

World Cycling Centre

Centre Mondial du Cyclisme World Cycling Centre

The UCI has never had a facility like this. A hundred years after it was first set up (by five nations back in 1900: Italy, France, Switzerland, Belgium and the United States), the International Cycling Union has now been refurbished with a brand new headquarter, the World Cycling Centre, which officially opened last April in Aisle, Switzerland. Conceived along futuristic lines, the new centre is designed to meet three different requirements: the management of cycling (UCI), the training and development of new cyclists (cycling arena) and management training (teaching rooms).

A Showcase for the UCI

"This project - Jean-Pierre Strelbel, the executive director of the project, noted - fits in perfectly with our policy, neatly summed up in the slogan we chose for entering the third millennium: a century heading into the future."

The facility, which was built between 2000 and early 2002, is easy to get to: it is actually just 40 kilometres from Lausanne and an hour's drive from Geneva International Airport. It is furnished with a large reception room, a museum with boldly designed glass windows, a roof shaped like a wheel covering the cycling arena, and then offices, rooms, a library, archives, restaurant, and rooms for holding seminars and permanent or regular training courses. All designed to cater for the needs of a set-up involving 171 countries and which, therefore, is in urgent need of an international showcase combining utility, functionality and visibility.

Strelbel went on to add that the "creation of the WCC near Lausanne and headquarters of the International Olympic Committee will hopefully inject fresh life into our training, development and co-operation programmes."

The Architectural Design

"Thanks to the confidence and innovative spirit of the management team at the WCC - so the architect Pierre Grand told us - a novel, cutting-edge design was developed in the hands of a multi-disciplinary team. The project is designed around its three distinctive sections - the administration building, the sports complex including the cycling arena, and a gym for top-class athletes - serving three separate purposes.

The project is interesting for the way these three sections are juxtaposed, how they complement each other stylistically, and the methods used to build them."





Photo 1. The inauguration of the new CMC.
Photo 2. The first works phases.
Photo 3. A view of the almost finished centre.



A Cycling Arena for Champions

The World Cycling Centre's signature feature is the cycling arena. This is an indoor arena with a 200-metre-long track, 7 metres wide and with embanked bends rising up to a height of 1.6 metres. As the architect, Mr. Grand, told us "the cycling arena's roof made of a three-dimensional structure covered with a twin membrane covers an interior space with no bearing structures." There is a grass field in the middle that can be used for playing cycle-ball or holding artistic cycling displays. All around there are locker rooms, gyms, maintenance rooms and store rooms (for track, road, mountain, trial, BMX, polo-cycling and artistic cycling bikes). And then there are garages, offices for the federation, coaches, commissioners and judges, a medical room, clinics for carrying out medical tests, and stands. The training rooms are particularly important (a building has been allocated to the Swiss Gymnastics Federation after it received public financial backing). "Thanks to the help of the Federal Sports Department - Strebel pointed out - what was only supposed to be an international cycling project has quickly turned into a national centre for the sporting elite, and not just for cycling but also other important sports like gymnastics, athletics, fencing (mainly at international level) etc.

The Project Philosophy

One of the Centre's key projects is to provide training facilities for the 2004 Olympic Games. Each year the Centre will host 30 athletes from developing nations on a 10-and-a-half month training scheme. The athletes will be coached by Frédéric Magné and Chantal Daucourt (for the sprinters and women cyclists respectively), carefully selected by the Lucien Bailly, who is in charge of organising the Centre's sports activities. The cycling arena is open to anybody who wants to train, including students, with special attention reserved for cyclists or aspiring cyclists. A special track starting in the hills and running down to the Centre has also been designed for mountain bikers, and a cycle path is planned to be built soon, which will also start at the Centre and run along the Rhone. A total of 50 people work at the WCC: about forty in the administration department and ten other collaborators (assistants, instructors, coaches), who are accommodated in the nearby "Mon Sejour" residential centre. The new World Cycling Centre in Aigle may rightly be considered the jewel in the UCI's crown, a fitting gift for its hundredth anniversary, in the hope that another 100 wonderful years lie ahead. It is also sincerely to be hoped that the centre will play its part in the battle against doping.

Building the Centre

A number of Mapei products were used to build the Centre. The following were used for the concrete: MAPEFLUID X404*, a superplasticiser for concrete with low loss of workability; MAPEFLUID N100*, a superplasticiser for concrete with a slight retarding effect, IDROSTOP*, a hydrophilic expandable rubber section for watertight construction joints, available in two sizes, 20x10 mm and 20x15 mm, labelled IDROSTOP 10 and IDROSTOP 15, and also IDROSTOP MASTIC*, a one-component adhesive for installing IDROSTOP*. Other products used for concrete include: MAPETARD*, a plasticiser for concrete with a retarding effect; ANTIGELO S*, a chloride-free antifreeze for cementitious mortars and concrete, and MAPECURE E*, a curing compound



*Photo 4, 5, 6 and 7.
The administration building, two pictures of the cycling arena and the gym.*

*Photo 8 and 9.
Linearity and formality of the exterior walls of the administrative buildings and cycling arena.*

in water emulsion.

The following were used for protecting the concrete: WALLGARD GRAFFITI BARRIER*, a reversible graffiti-resistant protective barrier for all surfaces, and MAPEFINISH*, a two-component cementitious mortar for concrete surfaces. For the steel roof structure, it was decided to opt for MAPEFILL*, a high-flow shrink-free grout for anchoring, and ADESILEX PG1*, a thixotropic epoxy adhesive for structural bonding.

The adhesives used for laying the tiles were: GRANIRAPID (C2F)*, a two-component adhesive system with rapid setting and hydration for fixing ceramics, natural and artificial stone (adhesive thicknesses up to 10 mm); KERAFLEX (C2TE)*, cementitious adhesive with reasonable deformability, good adhesion strength and no vertical slip, ideal for ceramic tiles and stone materials; PLANOBOND (C2E)*, a full contact cementitious adhesive with medium deformability, designed for indoor and outdoor ceramic floors. In addition, the following were also used: KERAPOXY (RG)*, a two-component acid-resistant epoxy grout for joints measuring at least 3 mm, available in 26 colours, and ULTRACOLOR (CG2)*, a rapid setting and drying grout for 2 to 20 mm joints, available in 26 colours and does not produce efflorescence.

The special floors designed by Mondo SpA were treated with: PRIMER G*, a synthetic-resin-based water dispersion primer with a low content in volatile organic compounds (VOC); EPORIP*, a two-component solvent-free epoxy adhesive for bonding and the monolithic sealing of cracks and screeds; NIVORAPID*, a cementitious thixotropic levelling mortar for ultra-fast setting (4-6 hours) vertical surfaces with thicknesses ranging from 1-20 mm; PIANODUR R*, an





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ultra-fast setting (12-24 hours) fine grain self-levelling smoothing compound for thicknesses of up to 3 mm, ideal for floors subject to intense traffic; LIVIGUM*, an additive in water dispersion for cementitious levelling compounds and mortars; ADESILEX G19*, a two-component polyurethane adhesive for rubber and PVC flooring; ULTRA/BOND ECO V4SP*, a universal adhesive in water dispersion with low emission of volatile organic compounds (VOC) for tough floors with extended open time, and, lastly, ADESILEX LP*, a double-coat polychloroprene adhesive in solvent solution for floors with vinyl and rubber surfaces.



We would like to thank "TuttoBici" (no. 4/2002), from which part of this article and some of the photos are taken.

* The products referred to in this article belong to the "Products for Ceramics and Stone Materials", "Products for the installation of resilient, textile and wood floor and wall coverings", "Building Products" and "Admixtures for Concrete" ranges. The technical data sheets are available on the CD entitled "Mapei Global Infonet" and at the Internet site: www.mapei.com.

The Mapei adhesives and grouts conform to EN 12004 and EN 13888 standards.



TECHNICAL DATA

World Cycling Centre, Aigle, Switzerland
Built: 2000-2002

General design and architectural project:
 Consorzio CMC: Pierre Grand et Pascal Grand, Lausanne; Tekhne Management SA, Lausanne; SGC Surveillance et Garantie de la Construction SA, Geneva

Track designer: Ralph Schürmann, Munich, Germany

Civil engineering: Consorzio DDP: DIC SA, Diuneur Ingénieurs, Aigle; Dupuis & Associés, Nyon; Passera & Pedretti Consulting Engineers, Lugano

Building Contractors: Consortium Aiglon, Monthey; Billieux SA; Crausaz SA; Gasser SA; Echenard SA; Cadosch SA.

Mapei products used: see article

Mapei retailer: Gétaz Romang SA, from Aigle

Mapei Consultants: Fredy Liniger and Yves Messori