



Ike Saul Road Race Results



- 1 Jamie Wimborne 2h 37m 40:0s Cycle Team OnForm
- 2 Benjamin Beynon +0:35 Strada-Sport
- 3 Benedict Thompson +0:43 TeamLDN
- 4 Seb Herrod +3:53 Strada-Sport
- 5 Roman Piotrowski +4:48 Unattached
- 6 Toby Miles +5:49 Finchley Racing Team
- 7 Gregg Booker +6:05 Loughborough Stu. CC
- 8 Tiago Fougo +6:06 Strada-Sport
- 9 Aaron Freeman +6:07 Cycling Perf Squad
- 10 George Olive +6:07 Finchley Racing Team
- 11 Craig Cole +6:08 Lky7 SD Racing Team
- 12 Stephen Messenger +6:08 East London Velo
- 13 Callum Stewart +6:08 East London Velo
- 14 Hugh Smith +6:08 Woolwich CC
- 15 Wayne Tunnah +6:09 St Neots CC

Cambridge Cycling Club Newsletter

Ike Saul Race Report

Three of our Club members started the 2019 edition of our road race. Bjorn Krylander was hoping to carry form through from last summer and his victory in the Mid Suffolk road race. Jude Dodd, one of our junior riders, was looking to improve on last year's result.

Rounding out the team, Chris Owen was looking to put a marker down following significant improvements after a winter's hard training.

A damp and windy day saw the riders setting off from Toft cold and wet. Passing through Wimpole the peloton quickly warmed up as cross winds gave a challenging start to the day. After a flurry of attacks a group of five crossed the line for the first time with a gap of 10 seconds over the bunch. The tough conditions meant a grupetto had already formed a minute behind the main field. Unfortunately, two of the three Cambridge riders were already out of contention. Bjorn was unfortunate to suffer a puncture in the first few miles leaving him chasing for the rest of the race and Jude, struggling with the conditions, realised there wasn't much left in the race for him. It would be up to Chris to try and salvage something for Cambridge.

Up front a quality break of experienced Ike

Saul riders had formed, several still riding high from last week's results in the Crest road race. Benjamin Benyon (Strada-Sport, 12th last year) Martin Smith (London Phoenix CC) Ollie Wood (Strada-Sport) Jamie Wimborne (Cycle Team OnForm, 3rd

last year) and Benedict Thompson (Team LDN) were working well together. However, a mishap on the Kingston corner saw Ollie Wood lose touch with the break.

The remaining four riders continued to stretch their lead

to 1:43 after two laps. A spirited attempt by Chris Owen saw him gain 10 seconds on the bunch as they came over the line but with a lack of support he dropped back to the peloton.

The third lap saw the breakaway press on but there was more action behind. With the bunch not able to make any headway, Seb Herrod (Strada-Sport) took his chance to go for it. A concerted effort saw him distancing the bunch in the crosswinds and gaining ground on the break. As Seb crossed the line he was 1:00 down on the leaders with the bunch at 2:15. Would he be able to bridge across?

While Seb was gaining on the break, Jamie had other ideas. Acknowledging his lack of



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Ike Saul Race Report - cont'd

strength in the sprint, he made a solo escape over Wimpole hill and as he took the bell had gained 28 seconds on his former compatriots. Meanwhile Seb's attempt to bridge across had failed and he was paying for his efforts slipping to 1:50 behind. Having covered 53 miles by this point in tough conditions, the fatigue on the riders was showing and gaps started to form. Keen to push on, Toby Miles (Finchley RT) and Sean Purser (St Ives CC) were at 2:48, Chris Owen and Stephen Messenger (East London Velo) at 4:13 and the bunch at 4:30.

Jamie was now out front hoping he could maintain his effort to the line. The chasing group of three were struggling to catch Jamie, who was flying along on the prospect of bettering his 2018 result. As the chasing group turned the final corner at Harlton, Benjamin Beynon and Benedict Thompson isolated Martin Smith. Martin dug deep but came a cropper when he collided with a stationary car. That saw the end of his race. Unable to close the ground on the leader the remaining two duked it out for their podium spots. At the front of the race Jamie had plenty of time to celebrate his result,

crossing the line with 35 seconds to spare.

The bunch later rolled in 6 minutes down looking rather worse for wear. A stamina building day in the saddle! Riders and marshals were grateful to return to a warm HQ where Club members had provided a range of home baked cakes.

Huge thanks from the riders and race organiser to all the members of Cambridge CC who helped to make the event such a success. The NEG motorbike riders gave a special shout to the red flag marshals who did a superb job out in the cold. With marshals, commissaires, convoy members, signage team, cake bakers, kitchen team, HQ team and the finish line judges it takes over 40 volunteers to make the occasion so special, so thank you all again and hopefully see you next year!

Peter Bencowe
Race Organiser

[More photos here](#)



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Freddie Whipp

At the Ike Saul I got chatting with Freddie Whipp, one of our Life Vice Presidents. Although I knew the name I had not met Freddie. Anyway, he sent me an article from "Cycling" on the 1973 National Hill Climb Championships where he came 13th - reproduced on the next page. At the time Freddie was riding for Evesham & District Wheelers Cycling Club and the eagle-eyed will notice he was riding the National Hill Climb on fixed!

Freddie also related the following story: -
"In September 1948, at 13 years of age, I went to the Butts cycle track in Coventry with my grandad, who was Midland Sprint Champion in 1901 and saw the Olympic revenge sprint match with Reg Harris and Mario Ghella, the Italian Olympic Sprint Champion. Reg left Ghella for dead.

Lew Pond of the Polytechnic was there, as was Lutz Durlacher of the Solihull. Tommy Godwin of the Rover Racing Club won the 10 mile event. Tommy later became my frame supplier, using Mercian of Derby. In 1974 he supplied me with a Raleigh 753 time trial frame after a measuring visit to the Ilkeston Raleigh Special Bikes factory.

Tommy became a personal friend which led to meeting a 16 year old Mick Bennett, who was working in Tom's workshop on Saturday's in 1965.



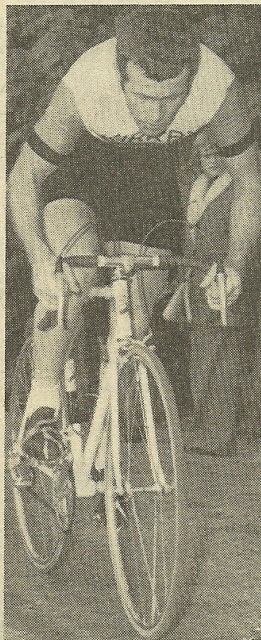
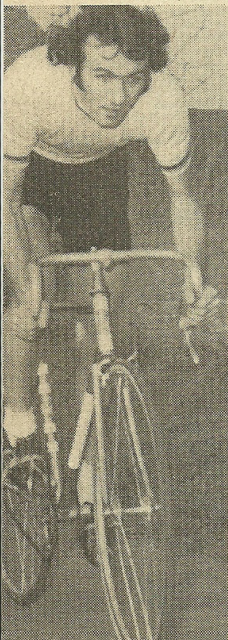
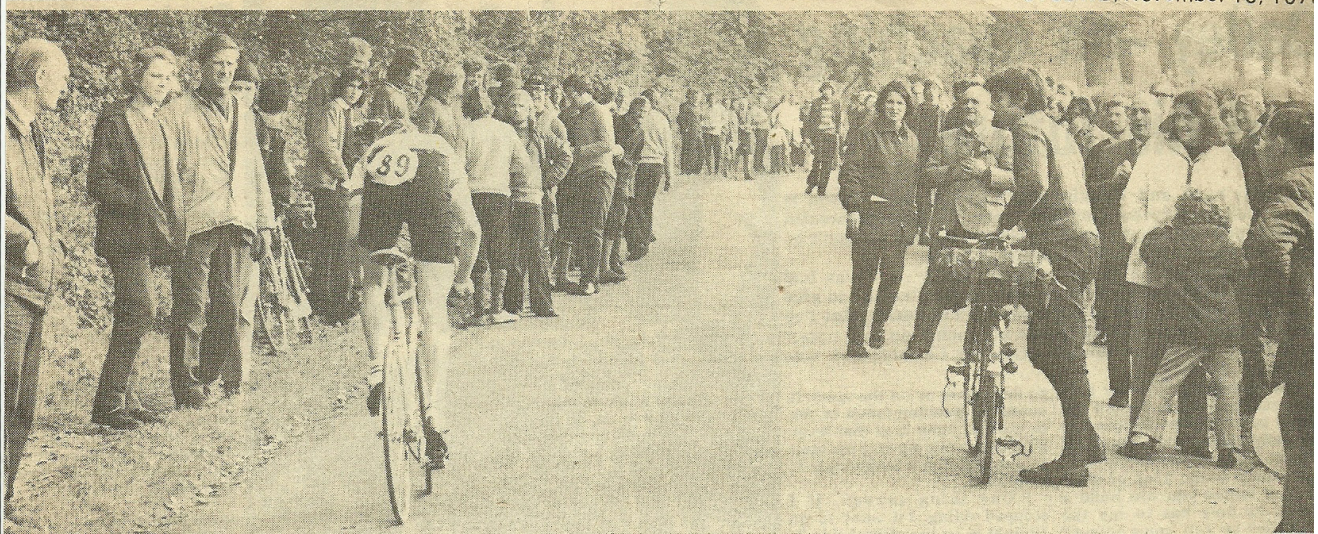
Freddie at the 1973 Hill Climb

Although I no longer ride a bike having sold everything, I still follow the professional racing with the Pro-Cycling monthly magazine and with Eurosport, the so-called home of cycling. I was a qualified cycling coach in the 1990's and an approved assistant road race commissaire by the B.C.F in the Eastern Anglian District."

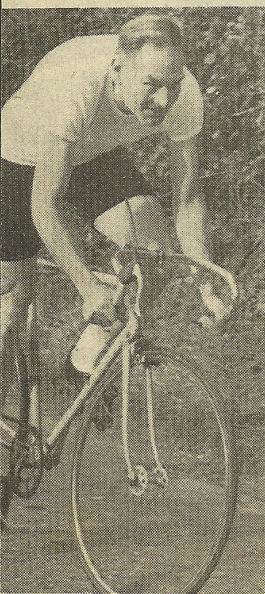
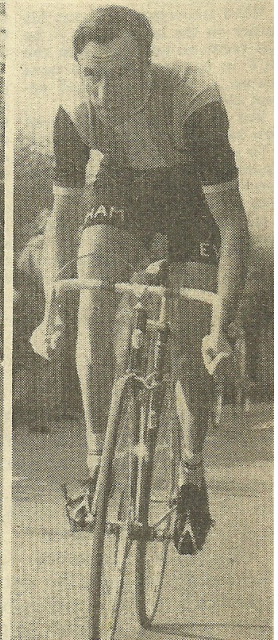
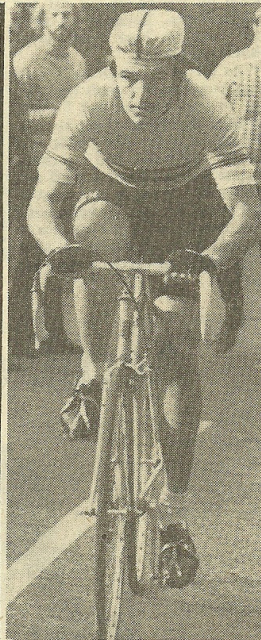
Ken Miller



....and at the Grapevine Classic



Second look at that Dovers battle

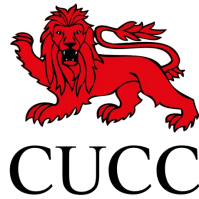


IT'S worth taking a second look at the RTTC national hill-climb championship on Dover Hill, to give credit to some who did not make our pictures last week. There was roadman Dave Pitman (above left), who confirmed that his East Midlands' win was no fluke when he now set the pace from an early mark. At the other end of the card 1971 champion John Clewarth (second from left), sticking to gears, had high hopes after narrowly ousting Paul Carbutt (above right) from the lead, only himself in turn to be pushed down, out of the medals. But it was not just the stars who made this one of the epic climbs of the title series. There were the men like Evesham's Freddie Whipp (far right), earning local cheers from an early mark with his thirteenth place, best indeed of what one might call the non-stars. There, too, twenty-nine years after his title win, was Harold Worthen (left), first name on the illustrious list of champions, who could be excused this time for his DNF. And to sum up, once again the picture (right) tells the story of a trye champion, Granville Sydney.



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Inter Club TT Sun 28 April 10am Bottisham E33/10



What you need to know

The primary objective is for this event to be a social occasion. CCC will provide marshals, safety signs and timekeepers. There are no prizes. Entry fee of £3 at sign-on to cover the amount payable to Cycling Time Trials, on whose behalf we are running the event. The event will effectively have an individual competition and two club competitions. Other clubs members can enter this event but preference will be given to members of the participating clubs.

How the club competitions work

There will be two competitions; Overall (time trial & road bikes) and Road Bikes only*.

A team will consist of three riders. Teams may contain both male and female riders and will be determined by finish order rather than nominated in advance.

Unlike the individual competition, the club competition will be based on points, as in cross country events. The winner of the event overall will score 1 point; second 2; third 3 and so on to the last rider.

The club team of three in each competition with the lowest aggregate score will be the winning team. The first three riders (male or female) from each club will count for the Overall competition. Road bikes may be included in the Overall team, but will then not

be eligible for the RB competition.

Incomplete teams in any category score 48 points for each missing rider.

Examples: -

Club A's fastest rider, on a TT bike wins by two minutes and scores 1 point; their second rider, also on a TT bike, comes 3rd and scores 3 points; however, their third rider, on a RB, comes 10th and scores 10 points, so their aggregate score is $1+3+10 = 14$

Club B's three fastest riders are all on TT bikes; they come second overall (2 points), fifth overall (5 points) and sixth overall (6 points) so their aggregate is 13. They win the Overall competition.

In the RB category, Club A's 10th placed rider was fastest, but can't count twice and they only have 2 other RB riders, who were 17th and 18th so can't form a complete RB team. Their score in this category is $17+18+48=83$.

Club C has the next best placed RB rider, in 16th place overall, followed by 19th and 23rd. Their RB team score is $16+19+23 = 58$. They win the RB competition.

* TT = time trial machine; RB = road bike. To qualify as a road bike no tri-bars, aero helmets, skinsuits or wheel rims greater than 35mm are allowed.



With thanks to all contributors to this newsletter

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