

# THE HISTORY OF THE EAST YORKSHIRE CLASSIC

PROLOGUE BY MAURICE HUNTER



In 1942 the British League of racing cyclists was formed in order to promote road racing on the open roads. This caused furore amongst the traditionalists.

1951 in Hull saw a group of 'right minded rebels' form Kingston Coureurs a club affiliated to 'The League'. This caused a stir in the city's cycling scene and many other clubs refused to speak to Coureurs club members who were considered as traitors, whose actions would kill off cycling.

Kingston Coureurs organised three road races in 1952 – The Swanland Dale RR (which was the first RR to be organised in East Yorkshire) The Butlins RR at Filey and the Danesdyke at Flamborough.

Two members Maurice and Dennis Hunter suggested the club should run a 2-day event in 1953, but the committee refused.

Not deterred by this they decided to leave and form their own club to run the event.

So it was, in the winter of 1952 the brothers Hunter and a few other members along with two from Hull Thursday road club formed the Alpha Road Club.

At that time a years notice had to be given to run events so none were organised in 1953 however, the following year Alpha Road Club promoted two single day races;- the Tour of the Wolds and the Circuit of the Caves, both with great success.

In 1955 the two events took place again and Maurice Hunter saw his brainchild,- a 2-day road race come to life. Aply assisted by younger brother Dennis, they organised the first Alpha RC 2-day as well.

The event saw a full field with many local riders. Starting in Beverley and taking in a very testing course via Wetwang, Fimber, Malton, Pickering, Rosedale moor, Castleton, Danby and finished just North of Whitby.

Barry Trotter broke away around Danby and finished alone.

Accommodation in local hotels had been pre booked.

On the second day the course took the riders over the North Yorks Moors, taking in Blue bank (1 in 4) Devils Elbow at Saltersgate, Pickering, Seamer, Staxton (1 in 6), Foxholes, Octon, Sledmere, Wetwang and finished North of

Beverley.

During the race a group broke clear including race leader Barry Trotter and, lying 6th Stan Harrison of Kingston Phoenix. Unfortunately Barry punctured, but a very sporting gesture from Stan who gave Barry a wheel saw him on his way, and enabled him to take overall victory in the first Alpha RC 2 day 1955.

The event was run on a shoestring, but broke even. It was a great success despite Maurice losing his brother Dennis and two other members on whom he was relying to national service.

People as they are today were press ganged into assisting. Stan Harrison's father supplied his motorbike and with Trevor Wilkinson riding pillion, they laid out the route marking and prime flags.

In 1964 Hull Thursday Road Club took over the organisation of the event, now known as the White Rose GP. The event included Thursdays' own Bill Holmes, winner of the 1961 Tour of Britain and Olympic Silver Medallist.

Over the following years many riders who took part were to become the mainstay of the professional cycling scene in the 70's and 80's, including Sid Barras, Doug Dailey, and Keith Lambert.

In 1971 the event attracted outside sponsorship from the Zerny dry-cleaning company, a partnership, which lasted until 1976. The route was also changed to an out and back run to Scarborough including the climb of Hackness hairpins.

In 1971 the event saw a field of 60 riders at a time when any field over 40 required government dispensation. This marked the event as one of the highest quality events in the country.

The quality of the 'Zerny 2-Day' saw it receive extensive coverage in editorials such as 'International Cycle Sport' and in 1976 the race was used as an Olympic selection event and saw the whole of the GB track and road teams taking part.

1977 heralded the arrival of new sponsors – Skeltons Bakery, a company who were to sponsor the event for 18 years until 1994. A new format was also adopted for the 'Bread Race', with the race concentrating on the

challenging climbs to be found around Bishop Wilton and Garrowby in the Yorkshire Wolds. This race format gave the locals a chance to race on home roads. Notable performances by Mark Robinson of Hull Coureurs who took a stage win in 1983 after breaking away in the first of the 85 miles. Paul Peacock also took a stage in 1994, coming from a bunch sprint; the Cottingham Coureurs man got the better of riders such as Paul Curran, Wayne Randall, and the late Pete Longbottom.

In 1995 the word classic was used in the events name, as it became the 'Lands Food Classic' sponsored by Lands Food products until 1997.

For 1997 the event became the Pro-Cam Classic.

In 1999 the East Riding of Yorkshire County Council became the events main sponsor and the event became known as the 'East Riding of Yorkshire Classic'. Although always attracting top riders, from 1999 the starting line up once again began to resemble that of the Zerny era.

In 2000 and 2001 the race formed part of the Premier Calendar series and two top-level riders took the honours – Jon Clay (who took a bronze medal in the Olympic Games team pursuit) and John Tanner, national road race champion, competitor in the Sydney Olympic road race, and overall winner of the Premier Calendar series.

In 2002 after a run of 47 events the event was not held, as an organiser could not be found, to replace long time organiser and original event winner Barry Trotter who stepped down.

In 2002 Andy Cawley and Martin Cockerill decided (were talked into) becoming joint race directors to resurrect the event in 2003.

The East Riding Council agreed once again to support the event as main sponsor with a number of local companies offering support as event partners to assist with the budget.

With a dedicated team recruited and in place, the 2003 event became the 'East Yorkshire Classic' and was to be a single day event over a 96mile course. Starting and finishing in Beverley it would be an out and back course with 3 laps of a 14-mile circuit and taking in some of the toughest climbs of the Yorkshire Wolds.

Police permission was granted for a maximum field of 120 riders and prizes for the event were in excess of £2000.

2004 and 2005 saw the event included in the premier calendar series, with overall prize lists touching £3000.

After the event in 2005 and good run of three events for the new organisation team, application was submitted for the 'East Yorkshire Classic' to be the British National Road Race Championships in 2006.

*The following race reports are what have been recorded in our clubs annual handbooks and the club magazine;- 'Thursday Scene' which has been in print since 1967 and totals 338 editions – copies of each kept by Arthur Higham, many thanks to Arthur for this invaluable source of club and local cycling history.*

## **1969 WHITBY 2- DAY**

**BY JIM SAMPSON RACE ORGANISER.**

The number of entries for the Whitby 2-day this year was not very encouraging and all the hard work necessary to run the event hardly seemed worthwhile. However if we were lacking in quantity it was certainly not the case as far as quality was concerned. It was any-body's race although in my book Pete Watson was the favourite but I was hoping Vic Smith might pull it off, we haven't had a win in this event since Barry Trotter won it a number of years ago.

The Saturday was terrible; it poured with rain the whole morning and a delay in the changing room waiting for the Houghton lads made the first break of the day. The sky had for a moment ceased its relentless downpour as the riders set off, half an hour behind schedule, into a cold wind with more prospects of rain. It wasn't going to be an easy ride and after only three miles a dangerous three-man break had developed. These were Alan Creaser, Pete Watson and Dave Cummins, together capable of staying away until the finish and with everyone in the bunch watching each other it wasn't surprising that they were a minute up by Wetwang. On the prime at Fimber Dave Cummins looked very strong and took the sprint from Pete Watson and Alan Creaser a mere formality. Alan seemed to be climbing in a very big gear and seemed a lot happier once over the top.

The climb however was something the bunch needed to put some life into it and over the top Sid Barras really got moving and twelve riders took up the pursuit of the three breakaways. The traffic in Malton enmeshed the preceding vehicle and Pete Watson and Dave Cummins had to rely on Alan's ability to weave his way through.

The chasing group were hot on their heels however and just after Malton they made contact. Several riders had been left on the way, among them was Alan Nuttall who had crashed on Grimston and cut himself up badly but got back on his bike and continued. The bunch were now down to the three Abbotsford Park riders, McGourley and Cummins who were probably the best climbers along with Brian Ruston, Vic Smith, Alan Creaser, Sid Barras, Pete Watson, Jim Armitage, Geoff Smith, Derek Roe and Jim Boyle.

Dennis Pickard had punctured and was chasing hard. Together the bunch went through Pickering Aisleby and Wrelton and then Barras punctured. As the road started

to get higher so Alan Creaser seemed to suffer more and by the other side of the climb that the most decisive move of the race came. Brian Ruston jumped away and in no time at all had taken a quarter of a mile out of the others. Pete Watson was the first to react and quickly took after him just managing to get past a farm truck which had just come into the road. No heroics were attempted to get round the truck and Ruston and Watson were allowed to get away. They soon built up a good lead before the steep climb on Rosedale and at the prime Watson had opened up a slight lead on Ruston. A thick, cold, wet mist had now enveloped everything and McGourley put up a real display of his climbing powers, he almost made it to the break but was just unable to bridge the gap. He dropped back for the others and worked for a while with Vic Smith who was now going much stronger than anyone else and soon dropped them all. Vic had come well prepared with his 'polythene vest' and looked very strong as he forged after Ruston and Watson.

On Lealholme Pete Watson was really steaming along and had dropped Rusty by quite a bit, Vic almost made contact with Rusty on the climb and although he didn't quite manage this he certainly showed us how strong he is. The conditions had been really terrible and most of the riders were suffering from exhaustion and exposure. Geoff Smith said he had ridden many races in all sorts of conditions abroad but this had been the worst he had ever encountered. Both Derek Woodward and John Briggs eluded a search for them on the moors and turned up in Whitby 21/2 hrs after the event had finished.

Stage one 63 miles, Result; -

- 1 Pete Watson Clifton CC 3-0-45
- 2 Brian Ruston Hull & East Riding 1-45
- 3 Vic Smith Hull Thursday RC 2-36
- 4 Eddy McGourley Houghton CC 6-23
- 5 Dave Cummins Houghton CC 7-38
- 6 Derek Roe Hull Coureurs 8-20
- 7 Jim Armitage CV Cruz 8-43
- 8 Phil Johnson Abbotsford Park 11-47
- 9 Denis Pickard Clifton CC 11-47
- 10 Pat McQuaid Clifton CC 14-25
- 11 Geoff Dixon City RC 16-27
- 12 Alan Gornall Abbotsford park 18-27
- 13 George Harlock Sheffield Sports 18-37
- 14 Ken Mitchell Clifton CC 19-00
- 15 Geoff Smith East Bradford 20-58
- 16 Martin Garner Hull Coureurs 23-55
- 17 Stu Batch Hull & East Riding RC 25-00
- 18 Alan Creaser Hull Thursday RC 25-00
- 19 Alan Nuttall Manchester VC 25-50
- 20 Roy Astil Manchester VC 25-50
- 21 Mike Gomersall Humber Velo 36-53
- 22 Richard Buxton City RC 40-55

Things were a lot brighter the next morning, they couldn't possibly have got any worse. The sun was shining nicely and apart from a stiff breeze the times for the 15-mile time trial were quite good. Dennis Pickard pulled off an excellent win but the runners up were very close together. The Manchester Velo lads were very unfortunate they had left their wheels stacked along with their luggage and this was taken to Scarborough before they could retrieve them.

Stage two 15 miles, Result; -

- 1 Dennis Pickard 39-13
- 2 Brian Ruston 39-40
- 3 Eddy McGourley 39-47
- 4 Vic Smith 39-50
- 5 Pete Watson 40-10
- 6 Dave Cummins 40-48
- 7 Alan Creaser 40-53
- 8 Derek Roe 41-30
- 16 Derek Woodward 44-12

Again the sun shone brightly for the last stage and most of the riders had forgotten their woes of yesterday. Alan was very worried about the Staxton climb but he would be all right if he could get a small break going and get a lead of perhaps half a minute. The break materialised but unfortunately it wasn't enough for Alan, the bunch went past him as if he were touring. Possibly he was still suffering the after effects of flu but I think the cause was purely psychological, Staxton is not as hard as a lot of riders make it out to be. Meanwhile things were happening up front, McGourley was easily the best climber and actually free-wheeled until the others caught him. They were Brian Ruston and Pete Watson and these three hastily got down to business. Vic reacted very astutely, he realised that McGourley could take away his third place on GC if he allowed him too much rope. Consequently a tremendous chase started in which only Phil Johnson of Abbotsford Park was capable, or willing to work with Vic. The pace was so hot in fact that Alan Goodall, who eventually won the stage, was barely hanging onto the back by the skin of his teeth, a little more pressure and he would have gone. Needless to say, the gap was closed, but at the bottom of Foxholes Dave Cummins jumped away on his own. He managed to stay away to take the prime but I reckon he didn't bargain for the length of this climb and was soon back in the bunch. The crucial stage of the race had been reached. If Ruston could get away without Watson he could take the overall and if Vic could get away without Ruston he could beat him and maybe also Pete Watson. It certainly wasn't for the lack of trying, Ruston tried hard around Life Hill and Vic attacked very strongly on the descent into Wetwang. All to no avail however and ten riders contested the sprint. It looked very much as if it was going to be Dave Cummins but I think the power of Alan Goodall had been overlooked, particularly in the light that he hadn't done much work, and he came past Cummins just before the line.

On the whole it was an excellent race and Pete Watson was a worthy winner.

Stage three,  
35 miles Result; -  
1 Alan Goodall 1-35-51  
2 Dave Cummins s.t  
3 Brian Ruston s.t  
4 Eddy McGourley s.t  
5 Dennis Pickard s.t  
6 Vic Smith s.t  
7 Pete Watson s.t  
8 Derek Roe s.t  
9 Phil Johnson 9 secs  
10 Jim Boyle 14 sces.

Overall Result;-  
1 Pete Watson 5-15-01  
2 Brian Ruston at 1-30  
3 Vic Smith at 3-36  
4 Eddie McGourley 7-15  
5 Dave Cummins 8-41  
6 Derek Roe 11-7  
7 Denis Pickard 12-35  
8 Phil Johnson 16-29  
Alan Creaser 50-41  
20 Derek Woodward



## 1970 ZERNY 2-DAY BRIAN RUSTON'S SPRINTING POWER WINS HIM THE 'ZERNY' BARRY TROTTER WRITES

Brian Ruston (Humber Velo) Humberside's top roadman won the Zerny two-day road race because his sprinting power was superior to that of runner-up, Mexico Olympic rider John Watson, of the Clifton Cycling Club. Both finished in the same time in each of the three stages of the race, but since Ruston, in winning the opening 72 mile stage managed to cross the line half a wheel in front of Watson, he earned a 30 second time bonus to reduce his actual time. A margin he held to the end to win this the most valuable amateur race in the North of England.

The opening stage over a 72 mile route from Beverley to Scarborough taking in the many of the major hills in the East Riding, proved a test of strength and stamina, but more than a dozen riders contested the finishing sprint on Royal Albert Drive, Scarborough.

Geoff Dixon (Hull Thursday), during the stage had been very aggressive on the hills, taking two of the mid race prime prizes. One of the most unfortunate riders was Humber Velo's Dave Goddard, who crashed on the ascent of the

first prime at Bishop Wilton and retired.

Stage 1;- 72-mile  
B Ruston Humber Velo 3.09.00  
J Watson Clifton CC s.t  
H Keefe Glossop Velo s.t  
S Whitely Huddersfield Star Whls s.t  
G Harlock Nth Mids B.C.F s.t  
K Lambert Bradford Elite s.t

The second stage a 14.6-mile time trial between Scarborough and Bridlington, proved to be extremely fast due to a following wind.

Most race followers expected Watson to pull back his half a minute deficiency over the stage for he is a reigning national time trial champion. Ruston however had the bit between his teeth and rode against the watch, as he has never ridden before to record exactly the same time as Watson, 30:36.

By virtue of this he remained the overall leader, but Watson's Clifton team mate Dennis Pickard, moved up to third overall.

Stage 2;- 14.6mile  
B Ruston 30.36  
J Watson s.t  
D Pickard 31:01  
S Whitely 31:39  
S Bramhall 31:44  
A Goodall 31:45

The 50-mile final stage from Bridlington to Beverley was uneventful for the first dozen miles until the climb of Staxton Hill when Sheffield rider George Harlock forced the pace for the prime award at the top. Ruston and Watson were in hot pursuit, however and breasted the top together with the main field some secs behind.

Harlock couldn't maintain the pace and dropped back to the bunch but the other pair pressed on until Watson was forced to stop with gear trouble. Watson wasn't delayed long for his Clifton team-mates soon relayed him back to the main bunch, where Ruston was sitting comfortably ready for any attack on his leadership.

The rider to attack was Hull Thursday's Vic Smith, but he was no danger to Ruston for a puncture, necessitating two wheel changes on the first stage, had put him well down on the overall field. Smith was after salvaging a win in the final stage.

Steadily he pulled ahead and through Driffield was a minute clear, but over the final miles the bunch awoke to the danger and increased the pace to re-catch Smith almost within sight of the finish.

I'd have liked to have seen Vic win the last stage said Ruston, 'he had an unlucky weekend and his solo break deserved success'.

As it was 26 riders sprinted out the final yards of the race

along Woodhall Way Beverley, the verdict going to Manchester rider Alan Goodall repeating his similar win of last year.

Stage 3;- 50-miles

A Goodall Abbotsford Park 1-54-40

A Stringer Abbotsford Park s.t

A Clarke Teesside Cyclones s.t

R Reeve Sheffield Phoenix s.t

K Lambert Bradford Elite s.t

D Stirland Beeston RC s.t

Overall;- B Ruston 5-33-06 , J Watson 5-33-41, D Pickard 5-34-36, G Harlock 5-34-53, G Whiteley 5-35-04, A Goodall 5-35-30, Team;- Clifton CC

Local riders;-

8th Geoff Dixon 5-36-12; 12th Derek Roe 5-37-14; 13th Vic Smith 5-40-28;

25th Paul Allen 5-50-17

Sponsor Richard Zerny who watched the race over Staxton Hill said "the way they climbed Staxton Hill was fantastic, I have never seen anything like it".

It was certainly one of the best fought out races on Humberside for a long time.



**B.RUSTON, J.WATSON, D.PICKARD**

## 1971 ZERNY 2-DAY

### PHIL MARROWS WINS 150 MILE JOURNEY BUT VIC SMITH AND BILL HOLMES HAVE TASTE OF SUCCESS.

The bulk of the £100 prize value of the Zerny 2-Day Road Race travelled to the West Riding, for the first three places went to Phil Marrows (Leeds Mercury), Keith Lambert (Bradford Elite) and Dennis Pickard (Clifton CC).

Best Humberside rider were Thursday's own Vic Smith 8th and Alan Creaser 7th

Vic's performance being highlighted by a spectacular stage win into Beverley.

The Zerny – notorious for the tough course which it follows, but it did not deter the field from a fast start and before 5 of the 73 miles of the first stage had been covered from the Beverley start, a leading group had developed including Alan Creaser. Over the steep Wolds climbs this group continued to lead, but were joined by others, including Vic Smith, who was involved in a long chase accompanied by RAF champion, Roy Cromack.

Fierce climbs approaching the finish of the stage at Scarborough, notably Hackness Hairpins, split the leaders and four riders were left to contest the finish on Scarborough's Royal Albert Drive, won by the West Yorkshire champion, Keith Lambert from Phil Marrows, third was Dennis Pickard. Alan came in 51 secs after Lambert for 7th place, followed by Vic 3 minutes later.

Stage 1;- 73-mile result;-

K Lambert 3-10-29

P Marrows s.t

D Pickard 3 secs

7th Alan Creaser 51 secs

8th Vic Smith 4-9

16th Martin Stather 9-39

18th Bill Holmes 11-59

27th Alan Gay 19-59

31st Dave John 24-41

Stage two a 14 mile time trial on the Sunday morning, saw Marrows make a determined effort to wrestle the leadership from Lambert and a superb ride over the thickly misted coastal road from Scarborough to Bridlington 14 miles, produced a time of 37-35, was more than enough to take over the yellow jersey.

P Marrows 37-35

K Lambert 39-08

R Cromack 39-14

D Pickard 39-18

P Buckley (Oldham Century) 39-39

Vic Smith 40-01

Alan Creaser 40-24

Thick mist added to the rider's difficulties on the third and final stage over a devious Wolds route from Bridlington to

Beverley. The field were mainly together as they tackled the climb of the 1 in 5 Staxton Brow and the first rider to take the summit of the climb was George Harlock (Sheffield RCC).

As expected, the hill split the field and many of those who lost time on the climb never regained the main field. Furious chasing by others on the drop into Sledmere meant there was a general regrouping, however as the riders passed through Driffild there was a compact bunch. Action shortly afterwards paid dividends for Humberside for it was instrumental in providing Hull Thursday with first and second places at the stage finish. Eight riders got clear of the field near Hutton Cranswick, including Vic Smith and Bill Holmes. Hard riding in trying to widen the gap between themselves and the chasing bunch meant four of the eight riders could not maintain the pace and were recaptured.

All this made for grandstand finish with Vic Smith out sprinting his breakaway colleagues to win, with Bill Holmes in second place. Ken Jowett (West Riding) was third and Kevin Wood (Oldham Century) fourth. Within two seconds of this quartet crossing the line the chasing bunch of 19 riders were home too, so close were they in catching the 4 fugitives.

Result stage 3;- Bridlington to Beverley 63 miles.

1st Vic Smith 2-38-57

2nd Bill Holmes 1 sec

3rd K Jowett s.t

4th K Wood s.t

5th R Cromack 3 secs

6th Martin Stather s.t

11th Alan Gay

13th Alan Creaser

27th Dave John

Despite all this action by Marrow's challengers they could not dislodge him from overall leadership and he received the winners sash from Mrs Jane Zerny. Keith Wood was top climber in the race winning the K.O.M. award from team mate Jack Kershaw.

Final G.C

1st P Marrows 6-26-34

2nd K Lambert 6-27-27

3rd D Pickard 6-28-10

4th K Wood 6-29-05

5th R Cromack 6-29-27

6th J Kershaw 6-30-34

7th Alan Creaser s.t

8th Vic Smith 6-32-18

15th Bill Holmes 6-41-38

16th Martin Stather 6-42-12

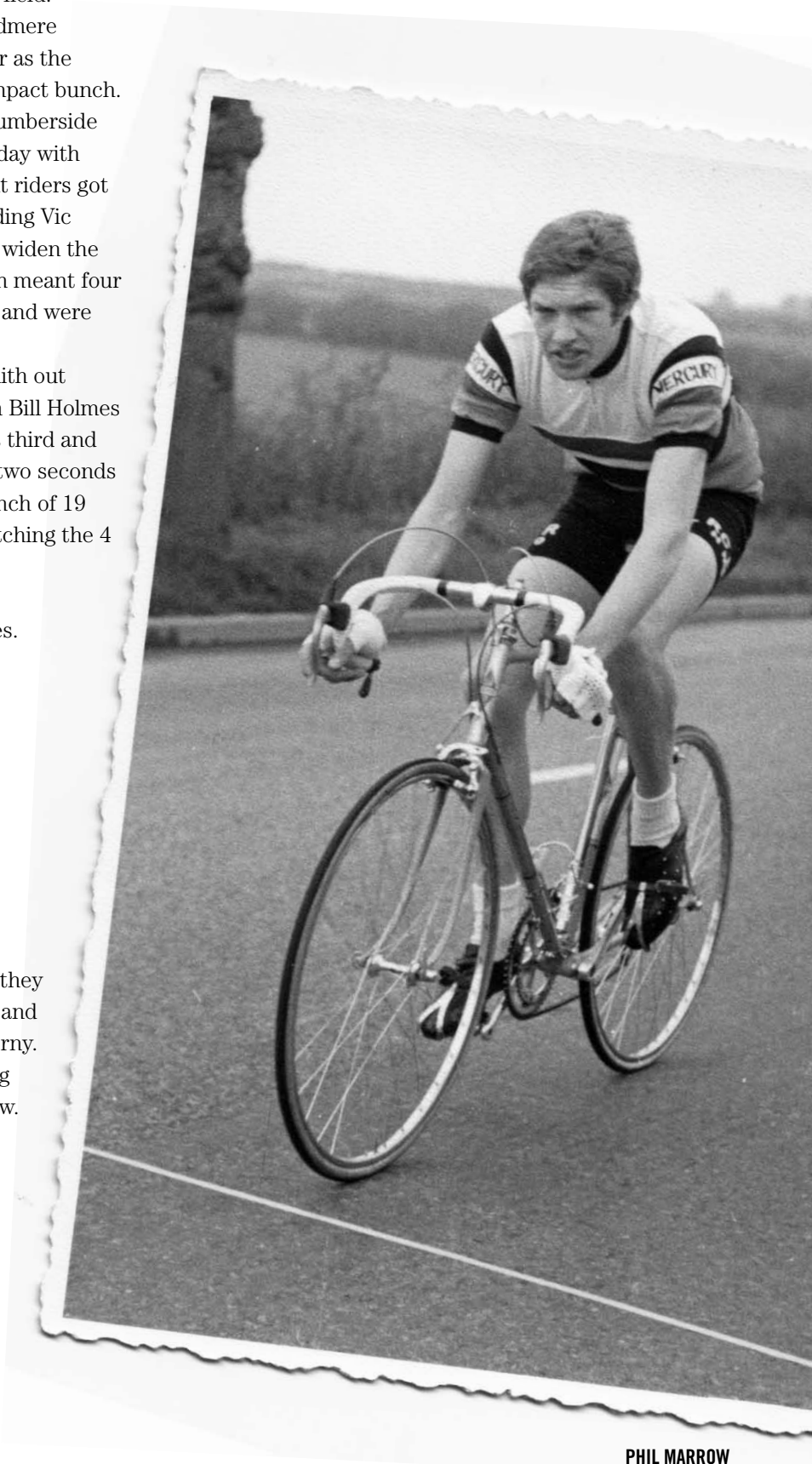
22nd Alan Gay 6-51-17

27th Dave John 7-15-50

Team

Oldham Century RC

2nd Hull Thursday



PHIL MARROW

## 1972 ZERNY 2-DAY

### EDDIE CLEANS UP IN THE ZERNY 2 DAY.

Eddie McGourley Houghton CC, by virtue of wins on stages one and two, was the overall winner of the Zerny 2-day road race, but Humberside riders were well to the fore with Vic Smith second and Paul Allen third

McGourley, however, was the dominant character of the race for he won all the major prizes including, in addition to first place, King of the mountains award as top climber and the points classification as the most consistent placed rider in the 3 stage race. In doing so he took almost one third of the £150 in prize values back to Newcastle.

From the time Mrs Jane Zerny dropped the Union Jack to start the riders in Beverley the real racing was on and before ten miles had gone by at Market Weighton a group of eight riders from a field of 60 had established a lead. Included in this group was Hull man Paul Allen, riding for the West Yorkshire BCF team and anxious to show well in this the last race before his debut in the Milk Race the next weekend.

But for losing one rider with mechanical trouble the group forged ahead and at Pocklington swept through the town watched by a large crowd. When the Wolds climbs came, however the pace was interrupted, especially by the prime hills of Worsendale (Bishop Wilton) and Hanging Grimston. McGourley was the first to top both these primes so setting the base for his King of the Mountains title, but D McMullen – Manchester BCF, was not so happy and was reduced to walking on Grimston Hill.

Behind, things were stirring too, although progress was halted for Colin Derbyshire, East Yorkshire BCF, who failed to take a sharp corner on the descent into Kirby Underdale, crashed, and had to have medical attention before continuing.

The leading group stayed together through Malton where efficient police help quickly got them through the town. They were not to have it all their own way, however, and across the vale of Pickering the gap between leaders and chasers narrowed until at Pickering the two merged to form a 12 strong bunch. Humberside then had three representatives, Paul Allen, Thursday's own Vic Smith, riding for East Yorkshire BCF and Martin Stather Hull Thursday.

The pace dropped for a short time at this point as riders ate to build up strength for the final climbs on the North Yorkshire Moors. On the first climb from Snainton into Troutdale, Australian Milk Race representative Ken Latta had to give best and slipped back.

The rest stayed together until the final prime climb of Hackness hairpins when McGourley showed why; in 1970 he was King of the Mountains in the Milk Race. He simply rode away from the opposition. Early on the climb, Martin Stather was dropped and before the top Vic Smith too had lost contact with the rest of the group. He was able

to fight his way back on terms but in the mist, which was drifting from the sea, McGourley had disappeared not to be seen again by the other riders until the finishing line had been crossed.

Result;- 78 miles

Eddie McGourley Houghton CC 3-5-45

Jack Kershaw Oldham Century 3-6-55

Phil Corley Harp RC 3-7-10

Paul Blackett VC Electric 3-7-25

Vic Smith East York BCF s.t

Paul Allen West Yorks BCF s.t

Martin Stather Hull Thursday 3-13-10

Local riders

16th Bill Holmes Macclesfield whls

24th Derek Roe East Yorks BCF

41st Alan Gay Hull Thursday RC

43rd Les Barratt Hull Thursday

50th John Orwin Humber Velo

56th Colin Derbyshire East Yorks BCF

McGourley is an accomplished climber, but few expected him to retain his superiority on the second stage, a 15-mile time trial from Scarborough south to Bridlington. The field contained some of Britain's top time trial riders, but they had to give best to the Newcastle rider on his occasion for he was twelve seconds too good clocking 37-28 to Vic Smiths 37-40, with Paul Allen and John Burnham tying for third place in 37-58.

On the third and final stage the field stayed together on the Wolds route through Hunmanby and it was on the climb of Staxton Hill that the future pattern of the stage emerged with the prime being taken by Kevin Wood, Manchester BCF who only returned to England the day before the event started after representing Britain in the tour of Holland.



KEVIN WOOD

Through Sledmere and down to Driffield, Wood continued to be aggressive, but was unable to put any reasonable amount of daylight between himself and the main field. On the flat plain south of Driffield the break came and somehow Wood and Sheffield rider Harry Vilkaititis escaped. Quickly their lead grew as the race took to completing two 15-mile circuits through Kilnwick and Leconfield before making for the finish.

At the back of the circuit bad luck struck when Vilkaititis punctured Wood pushed on alone and initially increased his lead, but the chasing mass behind, seeing Vilkaititis stranded by the roadside beckoning for service, got a stronger smell of the fugitives scent and went for the kill. This they were to be denied for Wood was able to hold on, but only just for his one time lead of more than two minutes was whittled down to only 40 seconds at the finishing line in front of an enthusiastic crowd on Woodhall Way Beverley.

Overall GC

Eddie McGourley Houghton CC 6-32-03  
 Vic Smith East Yorks BCF 6-33-55  
 Paul Allen West Yorks BCF 6-34-13.

9th Martin Stather 6-41-20  
 13th Bill Holmes Macclesfield whls  
 16th Derek Roe  
 32nd Alan Gay  
 45th Les Barratt  
 47th Brian Hepton  
 49th John Orwin  
 50th Colin Derbyshire



EDDIE MCGOURLEY, VIC SMITH, PAUL ALLEN

**1973 ZERNY 2-DAY ROAD RACE  
 KIRBY CC DOMINATE THE ZERNY  
 RACE REPORT BY BARRY TROTTER.**

Led by John Cleworth, the Kirby C.C captured the major awards in the Hull Thursday promoted 148 mile Zerny 2-Day road race, their riders winning all three stages and the King of the mountains award, and only the presence of the West Yorkshire road race champion, Pete Watson of the Clifton C.C stopped them filling the first four places in the overall classification as well.

The 77 miles of the first stage from Beverley to the resort of Scarborough were covered at an average speed of 25mph despite the tough climbs.

It was the notorious Hanging Grimston climb that Dave Vose 9 Kirby) and Scotsman Sandy Gilchrist (Dunedin CC) went clear as soon as the climbing started and before the top, where Vose took the first of his three prime wins that day, they had been joined by Clewarth and Watson, and with all four working together they had built up a lead of two minutes at Malton.

This Climb dashed the hopes of Vic Smith (Hull Thursday) who crashed and although finished at Scarborough was declared unfit to continue.

Mike Green (Thursday) and Paul Allen (Clifton) were in a group of 16 in pursuit of the leaders but this group split on the long climb up Troutsdale and onto the moors where the going was made harder by heavy rain.

Hackness climb failed to split the leading quartet although the pouring rain cut back their lead to 1-16 by the time they crossed the finishing line on Marine Drive and it was Clewarth who had the fastest finishing burst from Watson and Gilchrist leaving fourth place for Vose. To complete the Kirby dominance of this first stage Doug Dailey and Ritchie Gregson took the next two places to give the Liverpool club four of the first six places.

Result of Stage 1: 77 miles

J Clewarth, Kirby CC 77 miles in	3.4.57
P Watson Clifton CC	s.t
A Gilchrist Dunedin CC	s.t
D Vose Kirby CC	s.t
D Dailey Kirby CC	1-16
R Gregson Kirby CC	1-20
A Kemp Manchester BCF	s.t
F Nickson Merseyside BCF	s.t
A Mellor Tame Valley	s.t
C Davidson Clifton	s.t

Local Riders; -

16th Mike Green Hull Thursday  
 17 Paul Allen Clifton CC  
 30 G Bryan Hull Coureurs  
 31 Alan Gay Hull Thursday  
 35 B Hodson Coureurs

41 Vic Smith Hull Thursday  
45 Mike Barratt Hull Thursday.

#### Stage 2:

The Sunday morning time trial saw the field go off in reverse classification order for the seven miles from Butlins holiday camp at Filey to Bridlington and it was the National Road Race champion Doug Dailey who gave a powerful demonstration of how to overcome the gale force head wind to finish in 17-45 with Pete Watson once again in second place with 18-04, only one second faster than John Clewarth. With Vose and Gilchrist taking the next two places there were no positional changes in the first five on general classification with Clewarth holding his lead by 29 secs.

#### Stage 2 Result:-

Doug Dailey Kirby CC	17.45
P Watson Clifton CC	18.04
J Clewarth Kirby CC	18.05
D Vose Kirby CC	18.40
A Gilchrist Dunedin CC	18.50
H Vilkaitis Scala Whls	19.04
A Mellor Tame Valley	19.05
P Allen Clifton CC	19.07
F Nickson Merseyside BCF	19.10
R Gregson Kirby CC	19.14

The sun was shining at the start of the third stage of 64 miles from Bridlington back to Beverley, although the gale force winds still persisted. There was plenty of action from the off within a mile Clewarth, Gilchrist, Alan Gay and George Streadwick, (British Columbia), were away and by the time they had ascended Folkton Brow they had a two minute lead over the main bunch, but their effort was short lived and they were soon absorbed.

Things went wrong for Mike Green soon after the start, a rider caught a pedal in his front wheel and with the service vehicle on hand the wheel was soon changed but the spare wheel developed a puncture and despite a brave chase into the head wind and driving rain he could not regain the main bunch and had to retire.

At 6 miles Alan Gay, Doug Dailey and Harry Vilkaitis made another effort with Andy Thomas CC Sheffield in hot pursuit, but never quite with the trio. On the 1 in 4 slopes of the Staxton prime Alan Gay lost contact.

On the climb of Nunburnholme Hill, Vilkaitis was dropped, and then within a mile Hayton had lost contact leaving Dailey and Gregson to race away together. A strong chasing group had formed behind the leaders, which included both Clewarth and Watson, and were slowly closing the gap. The situation was that if Dailey crossed the line first he would take the stage winner's bonus time and if race leader

Clewarth was more than 56 secs behind, Dailey would be the overall winner with Clewarth second.

At the Beverley Finish, the leading pair had not been caught with Gregson crossing the line first from Dailey, with the chasing group arriving 52 secs later with Gordon Smith Merseyside BCF taking the sprint for third place.

#### Stage 3 Result:

R Gregson 64 miles 2.42-30  
D Dailey s.t  
G Smith 52 secs  
A Meklor Tame Valley s.t  
D Vose s.t  
P Watson s.t  
R Downs Essex BCF s.t  
D Hayton West Yorks BCF s.t  
J Clewarth s.t

#### Local riders:-

19 A Gay, 21 P Allen, 28 G Bryan, 33rd Mike Barratt.

Those who watched the Kirby riders competing could not fail to be impressed, they were superb in providing the winner of each of the 3 stages, the king of the mountains, and the overall winner. Not one breakaway group was allowed to develop without there was at least one Kirby CC rider in attendance.

Paul Allen was Humberside's best-placed rider overall in 16th place, perhaps not as highly as he might have hoped. Alan Gay finished 21st, Geoff Bryan 29th and Mike Barratt 33rd. This was Mike's first major senior race, and against riders of the quality of the Kirby men he was clearly outclassed, but had the guts to complete the course when many more experienced riders retired.

#### Overall G.C result:

Jon Clewarth Kirby CC 148 miles in	6-5-24
P Watson Clifton CC	29 secs
D Dailey Kirby	34 secs
D Vose Kirby	1-35
R Gregson Kirby	1-37
A Mellor	3-20
D Hayton	4-53
F Nickson	6-03
R Downes	6-10
K.O.M	
D Vose	
D Dailey	
Team	
Kirby CC	

## 1974 – ZERNY TWO-DAY ROAD RACE REPORT BY BARRY TROTTER

Arthur Metcalfe riding for Hartlepool C.C. was the winner of the Zerny for 1974 and so became the first rider to ever win this Humberside classic twice, the last time back in 1961, against one of the best fields ever assembled for the race.

Since that first win, Arthur Metcalfe has enjoyed a very successful professional career including competing in the Tour De France, retiring from the sport, and returning as a reinstated amateur to show a new generation of riders how to win races.

Metcalfe won by 15 seconds from Willi Moore, Merseyside Wheelers, a gold medallist at the New Zealand Commonwealth Games earlier this year. Hull's best-placed rider was Mike Green, Hull Thursday in fourth place. Metcalfe laid the foundation for his win on the eighty mile first stage from Hull to Scarborough. He took the first prime on Worsendale Hill, at Bishop Wilton and when a group of ten riders went into the lead on the Hanging Grimston prime hill he was again well to the fore. Included in the ten-strong groups were Hull Thursday riders Mike Green and Roy Irwin.

While the chase developed behind, the leading ten sped along through Malton and Pickering until on the climb of Hackness hairpins, where John McMillan, Archer R.C. forced the pace, Roy Irwin was left behind and Howard Walmsley, Clayton Velo, punctured.

The descent from the Moors into Scarborough was made very dangerous by a heavy rainstorm, but there were no mishaps and eight riders contested the finish on Royal Albert Drive. McMillan took a flyer, but Metcalfe responded quickly hitting the front with Moor and Tony Gornall, Clayton Velo, pressing him hard and at the line Metcalfe had only the narrowest of margins, a tyre width from Moor and Gornall.

Stage one result:

1st Arthur Metcalfe, Hartlepool C.C.	at 3-17-39;
2nd Willi Moor, Merseyside Whls	
3rd A Gornall, Clayton Velo	
4th R Taylor, Cleveland Cours	
5th R Foster, West Yorks BCF	
6th M Swinnerton, Stoke ACC	
7th Mike Green, Hull Thursday	
8th J McMillan, Archer RC	
10th Roy Irwin, Hull Thursday	
41st Alan Gay, Hull Thursday	
49th Les Barratt, Hull Thursday	

The second stage on Sunday morning was a ten-mile time trial from Butlins holiday camp at Filey to Bridlington's North Marine Drive. As was expected this stage went to Ian White, Clifton CC, the reigning nation 50 and 100 mile time trial champion who covered the course in windy conditions in 24-13, followed by McMillan 24-37, Metcalfe 24-48, and Kevin Apter, Merseyside BCF 24-58. Fastest of the Hull Thursday riders was Mike Green, 25-26, followed by Roy Irwin 26-10, Alan Gay 26-21 and Les Barratt, 27-32.

Leading Overall positions after two stages:

1st A. Metcalfe	3.41.27,
2nd W. Moore	15 secs,
3rd J. McMillan	49 secs,
4th T. Gornall	88 secs,
5th Mike Green	98 secs,
6th R. Foster	1-41,
7th R. Taylor	1-58,
8th H. Walmsley	2-07,
9th M. Swinnerton	2-19,
10th Roy Irwin	2-55.

The stage was set for an interesting stage three over 60 miles from Bridlington's railway station to Hull's Pickering Road.

There was action straight from the start with three riders going into the lead, including Hull Thursday's Alan Gay. This trio stayed ahead over the climbs of Staxton and Foxholes where John Kenworthy, Manchester BFC, took both primes.

Four riders took up the chase and caught the trio after Driffield, but none of the seven were any danger to overall leader Arthur Metcalfe who was content to let them stay ahead, providing they were always within striking distance. Moore and McMillan, Metcalfe's closest challengers, seemed unable to attack the yellow-jerseyed leader successfully. Moore because he was weakening over the testing course, while McMillan had gone to great lengths of changing his official coloured jersey into another in an effort to confuse Metcalfe.

This move backfired on him because the race commissaire, Keith Audas, noticed this technical offence and penalised him a minute, causing him to be relegated from third to sixth place in the overall placings.

The last big climb of the race was up Nunburnholme Hill and put paid to Alan Gay's chances of a top placing on this final stage when he was dropped by the leaders and caught by the main field. The Combined Services rider, Mike Parker, took the prime.

The pattern of who was to share the £200 in prize values was developing fast as the riders covered the last 20 miles through Market Weighton and South Cave to the finish.

The leading group kept their marginal lead despite attempts by other riders to bridge the gap and the prizes for the last stage were decided along the sprint finish along Pickering Road with the verdict going by a one length margin to Steve Lawrence, Lindsey Roads CC, with John Kenworthy second and Mike Day, Pennine CC, third.

The main field including Metcalfe, Moore and McMillan and the leading Hull Thursday riders finished 1-18 later. Except for the effects of McMillan's penalty, there was no change in the leading positions.

Top Humberside rider was Hull Thursday rider Mike Green in fourth place, a fine ride in this top quality competition, followed by Roy Irwin in tenth place.

A feature of the race was the work of the attending mobile police and those directing at major road junctions.

They made the race progress the smoothest ever.

#### Results of Stage 3:

1st Steve Lawrence, Lindsey Roads CC 2-51-42  
2nd J. Kenworthy, Manchester BFC.  
3rd M. Day, Pennine CC  
4th P. Dick, Kirkby CC  
5th M. Parker, Combined Services  
6th D. Hayton, West Yorks BFC,  
7th D. McMullen, Manchester BCF (all the same time)  
10th Roy Irwin  
30th Alan Gay  
42nd Les Barratt

#### Leading Overall Positions

1st Arthur Metcalfe, Hartlepool CC 6-34-27  
2nd W. Moore 15 secs  
3rd T. Gornall 1-28  
4th Mike Green 1-38  
5th R. Foster 1-41  
6th J. McMillan 1-49  
7th R. Taylor 1-58  
8th H. Walmsley 2-07  
9th M. Swinnerton 2-19  
10th Roy Irwin 3-15

King of the Mountains: Roy Taylor, Cleveland Coureurs.

Team: West Yorkshire BFC.

1st club team – Hull Thursday RC

### **1975 – CONSISTENT PETE WATSON WINS THE ZERNY TWO DAY**

Pete Watson of the Clifton Cycling Club was the winner of the sixth annual Zerny two-day road race without winning any of the three stages. Consistency in being places third, second and sixth was the formula for his success and earned him almost £50 of the £200 prize list. Second Place went to Kirkby C.C. rider Ritchie Gregson

and third was Richard Foster of the Keighley R.C.. After 165 miles of racing Watson's margin over Gregson was only 17 seconds, with Foster only a further second in arrears. Hull Thursday riders were well to the fore on all three stages and in the overall placings, Hull Thursday placed Vic Smith in sixth place, Mark Robinson eighth and Dave Bettison tenth.

Saturday's 85-mile stage by a devious route from Hull to Scarborough took the riders over some tough hills of the Wolds and North Yorkshire Moors. The hills served to split the field and by the time Scarborough was reached the wheat was well sorted from the chaff.

Bishop Wilton's Worsendale Hill was the first climb after 30 miles and already Ian White, Hull Coureurs, and Dave McMullen, Manchester BCF, were in the lead. Three other riders caught them by the second major climb at Leavening. These three were Vic Smith, Richard Foster and Dave Broadbent, Manchester BCF. It was Foster who took the prime.

The leaders reached Malton intact, but were soon joined by a further four riders, Paul Milnes, East Bradford C.C., Ritchie Gregson, Pete Watson and Chris Miller, Lakeland BCF.

Thirty seconds behind these nine riders were a strong chasing group, but a group behind them had their progress delayed when the railway gates at Malton shut in their faces and anxious to limit their delay they scurried over the footbridge.

Through Pickering the nine riders sped, gradually increasing their lead until at Forge Valley, with ten miles to go, they had a one minute lead on the chasing group.

On the final major climb of the first stage, Humberside's hopes of a stage win disappeared when, first, Ian White fell behind at the bottom of the climb and, mid-way up the climb Vic Smith had to give best. Paul Milnes took the prime.

After a fast descent to Scarborough, six riders contested the sprint on the Marine Drive, with Ritchie Gregson winning from Dave Broadbent, Pete Watson, Milnes and Chris Miller. The tough 85-mile route had been covered in 3-26-35.

Best of the Humberside riders was Vic Smith who took seventh place, followed by Mark Robinson 14th, Dave Bettison 20th, Geoff Bryan, Hull Coureurs 21st and Ian White 22nd.

Hull riders fared much better in the nine-mile time trial on the Sunday morning from Butlins Holiday Camp at Filey, to Bridlington's North Marine Drive. The riders had a following wind and times were good, the fastest being Ian White who took only 19-13 to cover the distance, followed by eventual overall winner Pete Watson in 19-22.

Vic Smith was third fastest with 19-28, followed by Richard Foster 19-35, Mike Gadd, Lakeland BCK, 19-36 and Dave Bettison 19-38.

These fast times meant that Pete Watson had overtaken Ritchie Gregson as overall race leader and so donned the

Zerny yellow jersey for the start of the third and final stage from Bridlington to Hull. The race was still wide open, however, with the leading five riders covered by a time of only 23 seconds.

Only six miles of the final 70 miles had elapsed when an important breakaway developed containing, Ian White, Pete Hindle, Lakeland BCF and Eddie Vokes of the Batley C.C. Hindle was the first to top the climb of Staxton Hill after 10 miles, and pressed on in a valiant solo attempt to win with still sixty miles of the stage to go. White followed in Hindle's wake until Driffild, 23 miles, when Des Fretwell, Keighley R.C., and Jon Kenworthy of the Manchester BCF team caught him. Hindle continued to extend his lead until Bainton, 30 miles, it was 1 minute 20 seconds. Behind, the field were stirring to the danger of those ahead at, 38 miles, at North Dalton, the bunch caught the trio, and Hindle pressed on although it was becoming obvious that his time out front was numbered. He stayed clear over the final prime at Nunburnholme and on the descent to Market Weighton, but through the town he was caught by a bunch of 17 riders. He had been in the lead for 42 miles.

The crucial move of the stage came with 14 miles to go to the finish on the West Park Circuit in Hull. At South Cave Mark Robinson made a move that resulted in four riders going clear, himself, Vic Smith, Des Fretwell and former top North of England rider on a comeback effort, John Macklam, Batley C.C..

With Vic Smith a challenge to the race leaders overall positions, their chances of staying ahead looked pretty slim. Stirling work by the two Hull Thursday riders, however, was it enough to make it work as the riders wound their way through Hessle and Willerby to the West Park finish, where Des Fretwell had the edge in the final sprint with Mark Robinson second, Vic Smith third, and John Macklam fourth.

One and a quarter minutes passed before the chasers came in led by Gregson and Watson happy that they had kept the stage winners margin to just 75 seconds, not enough to rob them of their overall first and second places.

Des Fretwell's stage win was remarkable in that it is only a month since he had 40 stitches in his leg after a race crash. Pete Watson, in winning the race overall, went one better than his brother John, who was runner up in the Zerny two-day race in 1970.

Vic Smith and Mark Robinson's reward for their efforts were one place jumps in the overall race positions to sixth and eighth respectively.

With Dave Bettison in tenth place, Hull Thursday RC were the top team in the race, but owing to a technical slip in not having their team nominated before the race, they were unable to make the team award, and the prize went to the runner-up team, the Manchester BCF.

Mrs Jane Zerny presented awards at the finish.

Result:

- 1st Pete Watson, Clifton CC, the 165 miles in 6-44-22
- 2nd Ritchie Gregson, Kirkby CC, at 17 secs
- 3rd Richard Foster, Keighley RC, at 18 secs
- 4th Dave Broadbent, Manchester BCF
- Paul Milnes, East Bradford CC at 23 secs
- 6th Vic Smith, Hull Thursday RC at 31 secs
- 7th Chris Miller, Lakeland BCF at 1-11
- 8th Mark Robinson, Hull Thursday RC at 1-58
- 9th Des Fretwell, Keighley RC at 1-59
- 10th Dave Bettison, Hull Thursday RC at 2-26

Other local finishers were:

- 17th Ian White, Hull Coureurs
- 19th Geoff Bryan, Hull Coureurs
- 29th Howard Ruston, City RC
- 34th Colin Perry, City RC

### **1976 OLYMPIC RIDERS TAKE THE HONOURS IN ZERNY CLASSIC**

Riders in Great Britain's Olympic squad filled the first five places in the Hull Thursday Road Club Promotion of the Zerny two-day road race over 160 miles of North Humberside. The winner was Steve Heffernan of the Archer Road Club.

The desperate thoughts of Olympic selection were the driving force behind Steve Heffernan's win with the Zerny being the last major road race before the Olympic selectors made up their minds on the riders to go to Montreal. Heffernan, with his team pursuit place hanging in the balance certainly showed that fitness was not his problem. The first stage was a gruelling affair as the riders had to contend with strong winds, torrential rain, floods, mud and grit-strewn roads over the 86 miles of the most testing roads between Hull and Scarborough, but still managed to average speeds of 28 m.p.h..

The 60 strong field needed the whole width of the A63 dual carriage way for an effective echelon before turning North to Market Weighton with the wind at their backs, yet before then, Dudley Hayton, Batley CC, went into the lead after only 10 miles at South Cave when he and Robin Crocker, Archer RC, and Mick Bennett, Coventry, sprinted ahead of the bunch already travelling at more than 30mph. Steve Heffernan, Paul Carbutt (Birmingham), Ian Hallam, (CC Orpington), with Steve Jones, (Birmingham), joined them at Market Weighton when their lead over the rest of the field had increased to 20 seconds.

It was a decisive move for this group dominated the rest of the race.

Hayton took the first prime at Bishop Wilton from Carbutt as the heavens opened for the first time and drenched the field, marshals and officials. On the second prime at 37

miles Carbutt was over Leavening Brow first followed by Hayton having opened a gap worth 15 seconds over two riders noted for their track riding than climbing hills, Heffernan and Bennett.

Rain had washed much of the oil from the riders' chains and the grit and mud fouling the sprockets, this meant transmission troubles and mechanics were kept busy leaning from the Service Vehicles applying oil to chains as the riders pedalled along.

On the descent into Malton at 46 miles, Heffernan and Bennett caught the leading pair whilst behind a six-man chasing group formed 45 seconds in arrears, with the main bunch at 4 minutes.

By Pickering, 53 miles, their lead had increased to 1-20, but Bennett, a Commonwealth Games gold medallist who had returned from a racing trip to the United States only this week, was feeling the pace and content to seek shelter from the wind at the back of the quartet. Hallam was also struggling on the succession of hills and persistently fighting back with granite stubbornness, once falling back to have his chain oiled by a service car, as did Crocker.

Forge Valley saw their lead increased to 2.5 minutes and as a 'reward' were once again treated to a thorough drenching as the heavens opened with a frightening clap of thunder.

As they toiled up the final prime of the day at Hackness Hairpins, Bennett lost contact and on the final run-in to Scarborough lost a further 2.5 minutes. Hayton took this prime from Carbutt.

And so at the finish down North Marine Road in Scarborough it was one very efficient trackman battling with two very fit road men and in the uphill finish it was Heffernan who was first over the line from Hayton and Carbutt. Bennett was fourth.

Milk Race 'A' team rider Bob Downs, VC Olympic Sport took fifth place with a flyer off the front of the chasing six, with junior 25-mile Champion of 1975, Steve Jones, Birmingham, in sixth place, pushing Hallam into seventh. A fine ride by Keith MacArthur, West Yorkshire for eighth place justified his selection for the Milk Race Regions team, but Crocker suffered a softening front tyre in the final three mile run-in and gingerly nursed it home for ninth position.

Best of the Hull riders was Mark Robinson, riding for the Beeston RC whilst studying at Nottingham University, in 26th place, with the Hull Thursday riders Mike Green, 34th, Vic Smith, 37th, Derek Roe, 39th and Alan Gay, 44th, all good performances.

#### Stage 1 Result:

1st Steve Heffernan, Archer RC/Cutty Sark in	3-8-59
2nd Dudley Hayton, Batley CC	3-9-4
3rd Paul Carbutt, Birmingham	3-9-9
4th J. Bennett, Coventry Olympic	3-11-41
5th B. Downs, VC Olympia CC Sport	3-12-26

6th S. Jones, Birmingham	3-12-41
7th I. Hallam, CC Orpington	
8th K. McArthur, West Yorkshire all same time.	
9th R. Crocker, Archer CC	3-13-7
10th I. Banbury, Hemel Hempstead CC	3-15-00
Team: Birmingham	9-38-4
2nd West Yorkshire	9-45-9
3rd Scotland	9-47-28
4th VC Olympia	9-48-2

60 riders started, 6 did not finish.

Despite his problems over the final miles of the first stage, Bennett was fully recovered for the second stage, a 9.3-mile individual time trial from Butlins Holiday Camp at Filey to the North Marine Drive at Bridlington. He produced the fastest time of 22-17 against a buffeting crosswind, with Hallam taking the second spot with 22-36. The real interest was centred on Heffernan, Carbutt and Hayton with only ten seconds separating them after the first stage. It was only in the final two miles that Heffernan managed to squeeze out a few vital seconds with a typical effort to keep his overall lead against a handicap of a softening tyre.

He punctured two minutes before the start, and then found his replacement wheel had a softening tyre in the first two miles and had to perch forward on the saddle for the rest of the way and gingerly took the corners on the final run-in.

Unluckiest rider was Ian Banbury, Hemel Hempstead CC, who unaccountably went off course and dropped from a promising tenth position overall to 41st. Thoroughly demoralised, he had serious doubts about starting the afternoon stage, but his second thoughts proved astonishingly best.

#### Stage 2 Result:

1st Mark Bennett, Coventry Olympic, 9.3 miles in	22-17
2nd Ian Hallam, CC Orpington	22-36
3rd Steve Heffernan	2-37
4th Paul Carbutt, Birmingham	22-42
5th D. Hayton, Batley CC	22-46
6th S. Jones, Birmingham	22-47
7th S. Lawrence, VC Olympia	22-56
8th B. Downs VC Olympia	23-16
9th S. Gilchrist, Scotland	23-20
13th Mark Robinson, Beeston RC	23-45
Vic Smith, Thursday	24-4
Derek Roe, Hull Thursday	24-16
Mike Green, Hull Thursday	24-56
Alan Gay, Hull Thursday	25-30

Team:	
1st Birmingham	1-8-49
2nd VC Olympia Sport	1-10-23
3rd Archer RC	1-10-34
4th Scotland	1-11-56

The third and final stage of 67 miles from Bridlington to Hull was something of a fairy tale for Ian Banbury who had so very nearly retired after going off course in the time trial stage as he went onto win the bunch finish at Hull.

Against the headwind few riders were brave enough to risk suicide on solo or small breaks and so it remained pretty uneventful – for most. The climb of Staxton Hill shed a few of the weaker riders from the main field with Bennett taking the prime from Paul Carbutt, who, however was the first to reach the Foxhole prime from Sandy Gilchrist, Scotland.

At Langtoft, Hayton, then second overall, was forced to stop because his gears had fouled his wheel. A changed machine from the Service Vehicle saw him on his way again but within a few miles he punctured. This time he changed back to his own machine which had been repaired, Surprisingly, there was little reaction from Hayton's challengers. They could and should have capitalised on his delay as he only returned to the main field with the help of two West Yorkshire riders, Dougie Wood and Mark Day with Robin Childers, Cleveland Wheelers.

The climb of Nunburnholme Hill with 22 miles to go saw Bob Downs top the crest first from Mark Swinnerton, Stoke ACC, with a few riders drifting off the back of the bunch. Paul Carbutt took the third place on this climb to ensure him of the King of the Mountains title.

Through Market Weighton and South Cave the bulk of the riders sped in one bunch, but on the run-in along A63, Carbutt and Gilchrist made a brave effort to break clear but they were swallowed up before the finish and the massive bunch provided the finish judges with the nightmare of placing 30 riders who crossed the line in one heaving mass. But there was no doubt who took first place as Ian Banbury completed his own fairy tale ending. Second place was awarded to Mike Bennett with Ian Hallam third. The Birmingham team took the team award for the third time to give them the overall team award as well.

Stage 3 Result 67 miles:

Ian Banbury Hemel Hempstead CC	2.57.33
Mike Bennett Coventry Olympic	2.57.38
Ian Hallam CC Orpington	2.57.43
G Nisbet Scotland	
P Carbutt Birmingham	
D Hayton Batley CC	
P Duckworth Manchester	
Mark Robinson Beeston RC	

S Lawrence VC Olympic Sport	
Vic Smith Hull Thursday s.t	
General Classification:-	
Steve Heffernan Archer RC	6.29.24
Dudley Hayton Batley CC	6.29.38
Paul Carbutt Birmingham	6.29.39
Mick Bennett Coventry Olympic	6.31.36
Ian Hallam CC Orpington	6.33.00
Steve Jones Birmingham	6.33.16
Bob Downs VC Olympi	6.33.30
Robin Crocker Archer RC	6.34.48
Keith McArthur West Yorkshire	6.34.54
Sandy Gilchrist Scotland	6.36.08

### 1978 SKELTONS BAKERY 2-DAY BREAD RACE

Stage 1: 4-mile time trial
D Grindley Liverpool Century 9.00
Vic Smith CC Orpington 9.11
P Allen Nat West CC 9.19
R Neish - Roseil CRT 9.23
Tony Bell Mersey Division BCF 9.24
N Lindsey East Scotland CA 9.26
G Taylor Liverpool Century 9.26

Stage 2: 73- miles RR
J Spencer 3.11.09
N Redmile East Mids Div s.t
Taylor st
M Laing - Perth United CC s.t
J Evans Wakefield CC s.t
G Nisbet - Roseil CRT s.t

Stage 3: 55-mile RR
M Laing 2.26.55
D Grindley
N Redmile
G Davidson Thornaby CRT- Been Bag
Mike Green Hull Coureurs
Tony Bell Merseyside Div.

Overall
Dave Grindley 5.47.2
Vic Smith 11 secs
R Neish 23 secs
S Douglas Liverpool Century 28 secs
S Greasley Wakefield CC s.t
T Bell 30 secs



1982 SKELTON 2 DAY - HULL THURSDAY RIDER ANDY CAWLEY (Right)

### 1983 SKELTONS BAKERY 2-DAY BREAD RACE

Bishop Wilton's Worsendale hill can rarely have been worse or Hanging Grimston grimmer but this year despite the atrocious weather the Skelton Bread Race came of age as stage 3 saw the return to the old formula of a road race not confined to a circuit.

The race was keenly contested from the start the only disappointment being the small entry of 44 riders, although this was more than enough for the officials to deal with, on stage 2, the criterium in the old town.

For a race of this nature the circuit is too small, resulting in some riders being lapped some two or even 3 times.

Eventual race winner Chris Walker of Dinnington-Universal set the pattern for his success by winning the opening stage, an 8-mile time trial, clocking 18-19 comfortably clear of runner-up Mark Robinson-Hull Coureurs 18.35.

Best of Thursday- Falcon riders were Steve Wakefield 13th in 19.21 and Andy Cawley 15th 19.26.

An hours racing on the Tee bridge circuit provided stages twos competition, and most competitive it was too. In the final laps a group of six riders established themselves at the head and in the final sprint. Thursday riders Steve Wakefield shot across the line first, a length ahead of Hull's Garry Payne riding for Dinnington. Bad luck struck Coureurs rider Mark Robinson who punctured in the latter stages and lost minutes.

Wakefield and Robinson were the riders to enliven the early miles of the tough 73-mile stage 3. Both had something to prove. Wakefield being 9th overall and Robinson 15th after his puncture.

The rest of the leaders obviously were not content to give

this pair their lead and before Market Weighton a group had pulled well clear, never to be seen again by the rest of the field.

Robinson comfortably took the Worsendale prime but on Hanging Grimston and Thixendale where race leader Chris Walker was first over the top, the Hull Coureurs rider was finding the going difficult. Finding the climbs even more of a problem was Steve Wakefield, too highly geared for climbs of the severity faced on this Wolds course.

Approaching Skidby, Robinson made a valiant attempt to gain the yellow jersey from Walker, rapidly jumping into a lead, which at the finish had grown to 1 minute 7 seconds.

It was not enough, however, Walker chased hard and held on to the leadership. Reward for the Hull Coureurs riders' efforts deservedly came in a jump from 15th to 3rd overall. The severity of the course and conditions proved too much for all but two of Thursday's riders, The brave two were Steve Wakefield and Andy Cawley, eventually 15th and 16th overall, Cawley only making it back to the finish after accepting a cup of hot coffee from the car of Bill Holmes. Other reports of riders suffering the bad conditions included that of Hull Coureurs rider John Lockwood, who had fallen back and punctured – so cold were his hands that he had to urinate on them to assist in thawing them out to change his tub, when this failed he had to resort to biting the tyre off the rim with his teeth.

### 1984 SKELTONS BAKERY 2-DAY BREAD RACE

The 30th edition of the race saw two new stages. Stage 1 a new 3.5mile time trial and stage 2 a 34-mile circuit race. Stage 3 a 73-mile race and repeat of the 1982 race.

The stage 1 TT incorporating the climb up Elloughton Dale shortly after the start, a daunting prospect for riders, did not deter Dean Norton of the Paragon Road Team covering the course in 9.03 4 seconds ahead of Isle of Man rider Richard Fletcher with Ian Cammish the national 50 and 100 mile record holder a further 4 secs in arrears. Hull Thursday – Falcon cycles well represented with Martin Earls in 5th place 9.22

Hull Coureurs rider Steve Giles proved strongest of the field when almost every rider contested the uphill sprint of Swanlands' Mill hill, jumping clear of the field with 100mts to go and putting 5 lengths into the field. Again Manxman Fletcher finished 2nd and so took the yellow jersey as race leader with Norton 2nd and Giles 3rd.

Hull Thursday had 3 riders based north of the border, Scotland's Alan Anderson, Sandy Berry and Neil Abbott. Stage 3 saw Andy going clear before Market Weighton (20miles) and staying clear until part way up Bishop

Wilton's Worsendale hill, the first prime. Repeating his show of strength on stage 2 Giles took the first prime. Worsendale hill softened the riders for the real hill a few miles later, on the climb of Hanging Grimston. Here the race was won and lost. Overnight leader Fletcher lost contact with the leaders, as did 3rd placed overall, Steve Giles (his returning from the Waterfront nightclub at 4.00 am probably played a small part in his demise).

Second placed Norton made his bid for victory with three other riders for company. Andy Nicholson Isle of Man (Ellan Vannin) attempting to defend Fletcher's lead, Tynesiders Billy Mitchinson and Pete Stephenson and Scunthorpe's Paul Waterson. The four were never caught despite determined efforts from the chase group.

Prominent in the chase were Thursday's Andy Cawley and Sandy Berry eventually finishing 7th and 8th on the stage. Essex rider Doug Sheehy was forced to relive the last time he rode the event in 1978 – the service car drove straight past him when he punctured. There was an excuse however as Doug punctured on a corner and so was forced to overshoot. The service car drove past whilst Doug was returning to the route. Fortunately the second service car got Doug swiftly on his way to a creditable 10th place with a swift wheel change.

Alan Anderson also had his share of bad luck when the broom wagon missed a route arrow and took a short cut – missing out the very section on which Alan punctured. Having been passed by the two service cars before puncturing Alan had to ride on a flat tyre, until the search party of Graham Robson and Julian Piercy picked him up.

Hull Thursday:

Andy Cawley 7th 4.43.07

Sandy Berry 8th 4.43.18

Neil Abbott 25th 5.24.55

Martin Cockerill 26th 5.31.05



STEVE GILES

Stage 1: 3.5-mile

D Norton 9.03

R Fletcher 9.07

I Cammish 9.11

Stage 2: 34-miles

Steve Giles – Hull Coureurs 1.18.10

R Fletcher - Ellan Vannin 1.18.12

N Stainthorpe – Airedale Olympic s.t

Stage 3: 73-miles

Pete Stephenson Middridge CRT 3.12.35

Dean Norton s.t

W Mitchinson BCF N.E Div s.t

Overall:

D Norton 4.40.12

P Stephenson 4.40.31

W Mitchinson 4.40.51



## 1985 SKELTONS BAKERY 2-DAY BREAD RACE

Dean Norton had a repeat win in the Skelton 2 Day taking two of the three stages. His first stage win came in the 3.5-mile opening time trial clocking 9.18 seconds clear of Mark Addinall V.C York and 9 seconds clear of Dave Mann, Bradford Wheelers.

Gary Cottam Chesterfield Coureurs Ness won the 2nd stage – Cottam in a 5-man break jumped clear on the uphill finish 3 secs clear of Norton.

On the 3rd and final stage over the tough 73-mile course Norton broke away in the final miles to finish alone in 3.19.23, 53 seconds ahead of Billy Mitchinson N E Division. Norton and Cottam joined a leading group at 25 miles. Norton took the Bishop Wilton and Hanging Grimston primes. Mitchinson took the final Thixendale prime, by this time the leading group had been reduced to five riders. With ten miles to go Norton attacked and in 1.5 miles had a 20sec advantage, which was enough to keep him clear to the finish.

Stage 1 3.5-mile tt.

D Norton – Paragon RT Gazelle	9.19
M Addinall – V C York	9.27
D Mann Bradford Wheelers	9.28
W Mitchinson – N E Division	9.30
N Pearson – Scunthorpe Poly	9.35
G Gibson – Buxton CC	9.36

Stage 2: 39 mile

G Cottam Chesterfield Coureurs- Ness	1.39.13
D Norton	9secs
D Mann	17 secs
D Mingaye	53 secs
M Addinall	s.t
G Gibson	1 min 17 secs.

Stage 3: 73 miles

D Norton	3.19.8
W Mitchinson	58 secs
G Gibson	1.13
D Mann	1.33
I Hindley Askern Cc	1.42
G Firth NE Division	1.50

Overall:

Dean Norton	5.7.33
Mann	at 1.50
Gibson	2.28
Mitchinson	2.29
Cottam	3.24
Firth	4.02
Addinall	4.23

## 1986 SKELTONS BAKERY 2-DAY BREAD RACE

The 10th Bread race and 29th edition of this annual event opened with a 2.5-mile prologue time trial. Gary Sheard took first place, 1 second over the 57 starters ahead of Paul Brown with Mark Robinson and Alan Cooke sharing 3rd place 3 seconds behind.

A strong wind scattered the field during the 40 mile second stage through the villages of Swanland and Kirk Ella.

Karl Williamson – Hull Coureurs made the running with a 10-mile solo break before Chris Young bridged the gap. The uphill sprint, finishing up Mill hill Swanland proved to be the to the liking of the cyclo-cross man, for he opened up a 6 second gap on Williamson, whilst Patrick Tighe – Scunthorpe Poly led in the 18 strong bunch.

14 of the 57 strong field failed to start the tough 73mile 3rd stage – a large loop into the heart of the Yorkshire Wolds with three particularly testing climbs.

Young was defending a tenuous 13-second lead from Williamson with another 5 challengers all within a minute. Bishop Wilton's Worsendale hill provided the riders with their first major obstacle after 30 miles and the prime went to Ian Harvey – Dinnington, who just managed to evade the clutches of the bunch who had caught his three breakaway compatriots on the climb.

Ulceby Hill proved the telling point; with 16 riders grouping at the top to establish the race winning move. Only Williamson of the overnight leaders was missing. The climb of Thixendale failed to split the leaders but a break did occur with 20 miles to go when riders, excluding yellow jersey Young managed to open a 20 sec gap; only to be caught with 8 miles to go. Cooke, Gibson and Robinson took off almost immediately to fight out the top stage and race placings.

Stage 1: 2.5 miles

G Sheard	5.39
P Brown	5.40
M Robinson	5.42
A Cooke	5.42
D Cooper	5.43
D Thomas	5.44

Stage 2: 39 miles

C Young	1.45.21
K Williamson	6 secs
P Tighe	38 secs
G Gibson	s.t
D Thomas	s.t
G Sheard	40 secs

Stage 3: 73 miles

A Cooke	3.19.01
G Gibson	11 secs
M Robinson	28 secs

P Tighe 1 min 31 secs  
G Sheard 1 min 32 secs  
C Young 1 min 33 secs

Overall:

G Gibson Buxton 5.11.17  
M Robinson Hull Coureurs 5.11.25  
Chris Young Paragon RT 5.11.32  
Patrick Tighe Scunthorpe Poly 5.12.19  
G Sheard Bradford Wheelers 5.12.25  
P Brown Dinnington 5.12.32

### **1987 SKELTONS BAKERY 2-DAY BREAD RACE**

The 11th Skelton sponsored event got off to a great start with a full field of 60 riders. Headquarters again being the South Hunsley School in Melton.

The prologue time trial tested the field over the short but arduous ascent of Welton Dale. John Kettle of Chesterfield took the overall lead, donning the traditional yellow jersey he led the field into the next stage in the afternoon, a 39 mile rolling road race circuit in Kirk Ella finishing up Mill Hill in Swanland.

A new race leader emerged after stage 2 in the person of 18-year-old Gary Speight of Chesterfield.

After a rest overnight a full field assembled to start stage 3 at 12.00 noon, an 80-mile stage over the Yorkshire Wolds, racing out to Wetwang through Bainton rather than the usual Market Weighton – Pocklington route.

The grinding ascent to Fridaythorpe into a strong headwind saw many early attacks being reeled in after descending Great Givendale many more hopes faded on the legendary climb out of Bishop Wilton. The ascent of Hanging Grimston soon afterwards plus the gruelling Thixendale climb began to take their toll.

At this point the final pattern of the race was set.

A leading group of 8 riders including yellow jersey Speight had a commanding two-minute lead at Beverley. The 80-mile stage, which again finished up Mill Hill, Swanland was taken by Peter Tighe of Scunthorpe from Phillip Sheard with South Humberside rider Ian Dalton 3rd.

Sixth place went to Gary Speight but the young up and coming rider retained the overall leadership to take the Bread Shield trophy.

Second overall was Phillip Sheard and 3rd John Kettle. Chesterfield Coureurs took the team award.

### **1996 LANDS FOODS SPONSORED – LANDS CLASSIC 2-DAY**

The biggest and best ever field, the biggest prize list, a close fought race and the most comprehensive race reporting of the 42 year history of the event all contributed to make the Lands Classic almost certainly the most successful road race the club has ever promoted.

The race earning itself a reputation as one of the events to ride if you are an elite or first cat rider.

The effort from the club in promoting the event have also gained much praise from the BCF officials, riders and county council officials who see it as an asset to the East Riding of Yorkshire as a tourist attraction.

John Tanner's winning margin of only 4 secs over runner up Rob Hayles, with Chris Newton 3rd just 1 second behind emphasises how close the competition was for the major awards. Indeed the first 20 riders were all within one minute of the winner.

Stage 1: 3.3-mile time trial

Chris Newton – North Wirral Velo 7.02  
Rob Hayles – Team Ambrosia 7.04  
Phil West – Middridge CRT 7.11  
Kevin Dawson – Optimum Performance 7.15  
Paul Manning – North Wirral Velo 7.16  
Julian Ramsbottom – North Wirral Velo 7.16

Stage 2: 73 miles

John Tanner – Gill Airways Peugeot 2.49.30  
Drew Wilson – Optimum performance 14secs  
Simon Bray – Team Energy 16 secs  
Rob Hayles – Ambrosia 17 secs  
Chris Newton – North Wirral Velo s.t  
Mark Walsham – Gill Airways s.t

Stage 3: 83miles

Neil Hoban – Gill Airways – Peugeot 3.21.20  
Rob Hayles s.t  
Mark Lovett – Optimum performance s.t  
Gary Speight – Ambrosia s.t  
Matt Stephens – North Wirral Velo s.t  
Gary Thomas Ambrosia s.t  
Paul Curran – Optimum Performance 6 secs.

Overall:

John Tanner 6.18.14  
Rob Hayles 4 secs  
Chris Newton 5 secs  
Phil West 11 secs  
Simon Bray 20 secs

## 1997 PRO-CAM CLASSIC 2 DAY

One month before the race it was nearly cancelled, as the sponsor Lands Food products pulled out after 3 years of sponsorship. The race was salvaged at the last minute when Pro-Cam stepped in. A superb effort by Garry Payne and others saw another 38 local companies contribute and come onboard.

The race saw the biggest and classiest field assembled so far this year with 117 riders lining up for the 3.3-mile prologue time trial. A battle for supremacy needed to be taken seriously by anyone aspiring to win the event overall. Matt Illingworth beat Rob Hayles by 1 second, covering the course up past the racecourse in Beverley and along the Beverley by-pass in 6.40 (29.7mph)

Hull Thursday's quartet – Mike Moss, Nathan Chester, Damian Evington and Colin Sinclair finishing in 7.19 (27.1mph) 7.43, 7.43, and 7.52. Other local rider included Andy Hornby, 7.23 Rich Moore 7.29 and Mike Pottage 7.30.

Stage 1;- 3.3 miles

Matt Illingworth 6.40

R Hayles 6.41

W Randle 6.43

Jon Clay 6.49

J Bayfield 6.49

B Steel 6.52

J Ramsbottom 6.53

A Wilkinson 6.56

P Manning 6.57

P West 6.57

Stage 2: - 73 miles, saw John Tanner beat

Julian Ramsbottom after they slipped off the front – 10 secs in arrears came Jon Clay. 47 riders finished with the minute before a gap of 4 minutes saw Thursdays' Damian Evington sprint in leading another group of 26 riders home containing big names such as Paul Manning, Gary Speight and Andy Proffitt. The foul weather and the climb up Nunburnholme claimed a few victims.

Result Stage 2:

John Tanner 2.52.41

Julian Ramsbottom s.t

Jon Clay 10secs

Chris Walker 27secs

P Wilkes s.t

M Beckett s.t

M Walsham s.t

J Bayfield s.t

M Illingworth s.t

S Higgins s.t

At the beginning of the last stage Julian Ramsbottom donned the yellow jersey in Beverley with only a slender lead over Jon Clay and 7 seconds over John Tanner. The weather had improved enormously, stage 2 being cold and wet, the day was warm and sunny. The drawback being the longer distance ahead, 83 miles with tired legs. The first challenge of the day being Life Hill, between Wetwang and Sledmere quickly followed by the climb up Fimber and after that the nasty narrow road to Ulceby out of Thixendale. The peleton was beginning to thin out a little but Thursdays' Mike, Damian and Nathan were hanging in there.

Over the top the leading riders took the opportunity to stretch the bunch over the wold, and they really strung out down the steep twisting decent into Kirby Underdale. This made the climb of Garrowby more tortuous as riders tried hard to close gaps. This is where the race was won and lost. Our trio of Mike, Damian and Nathan were still together with the main pack, unfortunately not catching the express to the finish and unaware of the drama up front, Jon Clay's puncture, John Tanners attacking, the 3 riders kept their heads and finished in a group of 40 riders. Jon Clay had a quick wheel change and was back on within 2 miles – John Tanner was recaptured and they finished together – Clay deservedly took the overall honours

Stage 3: 83 miles

R Moore 3.12.08

P Manning s.t

R Hayles s.t

J Tanner s.t

W Randle s.t

S Hemsall s.t

I Mountain s.t

C Lillywhite s.t

J Clay s.t

S Higgin s.t

Overall;-

Jon Clay 6.11.36

John Tanner 6 secs

Wayne Randle 23 secs

J Bayfield 32 secs

R Hayles 33 secs

S Higgins 45 secs

A Wilkinson 59 secs

K Dawson 1.04

L Davis 1.07

T Hall 1.09



JON CLAY, JOHN TANNER, WAYNE RANDLE

## 1998 PRO-CAM CLASSIC 2 DAY

Result of the prologue time trial: 3.3 miles

- 1st Jon Clay – Team Brite 6.37
- 2nd M Illingworth Team Brite 1 sec
- 3rd R Hayles Team Brite 8 secs
- 4th M Beckett Nth Wirral 20secs
- 5th Kevin Dawson – Ambrosia 20 secs
- 6th Chris Walker – 21 secs
- 7th John Tanner – Brite 25 secs
- 8th J Wright Edinburgh Bicycle – 30 secs
- 9th Danny Axford 120/80 32 secs

Stage 1: 73 miles

- 1st Matt Stephens Harrods – Giant 2.37.31
- 2nd Matt Illingworth
- 3rd John Tanner - Brite
- 4th M Beckett – North Wirral
- 5th I Gikes – Ambrosia
- 6th Wayne Randle – Road House
- 7th R Reynolds Jones
- 8th J Clarke – Harrods
- 9th B Smith
- 10th Jon Clay
- All s.t

Stage 3: 83 miles

- Joe Bayfield Harrods -Giant 3.11.49
- Matt Illingworth
- John Tanner
- M Beckett
- I Gikes
- W Randle
- R Reynolds Jones
- J Clarke
- B Smith
- Overall:
- Jon Clay 159 miles – 5.56.00
- Matt Stephens – 51 secs
- B Smith – 54 sec7
- R Reynolds- Jones 1.05
- D Rand 1.12
- M Illingworth 1.37
- John Tanner – 2.06
- Kevin Dawson – 2.06
- J Bayfield 2.08
- J Wright 2.16

## 2000 EAST RIDING CLASSIC 2 DAY

Jon Clay emerged the winner of this years' East Riding of Yorkshire Classic. The 3rd time on which he has come out tops in this race. His Margin was only 14 seconds, but it

was a controlled win over second placed Rod Ellingworth with Kevin Dawson third a further 9 seconds behind. Clay by less than a second won the opening 3.3-mile time trial from Chris Walker and when Walker suffered from hay fever on stage 2 a 71-mile road race, Clay pressed home his advantage to also win the stage ahead of Ellingworth and Dawson.

Four Hull Thursday riders completed stage 2 – Neil Cleminshaw, Nathan Chester, Rob Hill & James Frith. Cleminshaw, after early mechanical trouble, which led to a lone chase.

Julian Ramsbottom, who missed the crucial breakaway on stage 2 and lost 8 minutes, went for an early move on stage 3 which resulted in a near 80-mile ride off the front on the 91 mile stage. Initially he was accompanied by Steve Stoneman, then ultimately by Danny Axford. Clay knowing his overall lead was safe stayed in control of the main field. Ramsbottom won the stage from Axford with Anthony Malarczyk sprinting home for 3rd place.

Only two East Yorkshire riders who finished the 166 mile course were Dan Keena (Cottingham Coureurs) and Thursdays' Neil Cleminshaw.

From a field of 64 riders 36 finished the race.

## 2003 EAST YORKSHIRE CLASSIC

Thunder and lightning greeted the riders as they turned up for this the resurrected East Yorkshire Classic, after having a year out – things were looking bleak for the riders and marshals. Fortunately the rain ceased before the start and the 50 riders were led out from Beverley bandstand by the Mayor – Jim Whitfield on his bike fully kitted out with yellow jersey and chains of honour. Leading the riders through the bar, for the start of the 96 miles on a new testing course devised by Mark Robinson.

Difficult to predict a winner with Huw Pritchard who had just won the Welsh Championship and Wayne Randle being firm favourites.

Shortly after the mayor peeled off and after the neutralised section through Walkington the pace hotted up and before long, riders were stretched out along the gutter trying desperately to maintain their positions. An attack contained the race favourites and was difficult to ignore, before long 13 riders had broken free. (Wayne Randle, Huw Pritchard, Julian Gromett, George Rose, Neil Smith, Chris Daddy, Mark Wordsworth, Neil Swithenbank, Richard Wilkinson, Kevin Brennan, Stuart Macgregor, Chris Belsham, and Steve Kenny).

Neil Swithenbank took the first prime just after North Cliffe from Wordsworth, Randle and Rose. The second, just before Randle won Beechwood roundabout sprint from Wordsworth, Rose and Belsham. With the sprints competition over, Randle and Wordsworth shared the prize

with equal points.

From Market Weighton the ground rose steadily – sufficiently hard to hurt as the peleton tried to close in on the leaders up through Londesbrough to the first prime at Nunburnholme crossroads.

Over the top first was Wayne Randle then Rose, Gromett, Smith, Pritchard, Daddy, Wordsworth, Swithenbank, Wilkinson, Brennan, Macgregor, Belsham, and Kenny.

The pain was showing and close on their heels was Hewitt, Collins, Charlesworth and Ramsbottom heading the next group through along with Sharman, Coulson, Robinson, Dibble, Broadbent, Mark, Moss, Roche, Gamble and Hutchinson.

The next group just losing contact was Keena, Ford, Shackleton, Hinchcliffe, Hayton, Cocker and Shepard. The remainder came through, in dribs and drabs, the race was already formatted.

From here the route dropped down into Warter village for the start of 3 laps of a loop containing two hill primes one along the road to Huggate the latter on the road up Kilnwick Percy this the third prime was taken by Randle followed by Rose, Pritchard and Swithenbank, 10 seconds behind came Gromett, Charlesworth, Smith, Wordsworth, Collins, Hewitt, Brennan and Kenny. At 19 seconds was Chris Daddy suffering from cramp, (the cold start had its effect on one used to the Spanish sunshine although the weather was changing for the better).

At 35secs were Hutchinson, Mark, Sharman, Coulson, Robinson, and Gamble. Further back at 2.10 was Dan Keena, Shackleton, Roche, Dibble, Turnbull, Ford, and Moss. The rest were scattered and it looked as though Ramsbottom had called it a day.

The second time over this, the climb of Kilnwick Percy saw few changes and the pattern of 5 leaders was now well established. Randle took the prime again from Pritchard, Smith, Hewitt and Charlesworth. Half a minute later came Gromett, Wordsworth, Collins, Brennan, Rose, and Swithenbank. At 1.27 came Kenny, Hutchinson, Macgregor, Robinson, Sharman, Wilkinson, Coulson, Mark, Shackleton, Roche, Gamble and Dibble.

Chris Daddy was at 4.10; Glen Turbull at 4.20 with Martin Ford at 5.00. A large group came through at 8 mins down – Hinchcliffe, Moore, Andrews, Dean, Shepherd, Cocker, Wilson, Murphy, Gibson, Hayton, Baty, Kirk and Pearson. The 5 leaders stayed together for the rest of the 3rd circuit and onto and up the Climb of Nunburnholme. Starting from an almost standing start the steep hill took its toll on Gareth Hewitt's legs and he began to fall back.

Onto the Climb of Arras Hill and the crossing of the busy A1079 where a cut off had been designed into the course, in order to enable us to use the crossing point we had estimated a 5 to 10 mins cut off point but with riders spread across the Wolds it would be difficult situation – as at the same time enough riders had to be allowed through to

create a finish.

At the prime of Arras Hill Randle as usual powered up first taking the prime with the other 3 break away companions – Hewitt had lost 2.25 at this point.

The small Gromett group were at 7 mins. By the 10 min cut off less than 15 riders had passed through, a little persuasion allowed us to enable 30 riders through to the finish, only 7 riders were pulled out and they seemed to be relieved at that.

Over the crossroads and somehow Pritchard and Charlesworth managed to get rid of Randle and Smith on the decent from Arras in Sancton and by the time they reached the main road to South Newbald they had a big enough gap to stay clear. Randle rode away from Smith up Trundlegate but the gap opened up against the combined forces of the two leaders on the descent to Walkington and down passed the racecourse to the finish up the wide and slightly uphill North Bar without.

Huw Pritchard – Anglia Sport 4.20.54

John Charlesworth – South Yorkshire Police s.t

Wayne Randle- Yorkshire division 1.43

Neil Smith – Cottingham Coureurs 2.57

Mark Wordsworth – Doncaster Wheelers 6.22

George Rose – British University RT s.t

Kevin Brennan – Yorkshire division s.t

Julian Gromett – Cottingham Coureurs 6.24

Rob Sharman – Team Bradgate s.t

Hamish Hutchinson – Midlothian RT 6.36

Gareth Hewitt – JE James 8.29

Steven Kenny – VS Briganti s.t

Jon Dibble – Cottingham Coureurs 12.20

Dave Shackleton – Hull Thursday RC s.t

## **2004 EAST YORKSHIRE CLASSIC**

The recycling.co.uk team made a fine job of the race this year, in particular the Downing brothers who expertly contrived a brilliant win. Russell coming home first to a good crowd in Beverley.

The Mayor and Mayoress of Beverley led the riders out over the Westwood pasture. Once beyond there and out of the neutralised zone a fairly rapid pace was set. 10 miles hadn't been covered before Dean Downing decided to stir things up a bit. Another 5 riders – Tom Southam, Anthony Malarczyk, Matt Stephens, Leigh Cowell and Yorkshire road champion Martin Ford, quickly joined him. Quite a group, but what was left behind was even more formidable. Malarczyk was there for the King of the Hills competition and he soon began to dominate, first up Londesbrough,

then Huggate twice and three times up the Warter climb. Downing might well have challenged him but he had a better plan in mind.

The lead group continued to stay away. Losing Cowell second time up Water they maintained about a minutes advantage – at most 1.20. The bunch behind were playing a waiting game and riding tempo, a fast tempo mind that saw off the unfit and inexperienced.

After 3 laps of Huggate and Warter it was onto the home ward run heading for Nunburnholme, it was here that Tom Southam decided to go it alone. It was such a determined effort and would surely have won him the most aggressive rider award had there been one. It was however a bit too far out, when he topped the climb up to Arras with about 30 second lead he was beginning to feel the strain. You could see it in his face as he asked how far to the finish. The remaining four members of the break kept slightly ahead of the peleton and it wasn't until over the last climb, Trundlegate that things began to happen.

The Planet X and Pinarello boys decided it was time to move and made a big effort to bring back the escapees. But he Downing brothers put their plan into action and off the front went Russell making a lone break into Beverley. And it worked.

Its great to see the best of British bike riders race on local roads, but it did seem mostly to be a parade. The course is sufficiently hard to break up the bunch, maybe the strength of the big teams prevented that, but it was more like a long flat stage on one of the major tours, the time being much slower than last year when the weather was much worse.

Hats off to Russell Downing who scored a brilliant win. It was good to see Malcolm Elliot and John Tanner sprinting much better than anyone for second and third. A good King of the Hills award for Anthony Malarczyk, with Dean Downing 2nd and Tom Southam 3rd. The Recycling team took the team award. Russell Downing 1st, Dean Downing 4th and Shaun Snodden 26th. Stephen Ward the 21year old rider from Pete Read Racing team came in 5th also taking the best East Yorkshire rider award, the best first cat award, a good ride in such company.

- 1st Russell Downing 4hrs 13min 10secs
- 2nd Malcolm Elliot Pinarello RT-17secs
- 3rd John Tanner – Planet X s.t
- 4th Dean Downing Recyclin.co.uk s.t
- 5th Stephen Ward –Pete Read Racing s.t
- 6th Evan Oliphant – Team Velo Ecosse s.t
- 7th Mike Harrison – cyclestore.co.uk s.t
- 8th Dave Worthington – Prestige VC s.t
- 9th John Charlesworth – Bannatyne CRT s.t
- 10th Tim Dunford – Hargrove Cycles



RUSSELL DOWNING

## 2005 EAST YORKSHIRE CLASSIC

Of the 128 entries there were 104 starters, for this the 50th edition of the race. On what must have been the hottest version of the race reportedly 29deg c it had an effect on the way the race unfolded.

A slight easterly breeze contributed to the exceptionally high early pace, the race reaching the prime on Londesbrough climb 5 minutes ahead of schedule. The climb although not steep or long catches those out who try it on the big ring and small sprocket, the bunch was stretched over two and a half miles as Duncan Urquart showed his climbing superiority taking the prime easily from David Clarke and Roy Chamberlain. Wayne Randle had suffered a very early puncture and was chasing hard at the back of the stretched out peleton, 2<sup>1</sup>/<sub>2</sub> mins down. He made some gains catching stragglers but it was a doomed mission on such a hot day.

Over the Kilnwick Percy climb some 40 mins later Duncan Urquart took the prime at the end of the first of 3 laps, this time from Roy Chamberlain and Danny Axford. This climb steep at the best of times stretched the riders even further as the heat took its toll.

Julian Gromett slipped back from the front group to the back. Worse for wear was Paul Noton, some 12 minutes back looking desperately uncomfortable. 38mins passed and the riders again tackled the climb to complete the second circuit. 15 riders had broken clear first again was Duncan Urquart, followed by Danny Axford Rob Sharman, Roy Chamberlain, Yanto Barker, Russell Downing, John Tanner, Andrew Roche, David Clarke, Ben Greenwood, Kevin Dawson, Mark Wordsworth, Evan Oliphant, Paul Manning and Julian Ramsbottom, another 9

riders were at 30secs.

By this time many had called it a day, Nathan Wilson made it up the climb, as a small group containing Steve Ward, Richard Moore, Dan Keena, and Julian Gromett turned off to find the most direct route back to Beverley.

The first real break of the day occurred over the last climb of Kilnick Percy, with Yanto Barker and Rob Sharman gaining 25 seconds by the time they topped the Nunburnholme prime over Russell Downing with another group of 10 riders chasing hard (Duncan Urquart, John Tanner, Matt Stephens, Andrew Roach, Evan Oliphant, David Clarke, Roy Chamberlain, Danny Axford, James Dobbin, Phillip Dixon) another minute behind saw a group containing Adam Illingworth, Kevin Dawson, Martin Ford, Ben Greenwood, Neil Coleman, Richard Banks, Mark Lovett, Paul Manning, Mark Wordsworth, Gareth Hewitt and a little further back Stewart Duncan. On the Trundlegate prime the last of the race Duncan Urquart proved strongest followed by David Clarke and John Tanner. Who looked comfortable and poised to take another win in this event. With them were Evan Oliphant, Roy Chamberlain, Robin Sharman, Yanto Barker, Phillip Dixon, Andrew Roache, and Matt Stephens. Russell Downing hanging off the back by about 30 secs looked as if he would not make it back on before the finish. Only another 11 riders made it passed the cut of point but they were 21/2 minutes down.

Just after the prime of Trundlegate Evan Oliphant took off and opened a gap along to the top of Hunsley and a determined effort by Yanto Barker and Matt Stephens failed to bridge the gap. Evan Oliphant took the applause from the crowd waiting up the finish straight in Beverley, having 43 secs over Yanto Barker and Matt Stephens, with Roy Chamberlain taking 4th narrowly ahead of John Tanner at 1min 30secs.

- 1st Evan Oliphant – Scotland 4.05.01
- 2nd Yanto Barker – Team Driving Force @43secs
- 3rd Matt Stephens – Sigma Sport s.t
- 4th Roy Chamberlain – Team Milton Keynes @1.32
- 5th John Tanner – Planet X @1.34
- 6th Robin Sharman – Recycling. Co.uk s.t
- 7th David Clarke – Bouygles Telecom Caribbean s.t
- 8th Andrew Roach – Team Rochelle s.t
- 9th Phillip Dixon – Team Driving Force Logistics s.t
- 10th Duncan Urquart – Viner Bikes s.t
- 11th Danny Axford – Arctic-Shorter Rochford 1.37
- 12th Adam Illingworth – Team Milton Keynes 4.57
- 13th Mark Lovett – Planet X s.t
- 14th Russell Downing – Recycling.co.uk 5.09
- 15th Gareth Hewitt JE James 5.32
- 16th Neil Coleman – Cycleurope Bianchi 5.56
- 17th Martin Ford – Team Rochelle s.t
- 18th Paul Manning – Recycling.co.uk s.t
- 19th Kevin Dawson – Planet X s.t
- 20th James Dobbin – Arctic-Shorter Rochford 5.59
- 21st Mark Wordsworth – JE James 9.14
- 22nd Stewart Duncan Private member s.t



## THE HISTORY OF THE EAST YORKSHIRE CLASSIC

COMPILED BY ANDY CAWLEY

PHOTOGRAPHY COURTESY OF DAVE BISHOP, JIM SAMPSON & GRAEME LAWTON