we put on our hands will demand the same amount of mobility that we claim to our pelvis, and therefore the work capacity of the pelvic-trochanteric structure fits for us. If it is flexible and responds positively, result will be favorable, because carrying your trunk mass up to the pedals increases the force on the pedal. The problem comes when it does not happen that.

To conclude with this general approach to the exciting world of biomechanics we can say that today the adaptability of materials is incredible and is our way of understanding cycling: a tailor-made machine totally fit to our body, capacity and performance. The more we customize our bike's components, the more effective performance will gain and the more benefit will take from our bicycle as a whole. The border is almost limitless.●

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EATER

PHOTOGRAPHY
NVCR

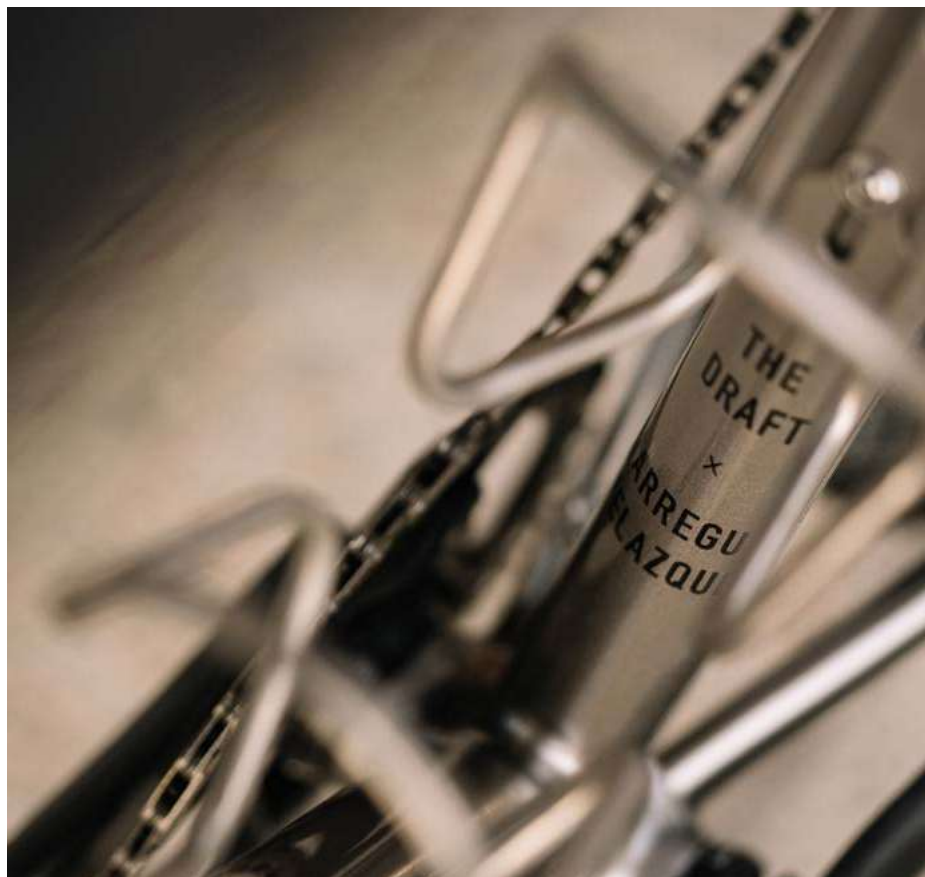
COMETEATER

C

*With the comet eater
you can afford every
single path.*

Comets are astronomical objects made with ice, dust and rocks which roam the sky at high speed. They would wander around aimlessly by themselves, ending up who knows where in the outer space. However, there is order in the anarchy: the Sun keeps them in orbital tracks that can be elliptical, parabolic or hyperbolic, but always stable.

In the same way, Comet Eater is much more than a simple bicycle. Comet Eater is an attitude. With it you can carry on to your destination regardless of the ground you find or how difficult it is. This bicycle will let you bring out your explorer side, keeping always forward without anything limiting you. →



Handmade in Madrid





Here starts
(your next
adventure)



CUSTOMIZATION

- Adapted geometry
- Bottom bracket: BSA
- Ready for Di2/EPS or universal (electronic mechanic) gear sets



Comet Eater can mount all kind of wheels: from 700 x 25 to overcome the challenges of any road, up to 27,5 x 2.1 which will devour any gravel path no matter how difficult it seems. It is also designed to respect a position as similar as possible to a road bike, with the same Q factor.

This bicycle is crafted in Madrid using the “fillet brazing” technique, with a special combination of Columbus Life and Zona steel tubes. The result is a piece that combines flexibility, stiffness and durability in the adequate areas and can adapt to any kind of ground you want to ride, without any problem.

Here starts your next adventure! •

Special detail of the fork.





MASTER ANDRÉS OF ARRIGUI STEEL

Andrés Arregui is a non-typical craftsman. His passion and commitment with bicycles can be common to other colleagues, but what is unique on him is the vision beyond a frame. That vision gives him the perspective to create both functional and high-quality handcrafts. Let's hear the voice of a steel master.

Report by Luis Tejo. Photography by Luis Tejo

Arregui is a completely different concept. It's pure craft: each bike coming out from his workshop is a unique piece.

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cores of people come in and out from the underground entrance. Some of them are smiling, some other are earnest, most don't reveal any kind of emotion and simply hurry up in order to arrive to their destination as soon as possible. Shops keep their doors open, in hope of any client to enter and buy something, although at that time in the morning there's little more than retired strollers. Usual scenes for a common neighbourhood in south Madrid city far away from the main touristic spots.

Nobody would imagine that in these streets, in a not very tall housing block, could be found the workshop of one of the most acknowledged bicycle craftsmen in Spain. But yes: Andrés Arregui has installed there his space, where he builds custom highest-quality steel frames. Previously he was in a much more central location, at Noviciado, but he decided to move to the suburbs. And he only gets visits under appointment.

Because such a precise and detailed task requires peace, not having peepers and gossips bothering you while handling a set of machinery to transform steel pipes in what will become a premium quality bicycle. Andrés works both with his own brand (Arregui Velázquez) and in partnership with other producers; he is, for example, the creator of Comet Eater, the gravel model in the The Draft catalogue.

Arregui is a completely different concept. It's pure craft: each bike coming out from his workshop is a unique piece, but without giving up functionality. His work is completely adapted to the needs of the client, adjusted to the usage the bicycle will have, regardless it's BMX, urban cycling, road or any other. "Cycling includes a very wide world. Not only sport: it's also a way of transport. That's why we create very diverse kind of bicycles, as many as people who ride. Everything. Our speciality, precisely, is not being specialized in anything", he tells us while he finishes adjusting steel bars that will become the vehicle of one of his customers.

Why steel? Why not other apparently more powerful material, such as carbon or titanium? "We started with steel because it's the most available one. The tools you need are easy to get and working with it is not too difficult. Later you also notice that it's the most versatile product.



We create very diverse kind of bicycles, as many as people who ride. Our speciality, precisely, is not being specialized in anything.

Steel boosts the construction process to make a very specific bike, with features not found in the market, or a different geometry. It's true that carbon is currently unbeatable for competitive cyclists, those who need extremely high performance, but steel has versatility in the way we can build with it. It lets you create the frame in a specific way so that it behaves exactly how you want it".

Andrés makes the point clear: "Materials, by themselves, aren't that important. The frame being made in steel, titanium or carbon has its influence, but what is really important is having a correct design". In this sense, Arregui knows perfectly what he's talking about. Graduate in Chemistry, he developed his passion for bicycles as a youngster. At first he was only a user, but his interest for handcraft moved him to modify his own bike, and later also his friends' and relatives'. Since he was praised for his good job, he opened a shop and decided to go a step further: he would

learn to create his own structures. In that way he was able to combine the strictly intellectual and creative side with the pure handcraft tasks.

Design is, indeed, the distinguishing point of his creations. And it is conditioned by the needs of the user, with whom he meets in person to decide what is to be done depending on the future usage of the bicycle. The process starts with that personal meeting; from then on, the structure and geometry are drawn, pipes are bought (usually from Columbus, an Italian provider) and welded. →



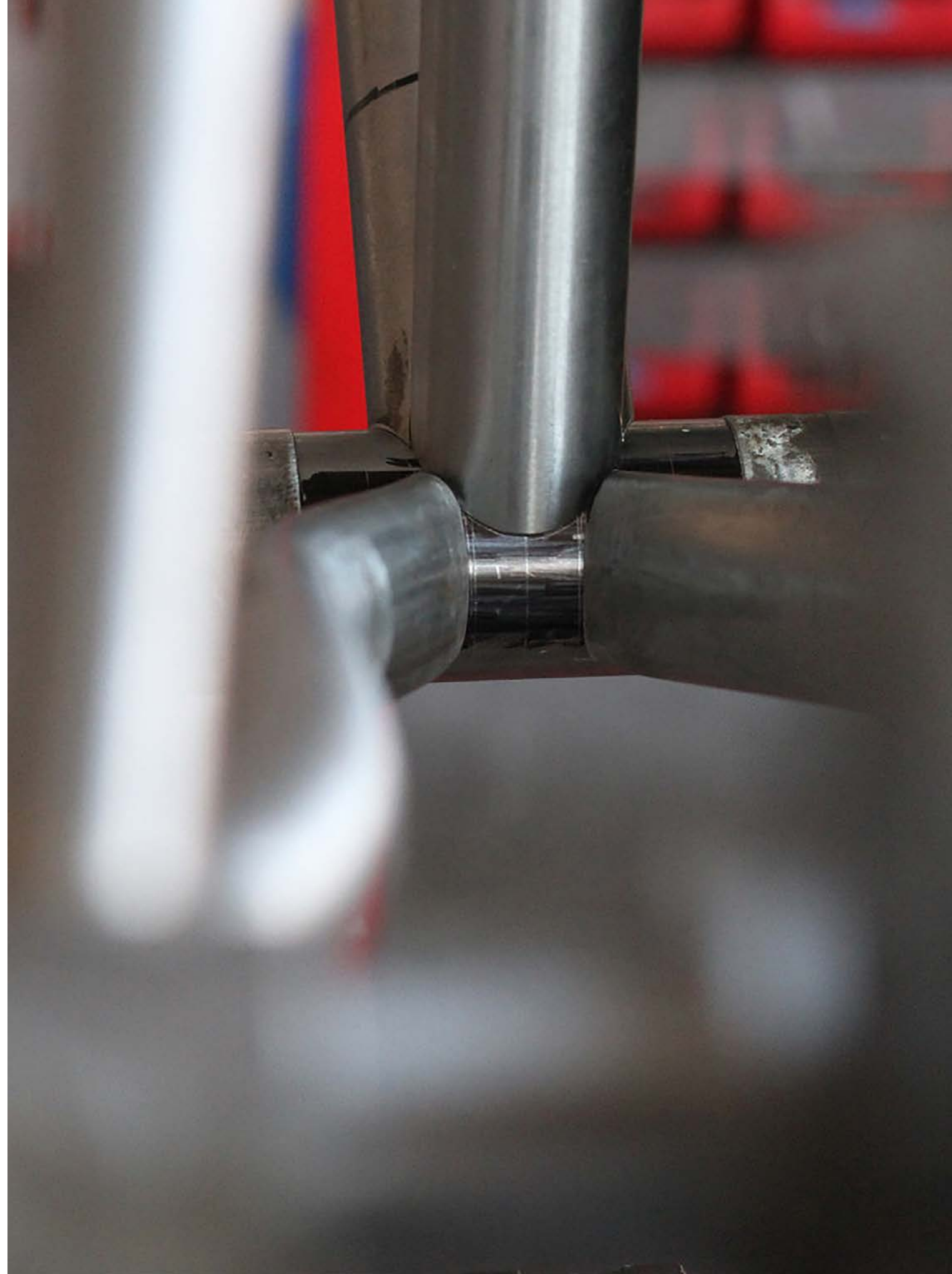
Specific components and geometry is what it make it so different to others.

Then, the frame is cleaned and sent to painting, the rest of the components are attached, and the last adjustments are made before the bike is ready to go. Altogether, this means six to eight months of work. “We’re not creating something like a purse; I mean, this is a way of transport that people could use, for example, to go downhill really fast, so quality and safety are compulsory”, he explains.

Among the high range pieces he creates, already named Comet Eater for The Draft must be highlighted. It is a gravel bicycle, that is, the geometry is similar to a road bike but instead, it can mount wider wheels to move without any problem not only on paved roads but also in any kind of tracks. The concept, Arregui recognizes, isn’t new at all; in fact it’s a sort of a

fashion currently, so he had to go a step further. “Creating just another gravel bike didn’t make any sense, there already are lots of models, so we decided to make it our own way. We tried the first prototype, Comet, and it worked really fine, so we made a second version improving parts of the frame build and the materials, and in different sizes. It is indeed a very standard building; specific components and geometry is what it make it so different to others”. →

Details of the fillet bracing.





Some dropouts and columbos tubes.

Arregui, as an idealistic man, aims to expand as much as possible the use of bicycles.

Arregui works together with Eduardo Gasca, who assists him in mechanical issues, and Pablo Hervás, who helps him when there are large batches to produce. But he assumes that a single person is enough to finish a frame. In fact, apart from creating and selling his creations, he has started the Bicycle Technical School, “an integral center where pupils learn designing, welding, both serial and custom production, mechanics, wheels, biomechanics... everything involved with making a bicycle”. He estimates that five days are enough for a pupil to finish his own frame. Obviously, “students don’t finish the course with a professional level, but they get a solid foundation to carry on working”.

The third leg in his project is the research center: his workshop is the Spanish branch of a partnership in which developers all around Europe are involved, including universities in the Netherlands, England and Germany. Their goal is “to develop ideas, technical concepts, new methods, different alloys, to improve the procedure of building and designing bicycles and making it safer”.

Because Andrés Arregui, as an idealistic man, aims to expand as much as possible the use of bicycles. He is convinced that they are the future. “As soon as kids get used, as a habit, to ride, and at the same time cars get pulled off cities to make them safer, and politicians understand cities can become friendlier for pedestrians, this will be unstoppable. And I wish it will become a reality”.•

THE 'DO-IT-ALL' BIKE

What is a Gravel bike? Some may describe it as the definitive bicycle. We aren't so extreme, however we're sure to state it is a greatly versatile bike that will be suited for almost any situation. Ride one of them you will manage to accomplish multiple-day routes, whether the road you take is on fine tarmac, loose gravel or even trails.





*Jump and have fun
with the Comet Eater.*

Gravel bicycles were born in the Mid-West region of the United States, originally designed to cover the long distances typically separating cities in the middle of the country, where unpaved roads can be found. Nowadays this is bike segment that keeps on growing year after year. For more than a decade races on Gravel bikes became more and more popular in the area, and currently races such as the Dirty Kanza 200 or the famous Grinduro celebrated in Sierra Nevada, California and for the first time also this year in Scotland in the Arran Island. If any of these races share something in common, it's the fun and spectacular atmosphere surrounding them. We can't wait to unveil our new gravel bike model, the Comet Eater, and take part on one of these races. We will keep you updated!

There is sometimes confusion between a Gravel and a cyclocross (CX) bike. We could make an easy differentiation by saying CX bikes are specifically used for short distance races that usually take around one and a half hours to complete, while on the other hand Gravel bikes are used to compete on longer races that may even takes several days to be finished. This

is the reason why gravel bikes seek to provide the rider with a very stable and comfortable position in order to easily eat up the miles, some aspect CX bikes sacrifice as the latest primarily aim to provide stiffness and speed.

Generally on a gravel bike you will find the bottom bracket is located on a lower position and the chain and seatstays to be longer than usual, so it can build up on comfort. Oppositely, CX bikes have the bottom bracket located higher so it can race faster without the risk of hitting rocks or other elements on the track.

Another significant difference is weight, as generally gravel bikes have their frame reinforced so they can accommodate fenders and luggage racks required for long distance trips, so there is a little weight penalty in this aspect. CX are built lighter in search of the best possible performance. Cyclocross bikes are even designed taking into account that riders occasionally need to grab up their bikes and run with them hanging on their shoulders, so details such as frame geometry or the location of the cable housing in the upper side of the top tube are examples of this thoughtfulness when creating CX bikes. →

*Explore and discover is
part of de gravel DNA.*





Top of mind is, a gravel bike is designed so it can be enjoyed on all terrains.

Gravel bicycles do look similar, in terms of geometry, to Gran Fondo bikes, however there are differences between them, too. A longer wheelbase distance, fundamentally in search of comfort. But the big main difference between the two is tyre width (wider on gravel bikes) and the use of disc brakes (almost all new gravel bikes are equipped with these).

Tyre width ranges from 30 mm to 48 mm and must offer a certain degree of versatility, since riders need them to be both fast and comfortable. CX tyre width ranges from 28 mm to 32 mm and UCI for instance sets the maximum width limit to 33 mm. Tubeless tyres are broadly used on gravel bikes, and so is the use of anti-puncture sealant.

Besides the typical 700C wheels, it is common to see gravel bikes on 650B (27,5") such as our Comet Eater, or even riding on 29". Wheel clearance on a gravel will always be wider than on a Gran Fondo, in order to accommodate wider tyres and to avoid the clogging of mud. Top of mind is, a gravel bike is designed so it can be enjoyed on all terrains.

In relation to gear ratio on gravel bikes, there is always available a large number of options, being 50/34 one of the most common for the chainrings paired with an 11-32 cassette. On CX bikes on the other hand, it is most common to find a 46/36 on the chainring and an 11-28 cassette.

So now you know, if you are looking for a do-it-all bike, a gravel is definitely your best choice. •

THE
BEST
OF
THE
BEST

WORDS *Javier Portela*

THE
BEST
OF
THE
BEST

PHOTOGRAPHY *Andrés Iniesta*

Sierra Negra

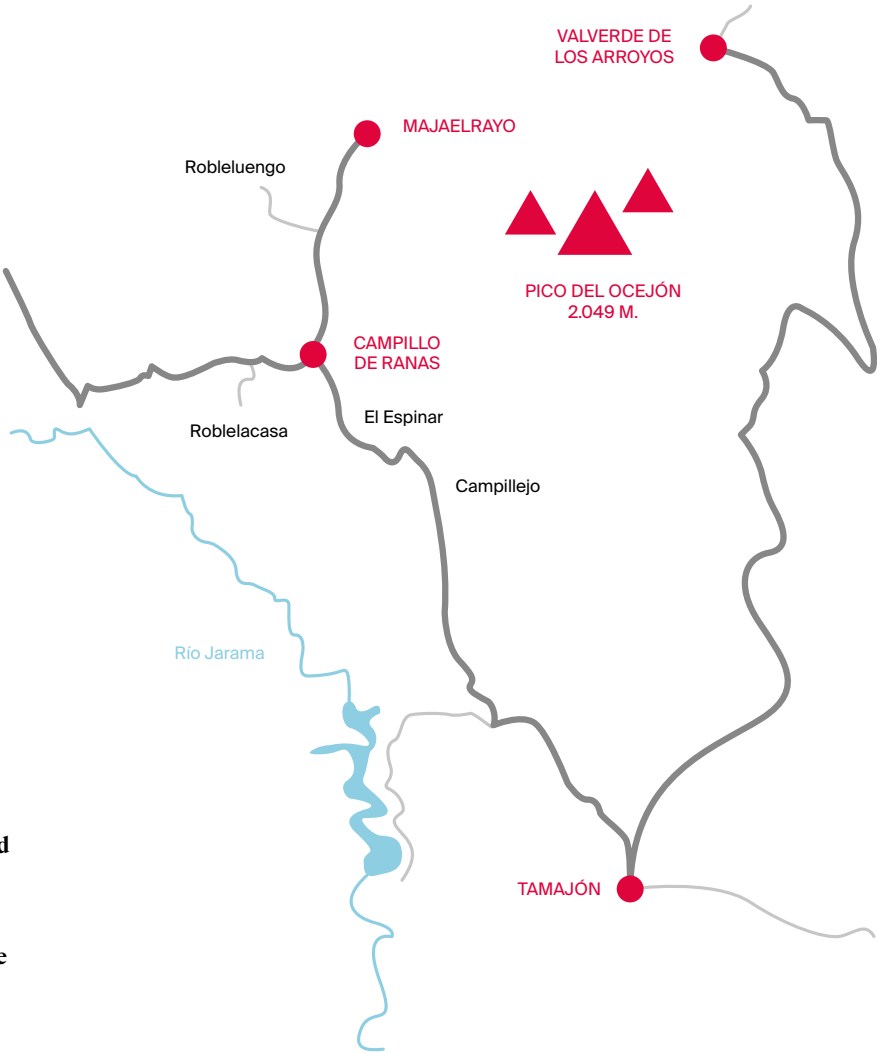
Cycling, gastronomy and culture in the villages of the so-called Black Architecture and Black Villages, located in Guadalajara province.

THE
BEST
OF
THE
BEST

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he sun rises behind the peak Ocejón. The first light of the day begins to creep through the windows of the house and into the wide dining room. An intense aroma of recent coffee is perceived. A nice view of natural juices completes the scene, together with lots of toasts with iberic ham and a warm and welcoming atmosphere that invites you to take a look at the surroundings. We are ready to start the day in the Sierra Negra. The name of this area, Sierra Negra (Black Sierra) comes from the material which every single house is made here: black stone. Slate. A material that the very ancestors of these small villages started to use and is still in use, as it is compulsory to build new houses or restore the old ones with this particular kind of local stone.

The first The Draft Experience of the year took place in a remote region not far from the cosmopolitan Madrid. Just one and a half hour car trip, and you're in the middle of a land with the only company of the elements: rocky mountains, fresh air, home made cooking and of course, gentle roads for cycling without any pollution, traffic or noise. This is where we want to head up our first The Draft Experience. Connecting with the essentials gives back us to the origins of cycling. When people just rode along from one small village to another in order to transfer goods, to visit someone, even to go to the doctor. Bicycle was the vehicle →



Just 1hr. from Barajas (Madrid) airport.



ABOVE
Example of the architecture of "Los Pueblos Negros"



RIGHT
If he can smile, everyone can do it.



ABOVE
A moment to forget
about the problems
and worries.

NEXT PAGE
Lonely roads and
spectacular views.

for everything in the past, specially in this rural areas. So when we head up to this landscapes to enjoy our sport, something very deep in us shows off, something ancestral or ancient. Maybe the echo of our ancestors, welcoming us to this land, their land, where everything started. And the land where we head up now, when the noise and the chaos of the big city makes our head explode, more frequently than would be desirable.

We start pedaling cheerfully from Campillejo, a small village of no more than 20 inhabitants, built with stones and black tiles. The road starts to climb gently up towards the pass of La Quesera while leaving aside and other small towns, also made with black stone: Campillo de Ranas, El Espinar and Majaelrayo. We found the first ramps, which will be softer later, and the road becomes a thread winding through the forest of pines and oaks. A couple of deer crosses the road just a few meters from us. Nice view for a fresh morning!

A couple of deer crosses the road just a few meters from us. Nice view for a fresh morning!

As we climb up to 1,738 meters, the valley becomes huge, open and abrupt. We see some snow at the top of Pico del Lobo. We are going through the rocky mountains of the so-called Central System, but the scenery could be the Pyrenees or the Alps. Upon reaching the top of the pass we see the village of Riaza, in the Segovia slope. We have changed province and region. Castilla remains, but this is the north. Castilla-La Mancha and Castilla y Leon, joined by this ancient mountain pass for livestock, persons, goods, and now our bicycles. →





We enjoy every inch we ascended, you can bet it!

We came across a vehicle of the environment authority in Spain, Seprona, probably the only one we spot in this clear April morning. Our friend Irra is waiting for us a while ago, in the support van, with some tasty supplies: sandwiches, pieces of fresh fruit, energy bars, fresh water and some juices.

We review a couple of our bicycles, since they had some adjustment issues, and we keep up downhill the mountain. The descent gave us the creeps, as it heads 20 kilometers down 600 vertical meters. We enjoy every inch we ascended, you can bet it!

We finished the route and return home chatting about the ride and laughing with excitement with every silly joke. The smell of a t-bone, fresh bread and baked vegetables wake up our appetite, and while preparing the well-deserved meal, some of us take a bath in the swimming pool, and others take a shower. Finally, we all sit at the table but not before making a toast with a gentle glass of wine to enjoy a special day of cycling in a place that already seems to us as cozy as our home. Even better than our own home. •

Typical stone bridge before facing "La Muralla China".



Accommodation

Black Architecture, Unesco Heritage

Our accommodation is located in the center of the Natural Park of the Sierra Norte de Guadalajara, in the region known as Sierra Negra or the Black Architecture. Is a UNESCO cultural heritage region. We have a 500 m2 chalet made with black stone and slate with 8 double rooms with bath. Provided with living room, industrial kitchen, parking and workshop for bicycles, jacuzzi, massage room with 2 toilets, terrace with pool and barbecue, parking for vehicles and a wonderful view of the mountains.



Gastronomy

Private Chef

We home cook a la carte with our private chef. We have a menu of tasty dishes and predesigned menus, but we are open to the needs of our customers. Mediterranean cuisine with local, natural and some organic products. Dishes for special diets, vegan and vegetarian cuisine, intolerances or diseases are available.



Cycling

Cycling Through the Mountains

More than 125 thousand hectares of the Sierra Norte de Guadalajara are full of small mountain roads with little traffic and mountain passes like La Quesera (stage at La Vuelta 2015), La Hiruela, Montejo of the mountain or ski resort La Pinilla. 90 circular routes of 140 km through the provinces of Guadalajara, Madrid and Segovia.



Transport

We Pick you where you Want

We have a 9-places Volkswagen Caravelle van to pick you where you order (Madrid, Guadalajara, Adolfo Suárez airport, etc.) Also with the collaboration of TRIBIKE Transport Europe, we can transport your bike safely.



Assistance

Support Vehicle on Route

One of our vehicles will always support you on route. We carry a basic workshop, route supplies and free space if someone has to leave the route.

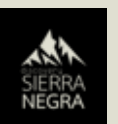


Additional features

From a Massage to a Dom Perignon

Any kind of service is possible for us. We have several additional services such as: massages and osteopath, photography and video day shooting, high end bicycles to rent, audiovisuals, store, etc.

The company that manages our trips in the Sierra Negra is:



Discovery Sierra Negra
Cardosa 40
19223, Majaelrayo, GU
www.discoverysierranegra.com

The “Empty Spain” is not so empty

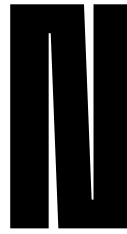
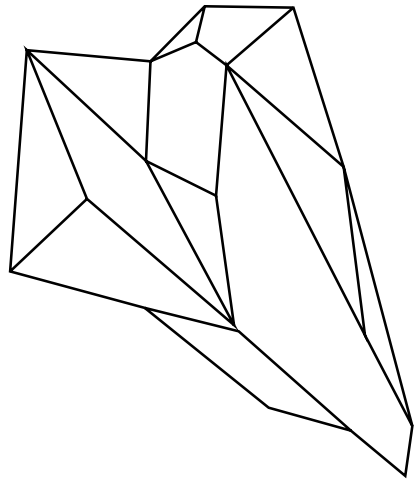
Rural areas like this are becoming the more and more frequent in Spain. It is a demographic phenomenon called “Empty Spain”, a term which is in the spotlight right now but it actually is being happening since the 60's decade. The internal immigration from rural areas to big cities is being happening in Spain since those years, but now is increasingly alarming due to the lack of newborns in rural areas and the rampant demographical gap between cities and villages. Some rural areas in the center of Spain have the same rate of population density than regions like Laponia, Finland. It is called “demographic desert”, but reality is that still many people live in these areas, and they even are creating new business. Internal immigrants from the big cities, specially young people, with freelance jobs or good, home-based positions, are flourishing in these new colonization of rural areas, although does not compensate the bleeding in terms of overall population, that suffer most of rural areas. •



*You need to enjoy
gastronomy and
beautiful villages.*

H O B A

PHOTOGRAPHY
NVCR



amibia. Savanna sleeps. The Moon doesn't dare to show up and the stars, packed together, seem to lack space. A cheetah stays still staring at them; for some reason he knows what is about to happen. Suddenly a blinding glare covers the whole skyline. A meteorite has just entered the Earth and drops fiercely at a supernatural speed. Not even the feline, the quickest creature in the animal kingdom, can escape. Because that's what Hoba is above all: pure speed.

Hoba, due to its Aero geometry with high penetration coefficient, has a minimal air resistance. An extreme stiffness transfers accurately all the energy power in the bike, avoiding any watt loss. That's why if you're searching for speed, big thrills and get the most out of every second you stay on the bike, do not hesitate: Hoba is definitely your choice. →





THE
FASTEST
CREATURE
OF THE
SAVANNA

But don't worry: we know that speed isn't the only thing that matters for a cyclist. Hoba, despite being a bicycle clearly conceived for achieving speed, will help unleash the climber in you whenever you need it. It is also extremely reliable in downhill and it's ready to bring out your wild side.

It is, simply, the fastest creature in the savanna and beyond.●

FEATURES

- Frame weight: 1000 gr
- Stiffness value: 110 N/mm
- Outer carbon finishing: 3K
- Inner lamination: M46J

CUSTOMIZATION

- Adapted geometry
- Seatpost can be integrated
- Bottom bracket: Pressfit, Pressfit30, BB30, BSA
- Ready for Di2/EPS or universal (electronic mechanic) gear sets

Detail of the meteorite.



What is happening in Girona.

*Why this medieval city is in the
spotlight of the cycling world.*

PHOTOGRAPHY Brazo de Hierro

THE
DRAFT
GIRONA



Lots of roads to enjoy.

f the term bike friendly could fully apply to a city, Girona would be undoubtedly an example in the highlight by far, at least in Spain. In this 2019, about 80 professional cyclists have established their base camp in this city. And if we count all the businesses dedicated to the cycling sector, the numbers are impressive.

The way that this city is devoted to cycling begins long ago, but the last five years have been brilliant and prolific. Surely you've ever wondered why this city has become the current benchmark for the world of cycling, or if there even are other "Gironas" elsewhere in the world. You also may have even been able to ask whether this wave has reached its peak, or if this will happen in the future, maybe not so far away.

Before you read about this medieval Catalan town, let's play a game. Let's raise an hypothesis. Imagine your ideal city for cycling. Click on this check list which facilities would you agree to be in that city, in which of course you would be living:

- ☐ Fast exit to secondary roads.
- ☐ Clean air (very important).
- ☐ Many options for cycling through different routes.
- ☐ The city center is alive and kicking.
- ☐ Easy to commute by bike and no need of cars.
- ☐ There are more cyclists like me. Bike culture exists.
- ☐ Meeting with new people and outsiders is the local game.
- ☐ Bike friendly cafes and restaurants to get my bike inside.
- ☐ Mountains and passes are close, for training.
- ☐ Flat roads for Gran Fondo or workout rides.
- ☐ Of course, you have singletracks to push out with a Gravel or MTB.
- ☐ If the city had a coastline nearby... it would be perfect. Perhaps a route that ends up on the beach or goes by it... this is a must sometimes.
- ☐ Well, there we go! It is also close to high mountains, for a couple of bike stages per year.
- ☐ Of course, good weather. And if it rains, only when nature calls. We also like bicycling when it's raining!
- ☐ Local groups of young or not so young cyclists, but open-mind to cycle with outsiders.
- ☐ Oh hey, may I ask one more thing? It is close to a modern metropolis.
- ☐ If I can also go out with (or see closely) any pro, I'm happy with that.

You know what? Better leave a blank line and put whatever you want. →





Girona is what it is today thanks to its historical, cultural and sports heritage.

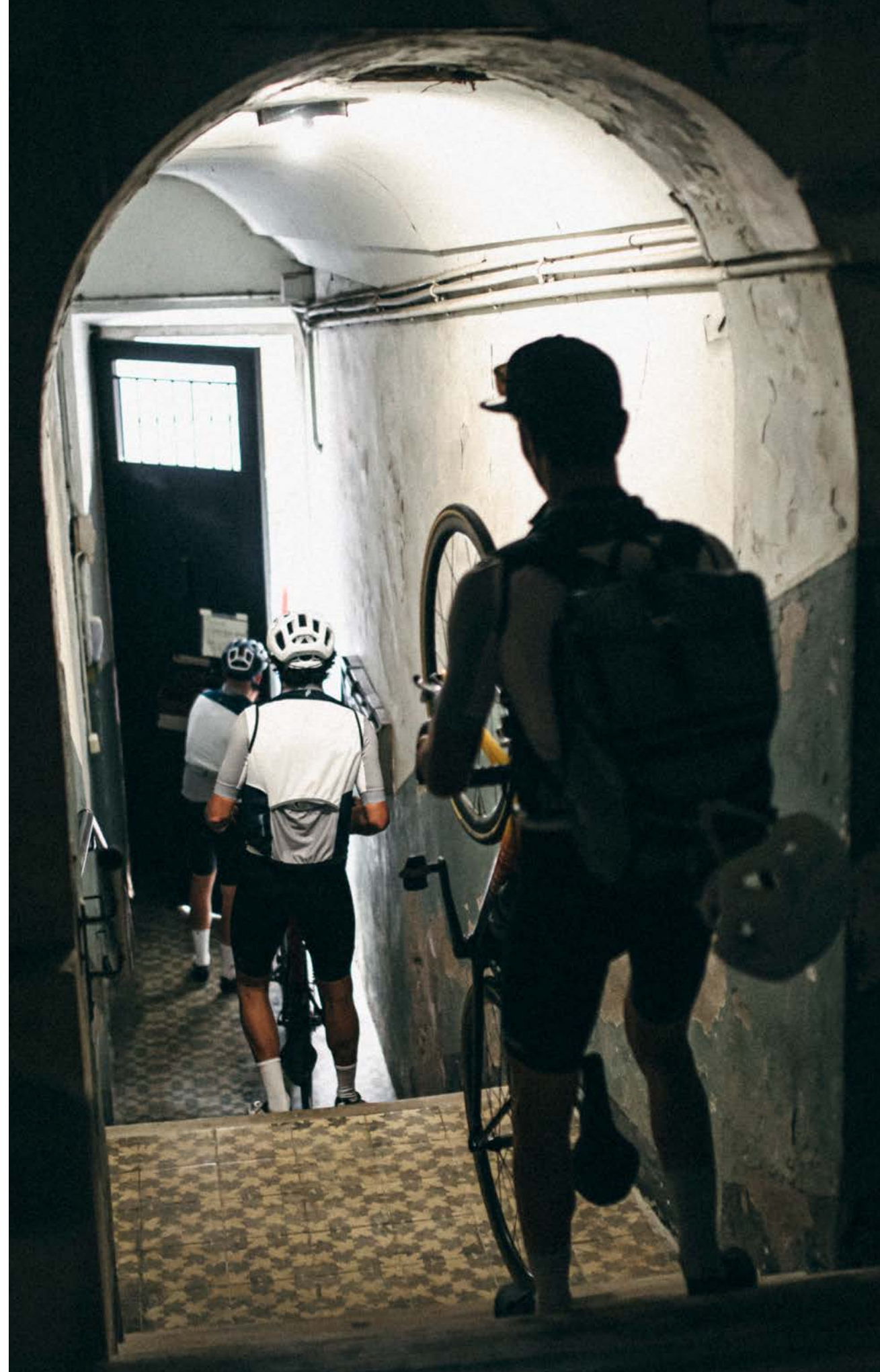
*In an hour of distance
you have beach or
mountains.*

Probably that what you have written or thought, Girona also got it. Now tell me: doesn't it sounds crazy? In one way, yes. But there are also reasons for that. Believe it or not, we can explain you every detail about Girona from now on and you probably would not believe it, but what one thing is clear: Girona is what it is today (a mecca of world cycling) thanks to its historical, cultural and sports heritage. And due to something else.

The pioneers. If we talk about the factors that have boosted cycling in Girona, we clearly have to mention the pros. But we also have to say that Girona is where it is now because its citizens and public, private policies have been capable to provide the opportunities needed to create a positive environment towards the bicycle sector, and embrace it. We can undoubtedly say that Girona has innovated cycling.

So as we can apply the term bike friendly to a city, we should also apply to Girona the same features of an organism, adapted to the circumstances and evolved with innovation and entrepreneurship towards the challenges of the last decade, related to the bicycle tourism industry. The sexiest attractive of Girona, precisely, is that a whole city →

*Old town Girona is a
really special place.*





Some professional cyclists planted the seed in the late 90s.

has made a comprehensive response, acting as a body with its limbs: government, citizens and businesses made a step forward and the rest of the body accompanied the movement. Never said better: a city with muscle.

Some professional cyclists planted the seed in the late 90s. We have all heard that Lance was living here recommended by his team manager

Johnny Wertz. Apart from Lance, many guys from the Morotorla team also came here. Then another big name, Mr. Millar. So gradually, with the classic word of mouth, Girona became the fashion hot spot in the peloton. Today, the big names are projecting beyond its borders the image of Girona as a city, due to social networks, but in my opinion there is a key moment: when Christian Meier opened La Fábrica and then Service Course. And it's not so long ago about this: it was 2015.

All this is fresh history of cycling, living history, and it is actually some kind of halo or energy embedded in the environment. The amazing experience of cycling when you set up →

The morning light in Girona is so special.



A cyclist city for Pros or amateurs as well.

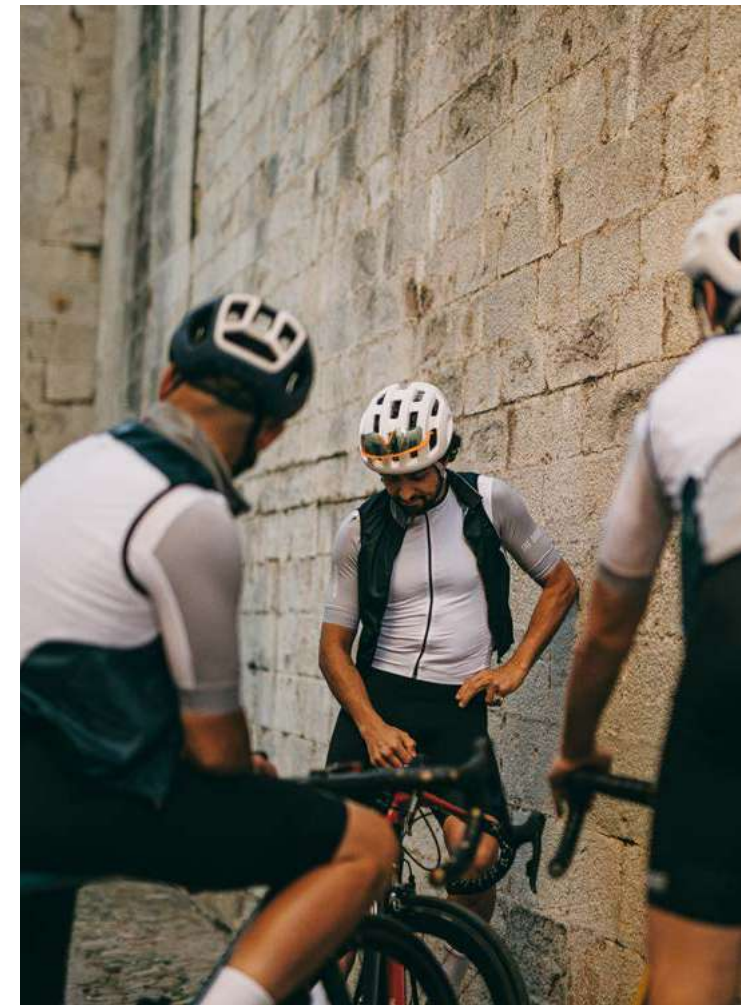
your base camp in Girona city. What you feel is a community built around cycling that has emerged almost by chance. This sense of community, of belonging, and territory is an achievement, from the point of view of sustainable urban development and from innovation, and certainly deserves some kind of prize for best practices.

Girona in four levels. It is 7.00am. You get dressed in lycra and step down by the ancient stairs of the apartment in the old city, La Força Velle quarter. The sound of the cleats on the steps is putting you on the road even before we start riding. You get on your bike just from the door, and start pedalling down cobblestone streets where most of the people you come across, understand well what you do at that time in the Street, dressed like that and with that kind of bike. They look at you and immediately understand the bike you wear. There is like an aura of complicity. Five minutes later you are riding on secondary roads lined with always-green trees on either side, no matter if it's summer or winter. It seems incredible but it is true. You really feel that the air is cleaner and purer. You begin to get away from the city and the views are still improving, you come across a pro and you pedal up the pace. Literally, the space around you makes you feel more cyclist. It makes you want to be a better cyclist. It pushes you to want more cycling. Now it's clear, you're that, you're here for that thing. You're a great cyclist. That's why your sensations in Girona get higher and multiply.

1. Around Girona, some villages for having a quick stop are the romantic component of the routes. A classic one is the loop leaving Girona heading to the sierra of Montnegre. Don't need to go beyond it. Sierra of Montnegre is a small ridge between Girona and the coastline, typical in the Mediterranean geography. You can climb to the affordable Els Angels peak and go down

to Monells, which is across the mountain, to take a coffee in the ancient square of a small medieval town that seems extracted from a story by Tolkien. After 15 minutes, ride back for another option in Montnegre, now heading to climb to Santa Pellaia. You get to Girona with 70km on your legs and 1000m vertical feet, in around 2h 45 minutes. We could call this loop level 1. →

The space around you makes you feel more cyclist. It makes you want to be a better cyclist.



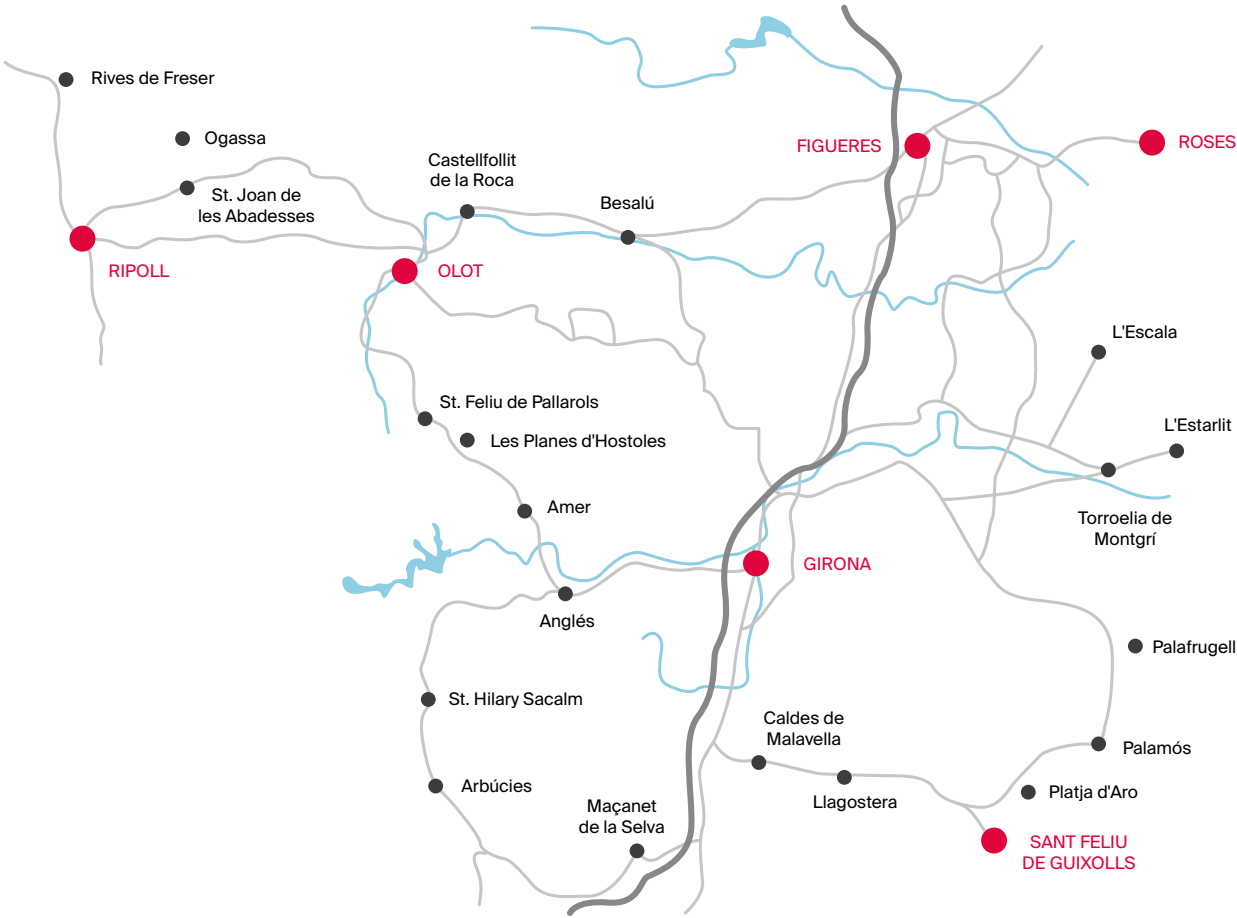


Ride and smile.





So many climbs all of them spectacular.



2. In Level 2 you would either go through the Montnegre or go around it and go closer to the coast, then return to Girona. In this case, the routes are at least from about 100km. One of my favorite rides is the cliff between Tossa de Mar and Sant Feliu de Guixolls. A real delicatessen of flat pedal seaside cruise. However, it's not easy to complete entirely since in the middle of the route you find the climb to the Ermita de Sant Grau D'Ardenya, which is a tough climb at the south side of the Montnegre from the coast.

3. Routes level 3 and 4, starting from Girona, require better shape and more background. Approaching to the Cap de Creus Natural Park, in the Serra de Rodes (near the village of Roses) means that you'd be cycling about 70km

just to get there. For example, to the wall of Port de la Selva (2-3km very hard). On the way until there, you can find beautiful spots like the Aiguamolls de l'Empordà, which are in a meadows area in between Girona and Figueres. But then you have to go back to Girona, of course. You can also make your bet higher and jump to Level 4 directly: the Pyrenees. From Girona you'd have a few km pedaling to face the pass of Vallter 2000. And again, remember that you must then return to Girona.

These are just examples, but there are plenty of choices, both in terms of hardness and combinations of routes. Literally, don't finish with it. And we have not even mentioned other classic routes like Mare de Deu del Mont, above the medieval town of →



You can be creative without limits, as combinations are endless. I see it as a personal matter.

Besalú. The sparkling Rocacorba, this time starting from Girona and going westbound, with another of the longest and most beautiful Catalan passes. The Montseny, another sierra between Girona and Barcelona. Or the striking volcanic area of La Garrotxa, near Olot (here you should remember one name: Capsacosta).

If you go to Girona you may never want to leave.

It depends on you. These names should just be viewed as local hubs that cyclists take as reference to design their own cycling experience in Girona. You can be creative without limits, as combinations are endless. I see it as a personal matter. Think about what do you want to ride, where and how. Then, make your target. Apart from the track, you will choose the tempo. If you ride to perform, you'll find a pack. If you ride to chill, you'll find a pack. If you have rest, you'll find a pack and if you want party ... perhaps you'll also have group for the weekend.●

GIRONA DAY AND NIGHT



The best thing about any cycling experience in Girona, is that it doesn't end just when you finish your ride. Like when riding, there are endless options: finish your route with another coffee at Café Rocacorba, come over and taste the delightful selection of Service Course. Enjoy a tasty Hors Categorie pocke at lunchtime, while you see Taylor Pjiney of Cannondale paying for his coffee in the bar. Watch some cycling broadcast in Eurosport before returning to the apartment for a shower and start the evening. It goes on and on: a few beers, more friends with the same mood. Suddenly a *random* moment: a funny parade of Cabezudos *de la terra* suddenly appears round the corner. You're exhausted, but at ease. Feeling alive. Another beer, please. To compensate. You're laughing and you're happy.

TRANQUILITY MODE ON

Girona's Old Town, La Força Vella with its Cathedral, has always been a tourist attraction in Girona. The city center is affordable, comfortable and is divided in two by the river Onyar. It divides the city in the old part and the modern part. The river and its bridges are another great attraction of the city. The river itself is not a key component of Girona, but both for tourists or for locals, is a key component of Girona. The bridges crossing the river are used as streets and shortcuts. Beautiful, unique pedestrian bridges that patiently wait to be taken in a picture and be shared in social networks by people saying: "Hey, look where I am. I'm on a bridge —hey, where are my image rights, dude?". The facades of the buildings are amazing the first time you see them, but also every time you stop to look at them. That amount of colours, the windows leaning out to the river, transmit even more calm and quietness, the more you observe it.



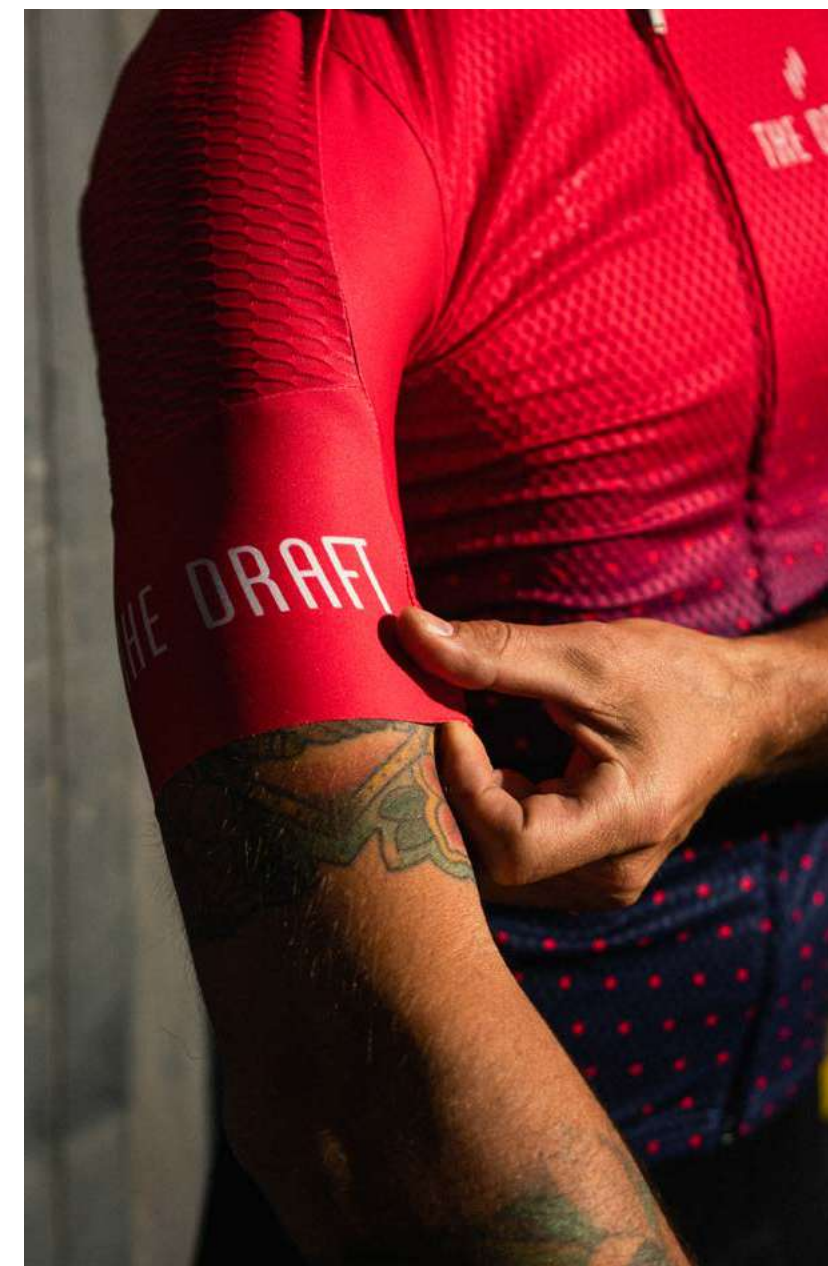
*Great design, high performance, the latest
The Draft collection lorem ipsum dolor sit
amet consecutor...*

THE DRAFT COLLECTION





PREVIOUS PAGE Coral & Marine Anniversary Jersey
LEFT Coral & Marine Anniversary Jersey back detail
BELOW Coral & Marine Anniversary Jersey arm detail





ABOVE LEFT *Ivory Gilet*
 ABOVE RIGHT *Ivory Jersey*
 NEXT PAGE *Ivory Jersey & Ivory Bib Shorts Man*





PREVIOUS PAGE *Black & Coral Anniversary Jersey*
ABOVE *Black & Coral Anniversary Jersey back detail*

PERFORMANCE NOT ONLY FOR PROS

Training is not just for pros but for all those cycling enthusiasts who do not have time to train. Watts Lab is a training center for bike lovers born with the aim to "democratize" the tools of high performance training for cyclists of all levels. David Noguera, its founder and head, opens the doors of this pioneering center in Madrid.

INTERVIEW David Noguera from Wattslab

Because you have more limited time, we optimize the time you invest in training efficiently and effectively. It's not a matter of training more, but training better.

Tell us what kind of equipment you have in your center. We have rollers, so you can train with your own bike and also with our Wattbikes, which are bicycles that measure power, dysmetria, technical skills... nothing to do with an indoor bike of spinning. Also we have specific machinery for the work force, as an optoelectrical encoder, which measures the speed of execution of work with free weights.

And one Keiser with pneumatic resistance, which is resistance rather than weight, it is compressed air, offering the same charge throughout the range of motion, regardless of inertia. And as additional services we offer biomechanics, lactate test to calculate training areas, outdoor outings, etc.

So we can say that Watts Lab is like spinning? Oh, no! It is indoor training, but focused 100% on what happens in reality on the bike. In our case, the music is not the main theme of the session, but training, and the music is in the background. There→

are even customers who bring their own helmets with their music. The coach is not a simple motivator, but gives feedbacks on what should they feel at every moment of the session, focusing on technical skills, position on the bike, etc. Our claim is "Indoor training, outdoor results".

I figure that it has not been an easy way until here. How did the idea come about? For many years I wanted to have my own business but never found the time. I was responsible for training and innovation for Spain and Portugal for a multinational fitness company, Virgin Active, which was acquired by another company. In this acquisition most of the central office was torn apart. That was the perfect moment to put it all on the table and give my dream a chance.

I heard once, in a training for entrepreneurs, that you should be clear about the Why? in your business. The What for? you probably already know it, but many entrepreneurs do not know why they set up their business. In his case, David Noguera had no doubts about it.

In 2014 a great friend and me a leader, Kim Forteza, opened a center in Mallorca called Cycling Me. It was a center of high quality indoor cycle focused on the cyclist. That business was for me the beginning of everything. By many factors it didn't evolve as it should, and analyzing the reasons I became aware that the initial investment required for a spinning center was too high to make the business profitable. In our case we have eight employees for a 100m2 room, which makes it much more manageable with less human resources costs. Only one person is able to provide high quality training being almost 1-to-1.

What kind of people train in Watts Lab? Any bicycle lover willing to

optimize time. We are here at Watts Lab to do workouts not only when it rains! We are able to optimize top workouts in one hour. Not everyone is available for three hours on weekdays, with commuting, traffic jams... it can be even four hours of leisure time just for training! So our proposal is: quality training during the week and more volume on weekends, for the vast majority of cyclists.

And the weekend... group ride, right? For those who do not have a target to get on a podium, definitely yes. In cycling, at amateur level, it is essential the social aspect. Structured training is often incompatible with a group ride. That is why our proposal is structured workouts on weekdays, but enjoy the bike, friends and coffee time on weekends. When you have a high performance target, we do endorse a specific work load over the weekend, but if you just want to be "finisher" in a race... enjoy Sunday with friends.

Why is it important to have a structured training? When we start riding bicycles it is easy and fast to improve. Every time you ride faster climbing mountains your endurance is also better, so your KOMs begin to rise. The problem comes when we ride out with a group. We just play one instrument there, and if we only do trainings like these we will just improve a few aspects of our physiology. As soon as you begin to put together certain series, recoveries, soft riding ... in four or five weeks you notice it out.

Such an important thing is the work force? Yes, yes and yes one thousand times. You can win many watts under a squat bar. In fact when one of my trained can not perform any of the workouts due to lack of time, I rather like to skip one bicycle workout than a strenght one. But not any training is worthy. We can measure the execution speed with encoder and thus know



Training is not only for Pros.

Heart rate gives us a super valuable information to see how the body responds.

when fatigue begins to appear. We work to specific speeds and measure the wattage generate in a squat. So we put an eye on you when you are not training properly!

How is tracked in the online training We work with specific software training such as Training Peaks and WKO4. Through this software we share a training schedule with access for the coach and the trained person. We put there the training to be performed every day, depending on what we

should do this week for the annual planning and what the trained can really perform by time availability. The more communication the better we can tailor the training process. We are in touch with athletes as much as possible (personal visits, phonecalls, email, WhatsApp ...). The customer links the device account, Garmin, Polar or any other, so that we can compare what was planned with what actually is done. We do not trust the plans in Excel, static. The hard work of coach is not proposing training but analyze what really happened in the session and track and monitor all training variables.

Why is the unit of measurement that is being imposed are not watts and heart rate? First, we do not rule out the pulse. Heart rate gives us a super valuable information to see how the body responds to exercise. We want power and pulse (and all the varia- →



It's all about FTP.

bles that we can register ...) but the pulse is very variable depending on fatigue, heat, dehydration, caffeine ... etc. Power gives us information work actually being done. If you pedal a five-seconds sprint you will see how the heart rate remains virtually unchanged, but the power is really high. How could I then propose you to train by heart rate of five-seconds sprints?

We have seen MTB riders with your image, who are they? We created a plan to support high performance athletes the last summer. We did physical tests to more than 50 cyclists that came over from everywhere in Spain, and our commitment was to provide them with a specific training plan and nutrition, biomechanics, sports equipment and sports supplementation. We found great partners who supported us like Scott, Victory Endurance, Cycling Club Laboratorios, Macrocielo and Fuel the pedal. Álvaro Lobato, Iván Calvo and Carlos Domínguez are MTB cyclists competing for provincial and national

races carrying our values and brand image of the competition.

What plans and goals you Marçais in Watts Lab in the medium term? Several lines. In September 2019 we will expand our spaceroom with 60m2 more to provide permanent biomechanics and physiotherapy services to the club. And in the same month we will open our first "Cycling Corner". A franchise model in which we implemented the service Watts Lab at any center. It will be a smaller model, with lower initial investment but with the same quality of training. In the coming months we intend to decide the final location for a center in Cali, Colombia, and try to continue to expand in Spain.

Finally, the online growth is still better than expected. Having a physical center gives a lot of credibility to the product and reassures the customer, so that any problem, unexpected issue can be solved with us on a face-to-face basis. This is another of our pillars of growth for 2020.●



FUEL FOR YOUR BODY

Organic machines as we are, we use gasoline, and that gasoline is made up of ingredients. If we know the ingredients that make the best mix for our body, we will have all the necessary to elaborate our particular pills for situations of high energy performance on the bike. These are personalized, healthy and cooked to our liking energy bars.

Nutrition and cycling are closely linked, since it is a relationship that begins before starting the activity, and keeps on during and after it is finished. Nutrition is very important, as we all know, so on the bike it is necessary to implement a healthy and responsible pattern of nutrition even with the small pieces of food, like power bars.

Energy bars are an ideal and delicious piece of food for that extra shot of endurance or power needed during training or racing. They have a number of advantages, such as a slower assimilation by our metabolism than other similar products. And of course they are a healthy snack at any time of the day, whether or not we are doing a cycling workout or performing a physical activity.

So adequate are these small pieces of energy that many professional teams are starting to make their own handcrafted power bars by their team chefs. Feeding the riders with a healthier way, and with organic products is becoming a priority, leaving aside the ultra processed food that due to its high content of refined sugars and other products, will eventually generate negative consequences for our organism. Not only you have to perform better on the bike but also be healthier and live longer, so in our sport life as in our regular life.

It is very important that we control what we eat, because as it is said "we are what we eat", so we also have to control what we eat while practicing sport, specially if we are cycling

lovers and we practice it quite often. Every ingredient we use gives us different nutrients that will help us in different ways when it comes to performance. It is well known that there is the more and more information about nutrition, health and the relationship between nutrition and sports: how products affect us, which ones are most suitable for us and our bodies, including our blood type, etc.

Therefore, we will not make any mistake consulting this information to better understand our body, what foods feel us better for one type of activity or another, if we have some sort of incompatibility or intolerance, of course, and how we can optimize our nutrition without renounce the flavor and taste providing good nutrition. Of course, in case of doubt we must consult a nutritionist or food specialist! Everything necessary to ensure ourselves of what is fine for our body. Because eating properly is not about eating what we most like, but eating just what it fits better with our body, and at the same time we enjoy it.

These are some recipes for homemade energy bars. They are simple recipes that we can adapt to our personal taste without being an expert in the kitchen. Every ingredient we put in our energy bars is very important, so we must try to use only fresh products when possible. At the same time they do not have to be specifically eco or organic always, as this "label" doesn't make them better nutritionally speaking, only environmentally. •



ENERGY BARS WITH LIME, COCONUT AND HEMP

FOR ABOUT 12 BARS



- | | |
|---------------------------|------------------------------|
| - 50 gr of oatmeal | - 20 units of boneless dates |
| - 40 gr grated coconut | - Juice of 1 lemon |
| - 70 gr of pumpkin seeds | - 1/2 lemon peel |
| - Salt | - 60g tahini |
| - 1/2 teaspoon of vanilla | - 80 ml of coconut oil |
| - 75 gr of hemp seed | |

Elaboration:

1. In a baking pan of about 14 x 20 cm we place an oven paper, to avoid sticking the mass. Will put the oatmeal, the grated coconut, sunflower seeds, salt, vanilla flavor and hemp seeds in a food robot helper or food grinder. We crush everything until a slightly sandy mass (better if we do it by short shots). After obtaining our mass will put it in a bowl.
2. In the same robot or clean processor, we will put the dates, lemon juice, lemon peel, tahini and coconut oil, and grind that to a paste with homogenous texture.
3. Mixed with the above mixture and will grind everything until is well mixed, in a homogeneous and flat, smooth texture.
4. We will put the mass on the baking paper sheet and flat it to obtain a layer of about 2 cm high. Sprinkle with more grated coconut to taste. We introduce in the freezer for at least 30 min before cutting a 12/16 bars. Refrigerate or freeze.



EASY ENERGETIC BARS

FOR ABOUT 12 BARS



- | | |
|---------------------------|--------------------------|
| - 60 gr of dried figs | - 115 gr shelled nuts |
| - 70 gr of dried apricots | - 200 gr black chocolate |
| - 60 gr boneless prunes | 70% |
| - 160 gr boneless dates | |

Elaboration:

1. We put all the ingredients in the chopper, food processor or similar kitchen helper. Grind it to obtain a homogeneous mass. We can take at least 5 minutes, and we will activate the oil of the nuts. If the texture is too dense we can lighten the mixture with a little water or lemon juice. Extract the mass of the grinder and put it between two oven papers.
2. Using a cooking roller, extend the mixture in a rectangle about 2 cm thick. Then refrigerate one hour. We can make cuts now before we will cut the bar pieces. We cut the portions and pile them between papers oven. The can keep them in the fridge so they get solid enough or wrap them in oven paper.
We can give them an extra touch, puring some melted chocolate over the bars.



ANTIOXIDANT ENERGY BALLS WITH BLUEBERRY

FOR ABOUT 12 BALLS



- | | |
|--|----------------|
| - 150 gr of dried cranberries | - 30 gr honey |
| - 100 gr of mixed nuts (almonds, hazelnuts, walnuts ...) | - Salt |
| - 15 pcs. boneless dates | - Banana chips |

Elaboration:

1. Put all the ingredients except banana chips in a blender and grind intermittently until a homogeneous mass, we get to a bowl and let it rest about 20 minutes in the refrigerator to get a dense texture. Meanwhile, in a mortar or in the same clean grinder, we grind the banana chips to obtain a coarse powder.
2. When the dough is ready, with the help of a little water or oil in our hands, we will make small balls and will pour them over with banana powder. If banana powder does not sticks well, will dissolve some honey in a little water, and will pour this mixture on the balls for a moment before, and then the poder.
We keep refrigerated until consumed.



ENERGETIC BAR WITH PAPAYA

FOR ABOUT 12 BARS



- | | |
|-----------------------|---------------------------|
| - 250 gr Oat flakes | - 50 gr dehydrated Papaya |
| - 100 gr cocoa butter | - 30 gr honey |
| - 60 gr Brown sugar | - Salt |
| - 20 gr Nuts | |

Elaboration:

1. Melt the butter in a pan over low heat. Add the brown sugar and honey, and mix slowly until it forms a paste. Pour oatmeal slowly and gently mix until gets smooth and consistent. Remove from heat. Add a pinch of salt and mix. Add the walnuts and the chopped papaya.
2. Dispose in a dish previously greased with a thin layer of cocoa butter or use a greaseproof paper (for not sticking the mixture). With the help of a cooking roller flatten and and pressing the mixture well until compact. Put in the oven 20 minutes at 180 °. The dough has to be a golden color.
3. Cover the pan and let it cool completely. Cut the mixture in portions.



CANDIDLY COFFEE ROASTERS

*Specialty
coffee arrives
to Madrid*

Words by Luis Tejo. Photography by Luis Tejo.

It's the very same ritual every morning for millions of people all around the world. They don't even imagine starting a day without a good steaming cup that cheers their palate and by the way keeps them awake to face the next hours. Coffee has become in its own right an essential partner, almost a first need good for mankind.

But there are coffees... and coffees. As everything in life, there is a wide quality range; from most coarse torrefactos to most exquisite delicatessen, there are all kind of varieties available in the market. At the top step "speciality coffees" are placed. That is the format they work with at Camden Coffee Roasters.

This tiny and cozy spot is located in Velilla de San Antonio, a village with little more than 10,000 habitants at the outskirts of Madrid. From such a remote place, the business run by Inés and Ilker is becoming a thing in the sector, up to the point of becoming a reference for the most demanding coffee drinkers in the Spanish capital and its region. There, the couple has opened not only a café where you can have the beverages they prepare, but also a roasting company where they prepare and sell the grains so that everybody can enjoy this true black gold at their own homes.

But what is "specialty coffee"? Inés explains the concept: it's a product category in compliance with a series of requirements that make it especially valuable. Smell, flavour, taste notes, sweetness and bitterness, citric or floral tones... everything is evaluated and scored (there's even an international association, SCA, in charge of the task) and only those that get high marks and have all items properly balanced can be sold as such. It must also be guaranteed that the plantation works with a fair trade system and uses environmentally sustainable techniques, with its appropriate traceability. "It is, so to say, a pampered coffee, with a process not used in conventional coffee".

Difference is noticed from the first sip. Even less trained coffee drinkers notice

immediately that this coffee is a different world. "In Spain we love coffee but we drink it badly or use low quality coffee. Regular consumers recognize the quality of a product like ours and don't want to return to old products anymore. Those who are a bit skeptical, in the very moment they try it, reckon that it's different and appreciate it", Inés tells us.

Since it is more appropriate for the requirements, the shrub species used is Arabica; beyond that, specialty coffee doesn't have a specific geographical origin. "Coffee is a fruit with a temporal span of growth. When it's ready in South America, it's not in Africa or Asia. So depending of the season, we bring it from one region or another. We have coffee from Costa Rica, Brazil, Mexico, El Salvador, Peru, Kenya, Ethiopia... whichever is available at the moment". All these countries are located close to the equator, because the coffee plant needs very specific conditions to develop: high mountain areas where temperatures keep constant all year round. It would be impossible, for example, to nurture coffee in Spain.

Roasting is also a very important part of the process. That is Ilker's work. He describes the features that give this coffee such a special character. "In speciality coffee medium roast is used. It must be stopped before reaching the second crack, because in that moment the bean starts to char and give off oil; doing so would get it darker, more bitter beans, and surely there's a market for that kind of coffee, but it's used in commercial brands. Apart from that one can adjust the different parameters in the machine, more or less air, gas, temperature, time...to create different profiles depending on the usage the coffee will have later. For example, for espresso →







One of the coffee roast machines.

Partners and a happy couple.



coffee makers it tends to be more bitter, so that the colour is nicer and the beverage is stronger, as 90% of people drink it with milk”.

Proper coffee roasting is an art in which Ilker and Inés got started almost by chance. The couple met in London, where they managed a more conventional coffee shop, where they also offered high level breakfasts and brunches; it even reached the first position on TripAdvisor in the whole city. However, a trip to Cornwall, in the southwestern tip of Great Britain, changed their lives. “We got into a cafetería in the middle of a forest and there I tasted an amazing coffee, really impressive, the best I had had in my whole life. I did my research about it and discovered the specialty coffee concept. I contacted the roaster company but they refused to sell that coffee to me. So I decided to roast on my own, because specialty coffee is a novelty that attracts attention and is growing quickly”.

The couple took a radical decision: leaving England and moving to Spain to start a new business. “In Madrid we’re starting slowly but we believe it can become quite popular”, says Inés with confidence. “Also we were thinking about creating a family, and the best place to

settle was close to mine”. This explains that they ended up in such a small town like Velilla de San Antonio, where her parents own a house. “Brexity also swayed the decision”, Ilker admits.

Changing from a megalopolis to a tiny spot seems brutal but it has gone pretty well. “Customers in Velilla are very open to new experiences. We had to adjust prices slightly, but it can be done to satisfy their demand. Our plan is to keep expanding, open a second roaster in downtown Madrid and let our brand grow”. Because, apart from managing their own venue, Inés and Ilker have diversified their offer. They provide training both for roasters and for bar tenders, and also trade wholesale already roasted beans to other companies who want to improve the quality of their coffee.

The latter explains their partnership with The Draft and their advance into the bicycle world. “It’s them who found us”, states Inés. “We were very happy to see that they wanted to include in their business a mixture between cycling and specialty coffee. After all, they also make a very specific thing that mixes very well with our product. It’s something different and top quality, just like the bikes they make”. Before

We got into a cafetería in the middle of a forest and there I tasted an amazing coffee, the best I had had in my whole life.

this collaboration they had no relationship at all with cycling, apart from serving the groups of riders stopping by their place when cycling across Velilla. “But it’s true that in London we have seen the combination of workshops where you got your bike serviced while you could have a specialty coffee”.

Who knows, maybe in a close future this trend will arrive to Madrid too, and we certainly will be glad to have a chat with our bike route colleagues while having a specialty coffee. We already are fans of it and will not going back to any other coffee.●

LOOK LIKE A PRO

Pro cyclists spend hours and hours every day perfecting their craft. This is not limited to riding a lot to get fast but also looking the look as well.

Even if you don't have the same legs as a pro you can still look like one, or as close to it as physically possible by doing and not doing things that every pro knows without even thinking. Following these guidelines will not only have you looking like a pro but acting like a professional as well.

Looking like a pro starts with what you're wearing and how you wear it. Just because it looks "pro" doesn't mean it has to be expensive. Plan ahead and you'll too look the look.●



1 HELMET

Face it, helmets just aren't cool. Nothing looks more pro than the tour rider cruising down the boulevard wearing nothing but a broken-in cycling cap. However, concussions and drooling out the side of your mouth are really lame, so wear your helmet. But for heaven's sake, take it off when you walk into the coffee shop! Are you afraid of slipping and hitting your head on the counter? When worn, the helmet should be tilted as far forward on your head as possible and never at an angle. Cockeyed helmets are a sure sign of an amateur.

To look cool, take off the helmet and slip on your cycling cap the moment you arrive at your destination. To look Euro-cool, make sure to always wear your sunglasses on the outside of your helmet straps so the television cameras can see the brand logo on the ear pieces. And please, no neon colored helmets! White is the only acceptable helmet color.

2 CYCLING CAP

Cycling caps are one of the biggest things that can help you look like a pro. Riding with one without a helmet does not. It just makes you look stupid for not wearing a helmet. Wear one under your helmet on cool or rainy days otherwise take one in your pocket to wear at the coffee shop.

3 SUNGLASSES

Your sunglasses should be riding specific meaning that they are made for athletics. Although aviators may look cool, they don't on the bike. For something to look good it has to be functional as well. And wear your sunglasses on the outsides of your helmet strap. No ifs, ands, or buts

4 JERSEY

The first thing to having a "pro" looking jersey is to have one that fits. Riders who wear jerseys two sizes too big are said to wear skirts. A jersey's pockets should sit on your lumbar, not at your hips. Wear a jersey too big and you are likely to catch the tail of the jersey on the saddle nose when you try to sit down. While some riders may not mind the baggy look, the effect the wind will have on the jersey causes it to flap around like a flag, making it harder for riders behind you to see what's going on up ahead. Form-fitting clothing reduces the number of visual distractions other riders must process and cuts down on noise.

5 SHORTS

First of all, they don't exist. Forget about them. The only acceptable garments to wear are bibs, no exceptions. But please, throw out your bibs when they start to wear out. Enough anatomy is revealed by the skin tight Lycra, we don't need to see a transparent butt panel. And this may seem obvious, but the jersey goes over the bibs!

Riders who wear shorts two sizes too big are said to wear bellbottoms. If the leg grippers flair out instead of fitting snugly around the thigh and if the Lycra bunches up rather than running smoothly over the rider's skin, not only is the look terrible, but chafing is inevitable. It's as comfortable as a sandpaper sock. Loose shorts also present another liability: plumber's crack. When you ride in the drops in a group no one should see your skin—from your back...or elsewhere. Bibs take care of this problem and are more comfortable to boot. And again, form-fitting clothing eliminates visual distractions caused by flapping fabric.

To look cool, wear bibs, enough said. And please, don't wear underwear under your shorts!

6 SHAVED LEGS

We've all been asked a million times, why do cyclists shave their legs? Our answers range from aerodynamics to massage to wound care. But we all know the real reason. It is simple: it makes us look smooth.No pro cyclist has hair on their legs. The reasons are many. If you do, you are not going to look pro and you don't get any of the benefits from not having any hair on your legs.

7 SOCKS

There are two things to a pro's socks: height, and color. Pros don't wear ankle socks nor socks that come half-way up your leg. The correct height is about one to five inches above your ankle. The sock should be well above your ankle but not so far as to be to the bulge of your calf. Typically larger legged cyclists, sprinters, wear a bit shorter socks while thinner legged, climbers, wear longer socks. The color of your socks should match the rest of your kit meaning if your kit isn't bright green, don't wear bright green socks. Generally white is the most "pro" looking while black is the safest all-around bet.

8 CLIPPING OUT

Hard to believe, but this one actually deserves its own paragraph. One of the easiest ways to determine the experience level of a cyclist is to see how early they clip out before coming to a stop. A novice rider will clip out as much as a block before a stop sign or red light. A real beginner will clip out a block before a green light, just on the off chance that it might turn red by the time they get to it.

To look cool, let the bike come to a full stop before clipping out. To look Eurocool, never clip out. Track stands are the only acceptable way to wait at a red light. And please, no basket-clips and no mountain bike shoes on the road bike! Wearing sneakers or mountain bike shoes on the road indicates that you intend to spend more time with your feet on the ground than in the pedals. You're a cyclist, darn it, not a pedestrian!

Ever wonder what cyclists are talking about when they start throwing around weird slang? We've created a bicycling dictionary for you.

GRIMPEUR

Also known as a climber, is a road bicycle racer who can ride especially well on highly inclined roads, such as those found among hills or mountains.



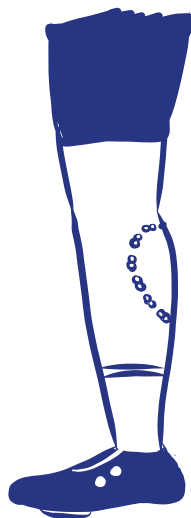
CHAINRING TATTOO

A smooch from the chainring is hardly romantic. A chainring tattoo, or "rookie mark," refers to the patterned grease spots left on a cyclist's leg after accidentally pressing against the chainring. Get ready to enlist some of your own grease (elbow grease that is!) when bung o this temporary tat.



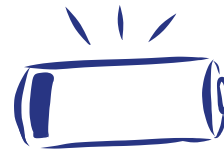
WHEELSUCKER

When you follow the rider in front of you, drafting, and sucking their wheel as if your life depended on it. On a windy day, you will realise how important this ability is. Drop that wheel and you will regret it.



BIBS

Cycling shorts that have a bib or suspenders instead of an elastic waistband. Most cyclists prefer bib shorts since an elastic band can cause discomfort or change in the bent-over cycling position.

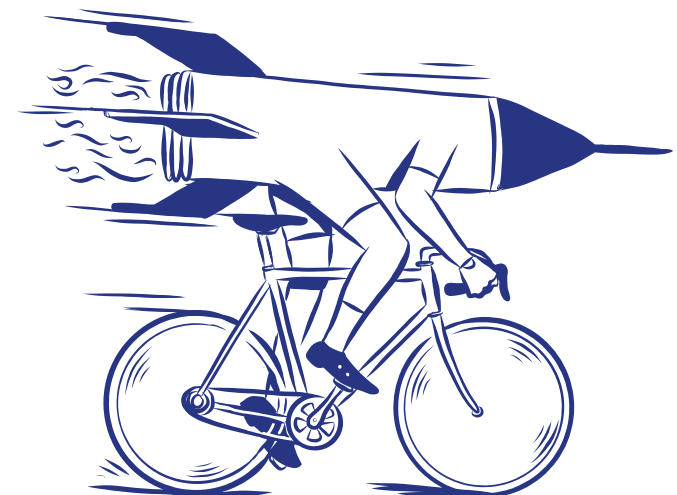


BONK

Also known as hitting the wall, it means you've run out of energy due to glycogen depletion (glycogen is the fuel that's stored in your muscles). Those who skimp on food or hydration often bonk and need rest, H₂O, and high-carb foods to recover.

TAKE A FLYER

To suddenly sprint away from a group. It just takes too much energy to be out there with your nose in the wind all day long. You can go faster and conserve up to 40 percent of your energy by sticking with a bunch and working at the front of the pace line only when it's your turn.



ROADIE GLOSSARY





THE DRAFT