

Leamington C&AC - Cycling Section Newsletter.
October 2001

Pete Taylor - Win No 14

He's not resting on his laurels, isn't our newest Life member. You might think that 13 wins in 14 years would be enough for any man, but Pete wants to win 'em all. Once again we picked a good weekend for the Hillclimb, the weather was fine but the roads were damp from early mist, slowing riders slightly as they came through the trees at the top of Edge Hill. Pete's winning time was comparable to his time in 1999, and the margin was similar to last years, over 30 seconds clear of Chris Blomfield and that Bennett guy.

Whitewash...not quite

Dave Bennett rattled a few cages this year, he was practically unbeatable whenever an event labelled "championship" happened to crop up on the TT calendar. Right down to the final Wednesday ride, he was unstoppable, then along came a hopeful challenger. Tim Cadd has not been around much this year, he's been getting points on his licence and moving up a Category. Tim volunteered to help push off most of the starters in the "5" then, claiming to be a bit "off form", pinched the glory from Dave in a stunning ride. Congratulations to both Champions, Dave and Tim.

See page ? for results

Winter Fitness

Spinning Classes with coaching are available for a special Club rate of £4 at President Health in Warwick Street, Leamington. Contact Arthur Beeton (01926 422679) for arrangements, or speak to John Shiels at President Health (01926 887311). Wear trainers, shorts and T-shirt, and have a shower and a drink afterwards.

Winter Fatness

Put a cross on your diaries against Sunday 23rd December, folks, we are returning to The Rose at Willoughby for our Christmas lunch. Roger Gardner has made life simpler by arranging a Carvery, at a price of £??, so you only have to book your place and send Roger your dosh. Everyone is welcome to ride out or drive to the "do", but places are limited to 3 dozen diners.

Vaughan Trophy

The Club's oldest and most impressive cup is being refurbished, in time to be presented to its new claimant, Matthew Wallington. The cup has been awarded for various competitions since its original date of 1928, nowadays riders have to earn points in Club Championship events by making improvements in their TT times, and Matthew has managed to do that in almost every distance apart from the "5".

With only 6 points advantage over Paul Preston, last year's winner, Matthew could not relax until he had ridden the final event, Edge Hill. Arthur Beeton made a bigger dent in his own PB, but Matthew collected 9 points for his trouble, and promptly retired from

hillclimbing!

Stolen bike department

John Frydman had only left his bike outside his house long enough to change his shoes and fetch a key to lock it in his basement. In that time a thief had walked into Milverton Terrace from Warwick Place and ridden off on John's pride and joy. The bike is quite distinctive, there is possibly no other like it in the UK, as his American nephew had brought it back from across the Pond.

If you see anyone riding a red Fuji frame with blue rims and lettering, with Shimano STI levers, but the front mech controlled by a down tube lever, report it to the Police, it is almost certainly John's stolen machine, See John's ad on the back page.

The highs and lows of Touring in Avon

Liz and Roger Gardner spent 10 days touring with Dave and Sue Hudson last month, riding their tandems around the Forest of Dean, across the Severn Bridge, and down to Somerset, stopping for a few days around Minehead.

Not wanting to spend a night in Bristol, they decided to press on towards the Gordano Valley, phoning ahead to arrange B&B. That night they were getting desperate when they were given the number of a guest house in Clevedon.

Liz will never forgive Roger, this place turned out to be a DSS hostel, complete with prams in the hallway, in fact a bit of a dump. I am reliably informed that they broke their record for early starting the next morning!

2nd Cat for Tim

Finally after many a month of trying, Tim Cadd has regained his 2nd Category Road Licence lost last year in part due to injuries. With the absence of weekend racing, much reduced by Foot and Mouth Crisis, Tim took advantage of evening races at Mallory Park to gain the necessary results to upgrade his licence.

A number of top ten results this year, including a 2nd and 4th place at Mallory Park, will mean that Tim will be racing against some of the best in the country for the rest of this and next season.

"I still haven't won anything this year, so there is plenty to aim for." said Tim, " but I have to plan for next year, I hope to get good form early season so that I may get into some of the Premier Calendar races, after all I am not getting any younger!"

Championship results

5 mile TT (29 Aug)

	Result	3yr PB	Imp/Def	Pts
1 Tim Cadd	11-31	11-43	+0-12	3
2 Dave Bennett	11-33	11-37	+0-04	1
3 John Herring	11-37	11-27	-0-10	1
4 Ian Maltby	11-46			1
5 Tony Smith	11-57	11-43	-0-14	1
6 Mike Ford	12-12	12-39	+0-27	7
7 Chris Blomfield	12-16	12-32	+0-16	4
8 Steve Hundal	12-19	12-45	+0-26	6
9 Len Orrick	12-23			1
10 Paul Preston	12-28	13-05	+0-37	8
11 Phil Galpin	12-30	12-39	+0-09	2
12 Alan Edwards	12-44	13-06	+0-22	5
13 James Webb	12-58	13-52	+0-54	10
14 Matt Wallington	12-59	12-52	-0-07	1
15 Peter Taylor	13-09	12-43	-0-26	1
16 Joss Clempson	13-12			1
17 John Frydman	13-45	14-25	+0-40	9
18 Cavin Woodward	14-00			1
19 Christine Walker	14-59	13-57	-1-02	1

30 mile TT (11 July)

	Result	3yr PB	Imp/Def	Pts
1 Dave Bennett	1-18-33	1-16-37	-01-56	8
2 Tony Smith	1-19-01	1-13-33	-05-28	3
3 John Herring	1-21-02	1-12-53	-08-09	1
4 Paul Preston	1-23-31	1-20-40	-02-51	7
5 Mike Stallard	1-24-07			1
6 Chris Blomfield	1-24-32	1-21-39	-02-53	6
7 Arthur Beeton	1-26-03	1-25-32	-00-31	9
8 Phil Galpin	1-26-08	1-21-56	-04-12	4

9 Matt Wallington 1-27-34 1-29-49 +02-15 10

30 mile TT (cont.)

	Result	3yr PB	Imp/Def	Pts
10 James Webb	1-29-15			1
11 Roger Gardner	1-35-06	1-27-13	-07-53	2
12 John Frydman	1-36-47			1
13 Pam Styles	1-38-55	1-35-21	-03-34	5
14 Emma Barnes	1-40-37			1
15 Joss Clempson	DNF			

25 mile 2-up TTT (1 Aug)

postponed from 18 July due to rain

1 Dave Bennett & John Herring	59-37
2 Len Orrick & Tony Smith	1-00-22
3 Ian & Adrian Lole **	1-01-39
4 Chris Blomfield & Paul Preston	1-02-48
5 Steve Walker & Ian Maltby **	1-03-39
6 Phil Galpin & Alan Edwards	1-04-07
7 Roger Gardner & John Frydman	1-09-36
8 Peter Taylor & James Webb	DNF

** = Composite teams

10 mile TT (16 Aug)

	Result	3yr PB	Imp/Def	Pts
1 Dave Bennett	22-56	22-55	-0-01	3
2 Paul Preston	23-44	24-16	+0-32	6
3 Len Orrick	23-58	23-44	-0-14	1
4 Chris Blomfield	24-47	24-44	-0-03	2
5 Phil Galpin	24-53	24-21	-0-32	1
6 Arthur Beeton	25-04	25-08	+0-04	4
7 Matt Wallington	25-05	25-23	+0-18	5
8 Steve Walker	25-13	24-17	-0-56	1
9 Alan Edwards	25-17	26-03	+0-46	9
10 James Webb	25-50	25-08	-0-42	1
11 Martin Hackley	26-02			1
12 Joss Clempson	26-10	26-51	+0-41	7
13 Roger Gardner	26-43	25-51	-0-52	1
14 Cavin Woodward	27-12	27-53	+0-41	8
15 John Frydman	27-33	28-32	+0-59	10
16 Christine Walker	28-08	27-23	-0-45	1
17 Bob Lane	28-18	25-30	-2-48	1
18 Pam Styles	28-23	27-58	-0-25	1

Hillclimb (14 Oct)

	Result	3yr PB	Imp/Def	Pts
1 Peter Taylor	03-14	03-09	-0-05	5
2 Chris Blomfield	03-48	03-41	-0-07	4
3 Dave Bennett	03-48	03-48	0-00	8
4 Alan Edwards	03-57	03-57	0-00	8
5 Matt Wallington	04-01	04-04	+0-03	9
6 Phil Galpin	04-06	04-06	0-00	8
7 Paul Preston	04-15	04-01	-0-14	2
8 Arthur Beeton	04-19	04-46	+0-27	10
9 Geoff Munford	04-54			1
10 Roger Gardner	05-31	05-16	-0-15	1
11 Pam Styles	05-53	05-42	-0-11	3

It's no secret

The Club has been given the opportunity to tender for the National 10 Championship in 2003, in our 75th anniversary year, not just the Men's, but also the Women's and Junior Champs. The District Committee has still until February to confirm this, and there are several Clubs which have expressed an interest, but I had a visit from Eddie Smith during the Open 10 in September, and he is in favour of Leamington running the show, as is Sheila Hardy, also a DC member. We would be calling on other Clubs for assistance, as the events are possibly to be run off all on one day, 6 whole hours of racing. Favoured course is Princethorpe, or a variation on the present arrangement.

Midlands Cross-country Champs

In January 2002, the Athletes are promoting their biggest event for quite a few years, on Newbold Comyn. This event, like the hoped-for TT Champs in 2003, will be an all-day affair, and the Cycling section intends to help out with marshalling, and Roger Gardner is coordinating this arrangement. There will be a marquee with heating and refreshments for the resting marshals, if you can help out for part or all of the event, please ring Roger on 01926 613143.
New members

Mechanic Tim?

I always envied the guys in the Tour who swanned around in the team cars, wearing cool glasses and always being in with the action without having to pedal. Well when I was asked if I would be willing to work as the mechanic for the Stilton Road Team on the International Tour of the Cotswolds I jumped at the chance.

The Stilton Road Team formerly the Terry Wright Cycling Team, have a merry band of Elite riders. To be fair it was unlikely that they were going to be in at the kill but Dave, the team manager was optimistic. My day started about half an hour before the start of the race, after chatting with the riders and doing the compulsory networking I was put to work. First duties including the obligatory sticker placement on the team car, showing the race sponsors details and convoy number, and taking the various instructions regarding feeding requirements of the riders.

Each team car had entered into a draw for placing in the official race convoy. We'd been placed seventh which wasn't too bad if you didn't want to watch the race! Dave was a little anxious, being so far back in the convoy meant that in the event of any problems service would not be immediately on hand. The nature of the course, many hills and narrow roads meant that at a given time we could be minutes behind the riders. But that was our lot.

The race started on time with a signal over the CB from the Commissaire welcoming us and the foreign teams to the event. I sat back and started to rehearse changing wheels in my

mind. This is something I have done a hundred times but never under pressure. The pressure mounted significantly when I was advised that should the team place a rider in a leading break and if we were invited to follow that move, we would be called to provide neutral service for all the riders. The results of John Tanner and Mark Lovatt, not to mention foreign semi-pros, could lie in my hands.

Over the first climb of Birdlip the only thing which seemed to be suffering was the car, crawling up the climb on a hot day, negotiating those riders dispatched from the bunch was pushing it to the limits, but over the top things cooled down, well at least for the car.

The road to Stroud gave me the first real experience of race chasing. 50mph down narrow country lanes metres from the car in front, negotiating Police motorcycles, dropped riders, while watching the rear view mirror for those riders slipstreaming in the convoy intent on regaining the bunch. This was the way of the convoy.

From here on in it was to be a case of listening to the CB for instructions from the Commissaries car, and spotting riders on the long straights and uphill, and noting the riders and time gaps of breakaways.

"Rider 49, service required" came over the CB, "that's one of ours" I noted, don't panic! I grabbed my wheels, one of each, here we go! Straining to see what the problem was I peered through the traffic, to no avail. Permission was granted for the Stilton car to advance through the convoy, Dave put his foot down, overtaking at speed through some Cotswold village. This seemed like the business, right up until the point where we ran

out of room approaching a small roundabout, we avoided an accident by driving round the roundabout the wrong way, but we didn't avoid the wrath of the Police outrider, he wasn't too impressed. A rolling road closure was suppose to be in place but this wasn't always evident. As it happens our rider only needed to refuel, and we were dispatched back to our place in the convoy until the raced had passed the 50 km mark when feeding was permitted.

The next 100kms were filled with supplying drinks to the team, and helping riders who had suffered punctures back to the bunch. A crash caused some consternation but we happily sailed by, identifying Morgan Fox an Irish rider sitting in the gutter. It's a tough world and we only care about our riders. And I began to relax.

As the race negotiated the climbs of the Cotswolds the convoy advanced past the stragglers under the control of the Commissaires. With no riders in the break we were destined to sit behind the bunch and wait and see what happened, fortunately my duties were limited to handing up bottles to dropped riders, and offering tows as I see the guys do in the Tour.

Running into Gloucester for the finish in the Park, we had nothing better to do but listen to the commentary by the lead commissaire, the race was over for us, and now it was time to analyse what went wrong. With Tanner winning the race the only duty I had left to do was to find our riders and supply them with drinks and food.

Luckily I hadn't needed to show off my wheel changing skills, but I had an enjoyable day. The riders had gained my respect for

completing a monster course, as too had the team managers who had participated in the second race on the road. No one had crashed their cars, or knocked riders off, although I understand that 2000 wasn't such a good year. All things said the race between the team cars in a race like Paris-Roubaix must be immense!

Thanks, Tim for an interesting article. SJW