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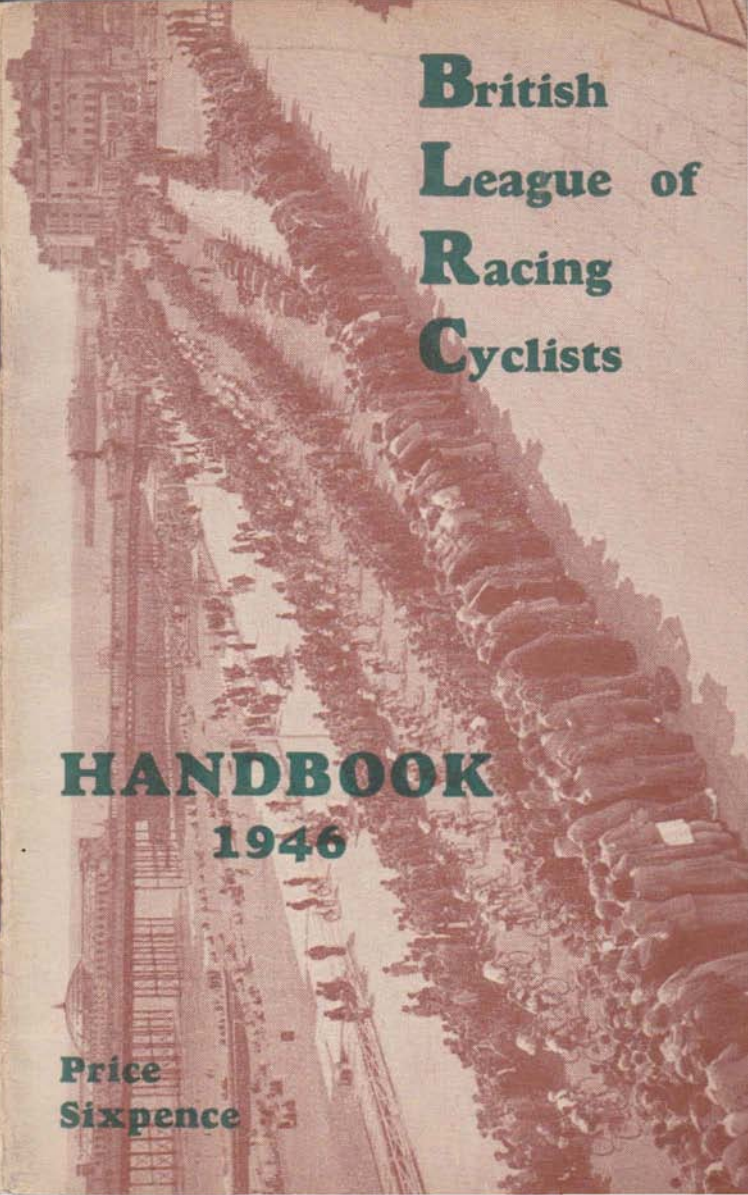
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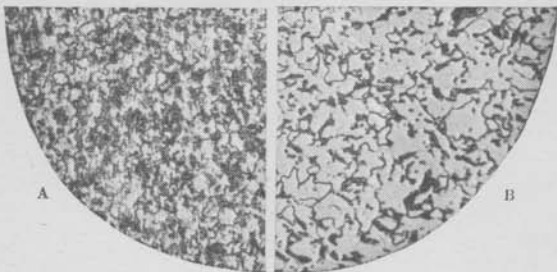
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BRIGHTON TO GLASGOW.

THE OTHER SIDE
By "AN OBSERVER."

TO even begin to appreciate the organisational difficulties of the Brighton-Glasgow race it is first necessary to realise that all officials were honorary. Together with the post-war restrictions and the almost insurmountable difficulties of food, accommodation, transport, publicity, etc., it is indeed amazing the race was held at all. It was at the time the longest stage race promoted in the world since the war, and in effect the B.L.R.C. led the world.

The co-ordinating spirit behind this herculean task was ever-green and ever-popular Jimmy Kain, of the Ealing Cycling Club and National Secretary. Despite his advancing years he showed a capacity for sheer hard work that was an inspiration to his younger co-organisers.

The promotion of the race was mooted in January of 1945. The actual organisation began in March, with Jimmy Kain undertaking the national aspects of the event and the election of the stage organisers. These stages were determined by the centres in which the B.L.R.C. was strongest and had the additional advantage of covering most of the country.

From the start at Brighton, witnessed by some 10,000 spectators, to London, where the publicity ride through the town, calling at Buckingham Palace and the Mansion House, was the preliminary to the gruelling ride to Wolverhampton, the organisation was handled jointly by Jimmy Kain and A. H. "Stoppa" Clarke, London Section Events Secretary, a last minute and invaluable ally being Doug. Peakall, on leave from Italy. The Wolverhampton stage was organised by Eddie Finn, Wolverhampton R.C.C. and National Vice-Chairman. From here the riders experienced the toughest stage to Bradford, including some 20 miles of virtual mountain climbing. The reception of the riders and their despatch the next day was in the hands of Charlie Fox, Bradford R.C.C., late National Secretary, who rivals Jimmy Kain in the number of years devoted to the sport. From Bradford the next stop was Newcastle, 117 miles away, and the organisation was handled by Sire Pearson, North-Eastern Section General Secretary. Here the arrangements, under the existing circumstances, would have done credit to a professional. The last day's stage and the longest, 140 miles, went to the credit of Jimmy Wallace, Glasgow Wheelers and Scottish Section Events Secretary. This enthusiastic Scotsman's energy, a byword in official League circles, was fully demonstrated by his organisation of the last stage of

this historic race. To all these stage organisers, and to Jimmy Kain who had the supreme task of fitting the pieces together, must go the thanks of all League members, and possibly the eventual thanks of the whole cycling fraternity. For the "Evening News" was not misinformed when they reported: "So this race, which has probably done more good for British cycling than any other organised road event, goes on! . . ."

The detail work involved prior to the event is exemplified by the fact that Jimmy Kain sent 370 personal letters, 534 duplicated communications and answered 238 programme applications.

The stage organisers had similar though relative detail work. Each one had to find overnight accommodation, food and changing quarters for a potential field of fifty together with half a dozen officials. The added language difficulties presented by the French competitors and managers had also to be contended with. Arrangements made for the finish and start of each stage, contacts with local officials, press and police. A good illustration of the work involved is afforded by the French managers' estimate, after the race, that such an event in France would cost in the region of £250 per day, including wages for professional organisers only. The fact that the entire event cost under £500 is indicative of the honorary work undertaken. Especially when it is realised that the heavy cost of bringing the entire French team over is included.

So much for the work involved prior to the event. During the actual race, because of the unexpected vastness of the project, naturally, much improvising and, at times, "Solomon like" decisions had to be made. Indeed the resourcefulness of the officials was taxed to the limit. To quote a few examples illustrating the reason for their return with hollowed cheeks and sunken eyes from their "busmen's holiday."

Transport facilities being restricted, the only official van travelling all the way was realised to be hopelessly inadequate for the job. Even this "voiture," as it affectionately grew to be termed, was only obtained by much "string pulling." The result was a complicated system of inter-changing of official cars right up to Glasgow. With the ceremony of each stage, presentation of local dignitaries, and the hustle and bustle attached to all such events, on two occasions Jimmy Kain was left behind, once regaining the "peloton" of following cars by taxi, the other occasion by an ingenious combination of train, car and lorry.

The nasty moments at Buckingham Palace, when with the riders lined up, press photographers and reporters swarming like bees, and the King, as we thought, waiting to receive

the illuminated address, this elusive parchment was nowhere to be found. The frantic pulling away of some 80 riders' equipment in the competitors' lorry, searching for a most unoriginal small brown case amongst scores of others mad-deningly similar, the sudden awareness that it had been in safe hands all the time, ranks high in the many "moments" attached to this historic race.

The debate to the early hours at Wolverhampton, over which much ill-informed ink has been spilt, on the French rider's "lift" in a lorry. The urgent snap decision the same morning when the French failed to report at the start on time, with the enormous crowd giving the Chief Constable palpitations. The subsequent discussion at Bradford, again to the early hours, the ensuing "Solomon like" decision, made with the anxious knowledge that the eyes of the country were keenly upon us.

The nightly "meeteeeng" at Newcastle, where the French managers, with illuminating thoroughness, again checked and re-checked the race to date, and their riders' respective positions.

The ingenious "wangling" at Glasgow arranging seats on a train already reserved for "priorities" only.

Fate's last fling on the morning of the Frenchmen's departure, where the possibility of transporting thirteen Frenchmen, complete with bikes and mountains of accumulated luggage, seemed to call for another division of the Red Sea. The good natured van driver, the sixth, who for a consideration saved the sanity of "Stoppa" Clarke and bore the happy Frenchmen, blissfully unaware of how near they had been to losing their train and boat, to Victoria, and La Belle France.

Then, no lull after the storm, for there are endless details needing attention before the race is relegated to the past.

These things and many others have taught B.L.R.C. officials many lessons, for indeed we have as much to learn from the Continentals on promoting events as we have on riding them.

STATEMENT OF B.L.R.C. POLICY.

The policy of the British League of Racing Cyclists is to encourage and promote, in Great Britain, all forms of amateur and professional cycling, based upon international practice, and in conformity with Union Cycliste Internationale Rules. The League is willing to co-operate with other promoting bodies who are prepared to further this aim.—22nd December, 1943.



The French riders and managers before leaving Glasgow, after the Five-day. J. Kain National Secretary, B.L.R.C., third from right.



C. L. Owen, East London R.C., winning the "Hampshire Road Race" from clubmate R. Morbey.

PROFESSIONAL RACING

By BILL MILLS (Sports Editor of "The Bicycle")

NOT until we have a flourishing professional class of riders will cycle racing in this country reach the peaks it has attained abroad. The best amateur is never a match for a professional, and the finest amateur effort must inevitably take second place to the result obtained by a rider who can afford to devote his whole time to attaining efficiency.

We have had a few professional riders in this country within the last ten years, men who have reached the top as amateurs, and then gone on to make history in the cash ranks. But their efforts were restricted, largely, to solo bids for road records. Professional racing, with regular competition between the riders, is what put cycling on the map abroad. Can it happen here?

The British League showed, last year, what could be done to influence the press and public with the astonishingly successful Brighton to Glasgow race. How much more brilliant would that race have been had it carried a dozen teams of professionals, backed by the cycle trade?

The way to a strong professional class is now open, thanks to the League's enterprise in establishing a half-way stage—the independent class. Most amateurs, naturally enough, hesitate to take the plunge into the cash ranks. By accepting "independent" status, the amateur can now recoup himself for the very heavy outlay he is faced with, if he is to pursue his sport to the full, and try his skill and strength against the professional, and yet without cutting himself off completely from the sport should he fail to make the grade.

The professional in some sports, it must be admitted, is not always held in quite so much regard as the amateur. But certainly in cycling the professional is looked up to, as a rider with a code just as scrupulous as any amateur, and, if anything, with an even higher sense of sportsmanship. When I first went to France, as a fledgling professional, I must confess that I was surprised at the warmth of the welcome extended to me by the current professional cracks. Like many an English amateur of to-day, I thought that I knew all about cycling. How wrong I was! I had to start in and learn all over again, and the men who coached me, taught and encourage me, were the professional riders, not only of my own team (that would be understandable enough), but of rival teams.

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OVERSEAS RACING

By GEORGE STONE (R.A.F.), Ealing C.C.

"George Stone spent four years in the Suez Canal Zone during the war, attached to the R.A.F. He was a founder member of the Exiles C.C., one of the many cycling clubs formed amongst H.M. Forces. He competed in several time trials and road and circuit races, all of which were wholeheartedly supported by high ranking officers and local officials. Upon returning home he lost no time in joining the B.L.R.C. to help further the effort to put cycle racing on the map in this country."

If keenness to make England the No. 1 Cycling Nation is anything to go by, I feel sure that we have the necessary qualifications. I noticed this enthusiasm first whilst abroad with the Buckshee Wheelers. There the difficulties facing the lads were gigantic, the climate definitely not a cyclist's dream, yet still the boys could be seen "up the road" on every off duty period.

I think this enthusiasm was infectious for it was not long before the non-cycling element, who were sharing this "over-seas tour" with us, were wanting to know all about this cycling game. Many of these lads soon became some of our keenest cyclists, and are now swelling the ranks of our English clubs.

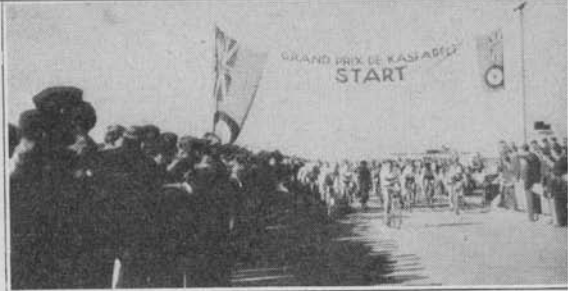
I remember the amazing popularity of our circuit races, and on more than one occasion the spectators presented the bulk of the prizes. As was to be expected, it was not long before our Egyptian friends began to appreciate our sport, but I always felt that, "mad dogs and Englishmen, etc.," was present in their minds.

The event which stands out in my memory most and truly shows the spirit of the lads was the Technical Cycling Club's 200-mile time trial. This ride took them across 150 miles of desert roads, and several native villages which were not safe places to go through alone.

With such enthusiasm, directed into the right channels, I feel sure the day need not be far distant when we really will be a No. 1 Cycling Nation.

Interested cyclists are invited to apply for particulars of the League from the Section Secretary nearest their own district, or to the National Secretary.

The start
of the
Grand
Prix de
Kasfareet.



The winner
congratulated
by the C.O.

BELOW—Cornering at speed, during the race.



BRITISH ROAD RACE CHAMPION.

E. A. CLEMENTS (Wrekin Racing Cycling Club).

THE track first claimed the 1945 champion's attention late in 1937, but with little success, had three crashes, sustaining a broken wrist and a nasty cut below one eye.

The next year rode in his first open time trial, 25 miles, returning 1 hr. 14 min. 1 sec. Won a few club prizes on road and track.

Donnington Park in 1939 saw him competing in his first "massed-start" race, and the lure of the "bunched game" attracted him for the rest of the season. Registered two "seconds," winners being W. Kirby, Wolverhampton R.C., and N. Taylor, Meersbrook R.C. Brought his 25-mile time down to 1 hr. 5 min. 32 sec., and won the half-mile at Ellesmere sports meeting.

During 1940 won the half-mile in the Bournville Sports Meeting, together with the lap prize in the B.S.A. 10-mile. Won the Lichfield C.C. open 25-mile time trial in 1 hr. 3 min. 27 sec.

In 1941 rode his fastest 25 miles to date in 1 hr. 2 min. 39 sec. to win the Birmingham Charity event from 152 entrants. Won the Burway Hill Climb, and rode a 2 hr. 11 min. 49 sec. 50-mile time trial.

In 1942 joined the Midland League of Racing Cyclists, later Midland Section B.L.R.C. Won the 60-mile "Circuit of the Wrekin" Road Race together with the "Morecambe-Bradford" Road Race.

Won twelve road races during 1943 in all parts of the country, including the National Championship over the tough Yorkshire course, and was almost unbeatable in time trials.

Registered second win in the tough 82-mile "Tour of the Peaks," Derbyshire, in 1944, won the "Circuit of the Clee" the same year, but punctured in the National Championship, chasing the field on his own for nearly 40 miles to finish second.

Regards 1945 as his best season, winning both National Time Trial Championship and National Road Championship, the first to secure the coveted "double." Was second to clubmate Ted Jones in the National Hill Climbing Championship and registered many wins throughout the season in time trials and on the track. Club scored complete success in London "Tour of the Chilterns" Road Race, finishing first, second and third. Reached peak of fitness in five-day Brighton-Glasgow Road Race, where for the first three days successfully combated strong opposition from the French team.



E. A. Clements, Wrekin R.C.C., National Time Trial Champion, 1945 and National Road Race Champion 1945.

Now at the age of 26 is eagerly looking forward to the 1946 season, including trips to the Continent. Ambition is to ride with a team in the world famous "Tour de France," but wisely says this will depend on his riding in other Continental events.

A few notes on Ernie Clements' training and equipment:—

Uses a standard French bicycle, with a four-speed gear of 84-76-66-61, rides light wired on tyres, and has the usual standard racing position. Weighs 10 st. 7 lb. when fit, and indulges in all forms of cycle sport from cross country events at the beginning of the season to hill climbs at the end. Being slimly built has no worries over weight, eats what he fancies and is never far from fit. Believes in timing his training to coincide with mid-summer and the important road events.



E. Jones, Wrekin R.C., at speed, fastest 25 miler of 1945, 1 hr. 0 mins. 40 secs.

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THE DANGER BOGEY DEBUNKED.

By F. J. CAMM (Editor of "The Cyclist")

"Dangerous" N.C.U. Nonsense.

ADVERSITY, it is said, makes strange bedfellows, and there could be no stranger occupants of that hard-sprung couch—cycling politics—than the N.C.U. and the R.T.T.C. with their dutiful and uneasy chambermaid the C.T.C. Over fifty years ago, in the boom years of cycling, when the Hooley's and the hooligans, the Pennington's and the pedalers between them constituted the industry and the pastime, there was born a curious body known as the National Cyclists' Union. It is a most ambiguous title in that, in effect, it has never represented *national* cycling opinion, and as a Union has never been *united*. In those early days, however, its articles of association were all-embracing. The N.C.U. was formed to govern, not only massed-start racing on the roads (the earliest form of road racing), but also track racing, attempts at record, and nearly all other cycling events. That was the period when the cycle constituted a serious challenge to horse-drawn vehicles, which were then the fastest vehicles on the road. In fact, the challenge took tangible form in the shape of successful attempts to beat the coaching times between particular points. The police of the time, to their eternal shame, adopted the most vindictive attitude towards cyclists and particularly those who were "racers." Prosecutions were brought in their thousands and vicious fines were savagely imposed by the ignorant and choleric magistrates of the time—many of them partly deaf, nearly all of them "dumb," and all of them thoroughly



unfitted fairly to administer the law. One magistrate even advised the drivers of horse-drawn vehicles to throw their whips into the wheels of these "cads on casters" and bring them down!

The National Cyclists' Union, with that trembling, aspen-like fear of authority which it seems to me to have evinced through five decades, threw up its hands in an air of supplication and banned racing (pardon, "time trials") on the roads, as well as attempts on records and prohibited its officials from partaking, in any capacity whatsoever, in road events. It was, in future, to confine its attention entirely to racing on closed circuits. It issued licences to riders and no track event could be run unless it was under N.C.U. rules. We all know how loose those rules have been, if we recall Harry Hill's attempt at the hour record on the Paddington Track, which was subsequently found not to have been measured by the N.C.U.! It was as a fact measured by my own independent surveyor, and as a result of that the record was re-established.

But members of cycling clubs rebelled against the attitude of the N.C.U. and resented the fact that they took so high-handed an attitude by caving in to the police without reference to the clubs.

But for the wisdom of men like Bidlake, Cook, A. J. Wilson and some others, road sport would have been killed stone dead by the weak-kneed attitude of the N.C.U. But these men continued with "time trials," although they adopted an attitude of fear and planned the sport on the hole-and-corner sneak-thief methods which have persisted ever since. Thus was born the Road Racing Council (now R.T.T.C.) and the R.R.A.

What was the reason for this N.C.U. attitude? They thought that road sport was "dangerous," but fifty years of it have shown the police and the N.C.U. to be wrong.

Road records have continued ever since, and the N.C.U. and the police were wrong about those, too. The N.C.U. has a thoroughly bad record, for its judgment has been unsound on every issue which it has raised to the level of a *cause celebre*. It has rightly earned the reputation of being the apostle of lost causes. It even made Dunlop a professional cyclist at a time when he could not ride a bicycle!

Now the N.C.U. professes to be most concerned because massed-start racing (not "in-line" racing, as one journalist would have us describe it), after a lapse of many years, has come into its own and has provided more powerful publicity for the sport than anything which either the trade or the N.C.U. has done during the past fifty years. It gives us, fifty years ago, the reason for its concern the "danger" which

this form of racing will cause to other road users. I do not accept this excuse for one moment. The N.C.U. is now vitally concerned with developing Herne Hill for track racing and championship purposes, and its present attitude seems to indicate a fear that massed-start racing will kill track racing, which has long ceased to draw the crowds as it did fifty years ago at the time of the Cuca Cup and similar races, when shamateurism was rife and the sport was riddled with rackets, dirty work, bribery and corruption.

The astonishing thing is that the N.C.U., which tried to throttle time trials and road records, now has a "working" agreement with the R.T.T.C. ! "We march forward together as brothers," videlicet an N.C.U. spokesman, but the N.C.U. leans heavily upon the supporting arm of the R.T.T.C.

As the N.C.U. was wrong over the "danger" of time trials and road records, it is logical to conclude (and events have shown it) that its judgment is equally unsound about massed start racing. In order to get it suppressed they, of course, adopted the methods of the past. They wrote to the Ministry of Transport raising the Aunt Sally of road danger. The R.T.T.C. did the same, but unfortunately for them both, I unearthed the plan and prepared for the B.L.R.C. a memorandum which afforded an adequate answer to their specious arguments. If massed-start racing is banned on the grounds of road safety, so will time trials and motor cycle events be banned. The Ministry knows full well that it dare not do this. Sir Stafford Cripps has announced in Parliament that laws which cannot be enforced should be removed from the Statute Book. It will therefore be fatuous of them to place on the Statute Book a law which would not be enforced, and *could not* be enforced. Why the R.T.T.C. should oppose the B.L.R.C. for breaking away from the N.C.U. as they did, no one can explain.

If massed-start racing is "dangerous," such danger is not a matter of locality. Yet the N.C.U. grants licences to its own members to race in such events abroad ! It is just as well to set on record the fact, for the guidance of the Ministry of Transport, that the N.C.U. is *not* representative of anything more than a few hundred track riders. Any letters it sends affecting to express the opinion of the cycling movement should be accepted by the Ministry in the same spirit as that famous letter from the Three Tailors of Tooley Street, who many years ago petitioned the King with a demand for the relief of taxation and who began with the words: "We, the citizens of Britain, demand..." The N.C.U., the R.T.T.C. and the C.T.C. are the modern counterparts of the Three Tailors of Tooley Street.

Mr. Strauss, who has waltzed into the Ministry of Transport with his new broom, should give pause, and remember that there is no individual or body more "anti-social" than those who try to stab others in the back. He should not be impressed by "lobbied" opinions; and let him ignore those old men in the cycling game who seem like mere reference books which have never been revised or brought up-to-date.

No wonder the late John Urry advised clubs to teach their members to spurn and detest the N.C.U. !

Registered members of the B.L.R.C. are covered up to a maximum sum of £1,000 against Third Party risks, covering also cycle racing on the road.



Marguerite Wilson, on right, famous professional cyclist, congratulates Miss I. Butler, West London R.C., with Mayor of Battersea smiling approval, after Park racing.



Frank Guy, ace cycling commentator, introducing Ted Jones, Wrekin, winner of "Bastille Grand Prix."

[Photo by H. Wares]

Scenes from the 5-Day

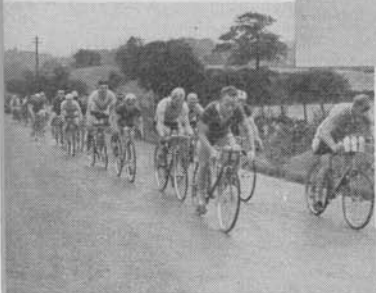
Leaving Buckingham Palace after presenting illuminated address to the King. Left to right, W. Smith, A. Hendry, E. A. Clements, A. Colebrook.



The field leaving the Palace.—Photo by courtesy of the "Daily Mail."



During the London-Wolverhampton stage.—Photo by courtesy of the "Daily Mail."



The field leaving Bradford, 4th day.—Photo by courtesy of the "Daily Mail."



The Finish, at Glasgow, R. Batot, France, the winner.—Photo by courtesy of the "Daily Mail."



THE FIVE DAY. A Rider's Impressions.

By P. T. STALLARD (Wolverhampton R.C.C.),
International 1933-4-5-7-9.

I HAVE been asked to give a short impression of the Five-Stage Brighton to Glasgow Race and what could have been learnt from the participation of the French riders.

Upon reaching Brighton I was impressed by the publicity given to the event; posters were displayed everywhere and the local inhabitants seemed to be aware that something important was taking place. As the time for the start of the race drew near much interest was taken in the arrival of the competitors; this particularly applied to the Frenchmen, who as usual were neatly and attractively attired.

Eventually a start was made in the direction of London and it was not long before the Continentals made their presence felt by their continuous attacks. Reigate Hill showed us what could be expected in the latter stages; at the top all the leading positions were filled by the French riders. By winning this stage Ernie Clements proved that his sprinting powers were more than equal to those of the visitors.

The ride through London before the start of the Wolverhampton stage was great publicity, and the halt at Buckingham Palace and Mansion House proved added attractions; it was on this second stage that almost arctic weather conditions prevailed. Although the majority of the British riders were affected by the cold and rain the visitors did not seem to be greatly disturbed; 50 per cent. of the home riders cried enough on this particular day, but only three of the eleven Frenchmen failed to put in an appearance at the finish. It was on this second day that a gross breach of rules by one of the leading British riders brought about a very unsatisfactory position on the third day; apart from this the Frenchmen must have obtained a very wrong impression of British sportsmanship.

On the third stage from Wolverhampton to Bradford it was necessary, through a misunderstanding, for the Frenchmen to make up some considerable time and it was on this occasion that teamwork of a standard unknown in this country was demonstrated. On the climb out of Glossop the two leading bunches were separated by approximately 200 yards; with an effort that I have never seen surpassed, one of the Frenchmen in the second bunch jumped, and within half a mile was with the leaders. To appreciate the true position it must be realised that both bunches were "flat out" at the time.

The result of the Bradford-Newcastle stage showed that the Continentals were now getting into their stride, no less than five of them finishing in front of the holder of the yellow jersey.

The start of the final 140 miles ride to Glasgow found the British riders working as a team in a last effort to displace the Frenchmen from the leading positions. Within a few miles Van Lerberghe, who was in the lead on general classification, had punctured, but with the help and sacrifice of his team mates he was soon back with the bunch. The riding of the Frenchmen on the last day seemed as though they had previously been pulling our leg; at Carter Bar they went away from the remaining British riders as one man and it was only after a chase of many miles that they were finally caught. The reception of the riders in Scotland was terrific and augurs well for the future of the sport in this area.

In summing-up, the thing that should have been most obvious to the British boys was the alertness and aggressiveness of the French riders; whereas the Continentals moved with speed and the understanding of their team mates, the average British rider is an individualist, and even if he happens to be one of the few interested in teamwork his movements are doubtful and invariably half-hearted. This race demonstrated that our riders are definitely up to the Continental standard as individuals, but in teamwork there is much to be learnt. The burning question is: Are our riders prepared to learn? Personally I have grave doubts on this issue.

There is a vast difference between the outlook of the Continental and British amateur. Whilst the Continental in most cases is merely serving his apprenticeship before turning professional, the British rider on the other hand has no professional class to train for. Consequently, except in very rare instances, does not take his riding seriously, and a rider who does not take his riding seriously can never be part of a combination that hopes to beat the Continentals. In my opinion the only solution is for the enthusiasts to volunteer to accept instruction from a team manager in whom they have implicit faith, if one can be found with the necessary interest and experience. I am confident that it is possible for us to produce a team of *professional* riders that could more than hold their own against the Continent's best. One day I hope to have the opportunity of proving this statement.

The Cover Photograph depicts the 98 Competitors leaving Brighton on the First Stage of the Five Day Race to Glasgow.



P. T. Stallard, Wolverhampton R.R.C. Five times International.



R. Batot, France. Winner, 5-Day, 529 miles in 25 hrs. 22 mins. 57 secs.—Photo by courtesy of "Daily Mail."



Bob Crisp chats with French team outside "Express" offices, Fleet Street, London.—Photo by courtesy of "Daily Express."

Pardon Me!

A SHORT STORY. Once there was a chap who built bikes, good bikes, many others did too, he knew that. They "put over" a lot about being best, unsurpassable sovereigns of the game. This chap wondered, his bikes were also good; his customers came back for more—when needed (which was not often).

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By Harrison



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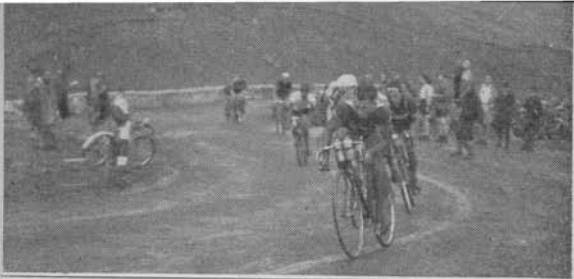
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Climbing the notorious "Mam Tor" during tough "Tour of the Peaks." R. Baker, West London R.C., in the lead.



H. Bloomfield, Southern Coureurs, winner "Midland Grand Prix" 170 miles, 7 hrs., 27 mins. 4 secs.

Second British Road Championship, 1945. second "Wrekin" 25 miles. 1 hr. 0 mins. 56 secs.

[Photo by H. Wares.]

BELOW—R. Morbey, East London R.C., winning the "Isle of Wight" Road Race.



A B.L.R.C. ORGANISER.

" Behind the successful promotion of events there is much hard work. This is even more true of League races owing to their public nature. Below we give a brief resume of the activities of one of the League's organisers, in the hope that the work these much maligned officials undertake will be more readily realised and appreciated."

J. CLEMENTS, father of the famous "Ernie," is as active organising as his son is racing. In 1920, together with other enthusiasts, formed the "Hadley Cycling Club," later changed to the "Wrekin Cycling and Athletic Club." Raced in all 14 years, mainly on the track, competing in the first Lichfield Bower Sports.

Upon retiring took to organising track meetings, has promoted 28 to date, being starter and handicapper at most. Has organised over 60 time trials at all distances, and officiated as timekeeper at almost a hundred. Eleven road races have been in the capable hands of this enthusiast, and has been joint organiser for an additional seven.

On the formation of the B.L.R.C. in 1942 was official timekeeper for the first two historic road races promoted in this country, the "Langollen-Wolverhampton" and the "Circuit of the Wrekin."

Has raised over £150 in prizes for different events, and from his club promotions alone, the Wrekin R.C.C., £455 17s. 6d. has been donated to various charities; a typical example being the "Shropshire Hospitals Race," from which the sum of £87 was raised.

Illustrating the many headaches promoters receive, usually unknown to both riders and public, was the last minute alterations to the finish of the 1945 National Road Championship. This entailed a visit to the Shrewsbury Town Council on the Saturday evening prior to the race, and cajoling them to send a gang of workmen and a steam-roller five miles early Sunday morning, to tear up a hedge, prepare a run in and roll over 200 yards of the finishing straight. The job was done on time and the event was a great success.

The result of this little recognised "behind the scene" activities is apparent in the shape of a sports ground and asphalt track at Dawley, Shropshire, ready by August of this year. Facilities which will undoubtedly place even more work on the willing shoulders of this keen enthusiast.



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THE PAST

RESULTS, 1945

ROAD RACES

- Nidderdale Road Race, 37 miles. A. Bailey, Wrekin R.C.C. 2 hrs. 9 min. 1 sec. (by 2 sec.).
- Chelkers Road Race, 64 miles. F. Cooper, Glen C.C. 3 hrs. 19 min. 56 sec. (by 1 sec.).
- Star Hill " Junior R.R., 46 miles. G. Hill, Wolverhampton R.C.C. 2 hrs. 3 min. 36 sec. (by 1 min. 15 sec.).
- Yorks Australian Pursuit, 44½ miles. N. Taylor, Teeside R.C.C. 2 hrs. 21 min. 27 sec. (by 2½ min.).
- (Juniors), 33½ miles. D. Smith, Bradford R.C.C. 1 hr. 49 min. 30 sec. (by 6 sec.).
- " Circuit of the Wrekin " R.R., 66 miles. S. Aldridge, East London R.C. 3 hrs. 9 min. 28 sec. (by ¼ wheel).
- Ealing Road Race, 87 miles. P. Burston, Ealing C.C. 4 hrs. 14 min. 3 sec. (by 8 lengths).
- " Midland Junior Grand Prix," 50 miles. E. J. Welch, Sheffield R.C.C. 2 hrs. 12 min. 45 sec. (by 3 lengths).
- " Isle of Wight " Circuit R.R., 51 miles. R. D. Morbey, East London R.C. 2 hrs. 11 min. 33 sec. (by 39 sec.).
- " Lennoxton Circuit Road Race," 56 miles. A. Hendry, Glasgow Wheelers. 2 hrs. 29 min. 48 sec. (by ¼ wheel).
- " Tour of the Peaks " R.R., 83 miles. E. Jones, Wrekin R.C.C. 4 hrs. 42 min. 57 sec. (by 7 min.).
- " Forest Junior Circuit " R.R., 41 miles. H. G. Poole, Wolverhampton R.C.C. 2 hrs. 11 min. (by 3 min.).
- West Hants " Australian Pursuit " R.R., 46½ miles. R. R. Baker, West London R.C. 2 hrs. 13 min. 16 sec. (by 4 sec.).
- East Park Circuit Races—
- (Seniors), 27 miles. E. A. Clements, Wrekin R.C.C. 1 hr. 20 min. 53 sec. (by 2 lengths).
- (Juniors), 13 ¼ miles. H. G. Poole, Wolverhampton R.C.C. 39 min. 40 sec. (by ¼ min.).
- (Ladies), 9 miles. M. Judge, East London R.C. 31 min. 43 sec. (by 16 sec.).
- " Carluke Road Race," 25 miles. A. Hendry, Glasgow Wheelers. 1 hr. 13 min. 59 sec. (by 5½ min.).
- " Epping Circuit Road Race," 66 miles. S. Hemmings, West London R.C. 2 hrs. 45 min. 40 sec. (by a wheel).
- " Cumnock Australian Pursuit " R.R., 51 miles. T. Dick, Glasgow Wheelers. 2 hrs. 24 min. 3 sec. (by ¼ wheel), received 7 min. handicap.
- " Shrewsbury Road Race," 90 miles. G. Clark, Bradford R.C.C. 4 hrs. 5 min. 30 sec. (by inches).
- " Cleveland Road Race," 71½ miles. N. Taylor, Teeside R.C.C. 3 hrs. 33 min. 25 sec. (by 1 length).
- " Grand Prix de la Bastille," 50 kilometre. E. Jones, Wrekin R.C.C. 1 hr. 16 min. 57 3/5 sec.
- " Circuit of the Clees," 96 miles. G. Edwards, Glasgow Wheelers. 4 hrs. 28 min. (by ¼ wheel).
- Brighton-Glasgow International Road Race (5 stages), 529 miles—
- Stage 1, Brighton-London, 48 miles. E. A. Clements, Wrekin R.C.C. 2 hrs. 17 min. 52 sec. (by ¼ wheel).
- Stage 2, London-Wolverhampton, 120 miles. G. Clark, Bradford R.C.C. 5 hrs. 24 min. 35 sec. (by 1 wheel).
- Stage 3, Wolverhampton-Bradford, 98 miles. A. Hendry, Glasgow Wheelers. 5 hrs. 11 min. 37 sec. (by 1 min. 43 sec.).
- Stage 4, Bradford-Newcastle, 117 miles. C. Van Leberghe, France. 5 hrs. 9 min. 37 sec. (by 3 sec.).

Stage 5, Newcastle-Glasgow, 146 miles. R. Batot, France. 7 hrs. 38 min. 25 sec. (by ¼ wheel).

Final Classification, 529 miles—

1. Robert Batot, France. 25 hrs. 22 min. 57 sec.
 2. Geoff Clark, Bradford R.C.C. 25 hrs. 28 min. 41 sec.
 3. Dennis Jaggard, Ealing C.C. 25 hrs. 29 min. 18 sec.
- " Morecombe-Bradford " R.R. C. B. Devereaux, Manchester R.C.C. 2 hrs. 56 min. 30 sec. (by 1 length).
- " Tour of the Chilterns," 75 miles. J. Macken, Wrekin R.C.C. 3 hrs. 26 min. 29 sec. (by 30 sec.).
- " Burbage Junior Circuit " R.R., 46 miles. H. G. Poole, Wolverhampton R.C.C. 2 hrs. 18 min. 51 sec. (by 2 min. 54 sec.).
- " Blaydon Circuit " R.R., 30 miles—
- (Seniors). L. Wilson, Northern Coureurs. 1 hr. 29 min. 17 sec. (by ¼ wheel).
- (Juniors). R. Giles, Northern Coureurs. 1 hr. 38 min. 35 sec. (by ¼ wheel).
- " Midland Grand Prix " 170 miles. K. Bloomfield, Southern Coureurs. 7 hrs. 27 min. 4 sec. (by 2 min. 47 sec.).
- " Craven Dales " R.R. L. Plume, Manchester R.C.C. 3 hrs. 8 min. 33 sec. (by inches).
- " Hampshire Road Race," 54 miles. C. L. Owen, East London R.C. 2 hrs. 35 min. 45 sec. (by 1 length).
- " Stalingrad Circuit " Races, Battersea Park—
- (Seniors), 50 kilos. E. A. Clements, Wrekin R.C.C. 1 hr. 18 min. 18 sec. (Ladies), 3 laps. I. Butler, West London R.C. 15 min. 57 sec. (Forces), 5 laps. S. Garrard, East London R.C. 23 min. 34 sec.
- " Debut " Road Race, 37½ miles. A. Hendry, Glasgow Wheelers. 1 hr. 48 min. 32 sec.
- " Star " Road Race, 67 miles. G. Edwards, Glasgow Wheelers.

SECTION ROAD RACE CHAMPIONSHIPS

- London. R. R. Baker, West London R.C. 84 miles. 3 hrs. 53 min. 28 sec. (by 2 lengths).
- London (Juniors). A. H. Chick, Ealing C.C. 42 miles. 2 hrs. 6 min. 18 sec. (by 2 min. 13 sec.).
- Southern. H. Gibson, Achilles Velo Club. 57 miles. 2 hrs. 48 min. 11 sec. (by 1 min. 48 sec.).
- Southern (Juniors). P. Tanswell, West Hants R.C. 38 miles. 1 hr. 54 min. 20 sec.
- Yorkshire. L. Plume, Manchester R.C.C. 78 miles. 3 hrs. 31 min. 2 sec. (by 1½ lengths).
- North-Eastern. W. Graham, Northern Coureurs. 63 miles. 3 hrs. 17 min. 55 sec. (by ¼ length).
- North-Eastern (Juniors). W. Buckley, Hebburn R.R.C. 21 miles. 1 hr. 8 min. 2 sec. (by 2 sec.).
- Midland. P. T. Stallard, Wolverhampton R.C.C. 73 miles. 3 hrs. 21 min. 3 sec. (by 1 sec.).
- Scottish. G. Edwards, Glasgow Wheelers. 85 miles. 3 hrs. 29 min. 40 sec. (by 2 sec.).
- Scottish (Juniors). A. Calder, Glasgow Wheelers. 37 miles. 1 hr. 49 min. 26 sec. (by inches).

National Road Race Championship, 108 miles—

Seniors—

1. E. A. Clements, Wrekin R.C.C. 4 hrs. 32 min. 52 sec. (by 2 lengths).
2. K. Bloomfield, Southern Coureurs (by ¼ length).
3. R. Boyden.

Juniors, 42 miles—

- H. G. Poole, Wolverhampton R.C.C. 2 hrs. 19 min. 3 sec. (by 7 min.).

PRINCIPAL TIME TRIALS

			h.	m.	s.
West London R.C., 18 miles.	D. Jaggard, Ealing C.C.	...	...	47	51
Scottish Section, 25 miles.	A. Hendry, Glasgow Wheelers	...	1	4	12
Wolverhampton Wheelers, 25½ miles.	E. A. Clements, Wrekin R.C.C.	...	1	6	22
N.E. Section (Low Gear), 25 miles.	L. Wilson, Northern Coureurs	...	1	7	3
Ealing C.C., 25 miles.	J. Williams, West London R.C.	...	1	4	18
Northern Coureurs (Medium Gear), 25 miles.	R. Sowerby, Northern Coureurs	...	1	8	2
S. Section, 25 miles.	H. Gibson, Achilles Velo	...	1	5	55
Wrekin R.C.C., 50 miles.	E. A. Clements, Wrekin R.C.C.	...	2	11	5
Scottish Section, 50 miles.	A. Hendry, Glasgow Wheelers	...	2	9	3
Bradford R.C.C., 50 miles.	L. Kitchen, Bradford R.C.C.	...	2	20	
East London R.C., 25 miles.	W. Tilley, East London R.C.	...	1	2	13
Wolverhampton Wheelers, 50 miles.	E. Jones, Wrekin R.C.C.	...	2	20	28
Glen C.C., 25 miles. (Seniors).	L. Kitchen, Bradford R.C.C.	...	1	9	52
(Juniors).	K. Patterson, Glen C.C.	...	1	10	59
Northern Coureurs, 25 miles.	K. Pym, Northumbrian R.R.C.C.	...	1	8	26
Ridley C.C., 25 miles.	L. Wilson, Northern Coureurs	...	1	8	34
Gilbertfield Wheelers, 46 miles.	T. Dick, Glasgow Wheelers	...	2	5	36
Scottish Section, 25 miles.	T. Dick, Glasgow Wheelers	...	1	4	21
Bradford R.C.C., 100 miles.	J. Gill, Harrogate R.C.C.	...	4	51	33
Bradford R.C.C., 12 hrs.	J. Gill, Harrogate R.C.C.	...	228½	miles	
English Electric C.C., 25 miles.	E. A. Clements, Wrekin R.C.C.	...	1	3	26
Wrekin R.C.C., 25 miles.	E. Jones, Wrekin R.C.C.	...	1	0	40

SECTION TIME TRIAL CHAMPIONSHIPS

Southern—						
(Seniors), 54 miles.	H. Gibson, Achilles Velo	...	...	2	29	30
(Juniors), 27 miles.	P. Tanswell, West Hants R.C.	...	...	1	29	11
London—						
(Seniors), 76 miles.	R. D. Morbey, East London R.C.	...	...	3	26	4
(Juniors), 50 miles.	A. H. Chick, Ealing C.C.	...	...	2	21	59
(Ladies), 26 miles.	I. Butler, West London R.C.	...	...	1	21	5
Midland—						
(Seniors), 74 miles.	H. D. Binfield, Wolverhampton R.C.C.	...	...	3	23	18
(Juniors), 45 miles.	H. G. Poole, Wolverhampton R.C.C.	...	...	2	15	15
(Ladies), 24½ miles.	J. Burton, Wrekin R.C.C.	...	...	1	16	56
Yorkshire—						
(Seniors), 51 miles.	T. Briggs, Bradford R.C.C.	...	...	2	23	50
(Juniors), 26 miles.	A. Chadwick, Glen C.C.	...	...	1	11	57
N.E. Section—						
(Seniors), 50 miles.	L. Wilson, Northern Coureurs	...	...	2	22	55
Scottish Section—						
(Seniors), 50 miles.	G. Edwards, Glasgow Wheelers	...	...	2	8	45
(Juniors), 10 miles.	W. Clelland, Gilbertfield C.C.	...	...	24	45	

NATIONAL TIME TRIAL CHAMPIONSHIPS

(Seniors), 76 miles.	E. A. Clements, Wrekin R.C.C.	...	...	3	33	3
(Juniors), 40 miles.	H. G. Poole, Wolverhampton R.C.C.	...	...	1	51	22
(Ladies), 24 miles.	J. Burton, Wrekin R.C.C.	...	...	1	7	35

PRINCIPAL TEAM TIME TRIALS

East London R.C., 30 miles, 3 up.	West London R.C.	I. Hook, R. Baker, V. Humphrey	...	...	1	18	12
Southern Coureurs, "Star Hill Circuit," 33 miles, 3 up.	West London R.C.	L. Hook, R. Walker, V. Humphrey	...	...	1	27	47
Vegetarian R.C.C., 36 miles, 3 up.	West London R.C.	J. Williams, D. Lenton, L. Hook	...	...	1	24	42

Wolverhampton R.C.C., "Clee Hill Circuit," 51 miles, 4 up.	Wolverhampton R.C.C.	H. Binfield, G. Ireson, C. Anslow, G. Haggitt	...	...	2	30	38
West London R.C., 72 miles, 2 up.	West London R.C.	J. Williams, L. Hook	...	...	3	20	48
Southern Coureurs, "Star Hill Circuit," 33 miles, 3 up.	West London R.C.	L. Hook, R. Baker, V. Humphrey	...	...	1	29	28
Scottish Section, 32 miles, 2 up.	T. Dick (Glasgow Wheelers), W. Grierson (Gilbertfield Wheelers)	...	...	...	1	23	41

CROSS COUNTRY RACES

Bradford R.C.C.	L. Kitchen, Bradford R.C.C.	...	...	1	2	37
Harrogate R.C.C.	T. Briggs, Bradford R.C.C.	...	...	4	1	24
Southern Coureurs, "Winter Criterium," 7½ miles.	L. Hook, West London R.C.	...	...	5	1	46
Wolverhampton R.C.C., 7 miles.	E. A. Clements, Wrekin R.C.C.	...	...	35	35	
Wrekin R.C.C., 11 miles.	E. A. Clements, Wrekin R.C.C.	...	...	36	20	
Teeside R.C.C.—						
(Seniors).	J. Taylor, Teeside R.C.C.	...	...	1	15	45
(Juniors).	A. Marsh, Teeside R.C.C.	...	...	1	35	30

HILL CLIMBS

West London R.C. (Hindhead), 3 miles.	R. R. Baker, West London R.C.	...	...	11	min.	52	sec.
Teeside R.C.C. (Sutton Bank), 3 miles.	Briggs, Bradford R.C.C.	...	...	6	min.	10	3/5
Medway R.C. (Boxley Hill), 3 miles.	W. Summers, Southern Coureurs.	...	...	2	min.	27	sec.
Scottish Section Championship, 5 miles.	A. Hendry, Glasgow Wheelers.	...	...	18	min.	21	1/5
National Hill Climb Championship (Snake Pass), 4 miles, up to 1,680 ft.	E. Jones, Wrekin R.C.C.	15	min.	55	sec.

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THE FUTURE

1946 FIXTURES and PROGRAMME

JAN.

Event and Locality.

27.—Southern Coureurs Cross Country Race. L. Menzies, 12, Bushey Way Beckenham, Kent.

FEB.

10.—East London R.C. Cross Country Race. C. L. Owen, 11, Chingford Mount Road, Chingford, E.4.

24.—Southern Coureurs Cross Country Race. L. Menzies, 12, Bushey Way, Beckenham, Kent.

MAR.

3.—English Electric C.C. Cross Country Race, 12 miles approx. Start Milford, Stafford, 3 p.m. K. J. Thompson, 105, Oxford Gardens, Stafford.

3.—North-Eastern Section Rough Stuff, 20 miles. c/o T. S. Pearson, 9, Hauxley Gardens, Newcastle-on-Tyne 5.

10.—Wrekin R.C.C. Cross Country Race, 12 miles, 2 circuits. J. Clements, Holyhead Road, Ketley, Wellington, Salop.

17.—St. Christopher R.C. 25 mile T.T. c/o W. McWhinnie, 494, Hamilton Road, Cambuslang, Scotland.

17.—West London R.C. Cross Country Race. Bagshot Heath. H.Q., "Three Mariners" Bagshot. L. A. Hook, 131, Review Road, Cricklewood, N.W.2.

24.—North-Eastern Section 25 mile T.T. Low Gear. T. S. Pearson, 9, Hauxley Gardens, Newcastle-on-Tyne 5.

24.—Ealing C.C. Cross Country Race, 20 miles. Netley Heath. Start and finish, "Sunnybank Tea Rooms," West Horsley. Start 2.30 p.m. D. Jaggard, "Lotus Lodge," Mahlon Avenue, South Ruislip, Middlesex.

24.—Wolverhampton Wheelers 25½ mile Circuit T.T., Novices T.T. 18 miles. C/o N. Haselock, 17, Links Road, Penn, Wolverhampton.

24.—Chryston Wheelers "Campsie Circuit" T.T. J. McCall, 5, Holding, Claddens, Lenzie, Glasgow.

24.—Yorkshire Section 25 mile T.T. Low Gear. R. G. Smith, 105, Woodland Terrace, Clayton Heights, Queensbury, Bradford, Yorks.

31.—Southern Coureurs Cross Country Race, "Beech Walk Circuit," 2 laps, 11 miles approx. Start and finish Green Street Green, Kent. H.Q., Pavilion Cafe, 2.30 p.m. L. Menzies, 12, Bushey Way, Beckenham, Kent.

31.—Glenmarnock C.C. Team T.T., 35½ miles approx., 3 up. Start and finish Temple Hill between Annesland and Canniesburn, via Jamestown-Duntocher-Bearsdon. A. Lewis, 15, Chancellor Street, Partick, Glasgow.

31.—Teeside R.C.C. Rough Stuff. J. Taylor, 69, Greta Road, Norton-on-Tees.

31.—Northern Coureurs 25 mile T.T. Medium Gear. R. Picken, 18, St. Rollox Street, Hebburn-on-Tyne.

APRIL

Event and Locality.

7.—East London R.C. Team T.T., 3 up. Seniors and Juniors. C. L. Owen, 11, Chingford Mount Road, Chingford, E.4.

7.—Belleisle C.C. 25 mile T.T. Start and finish Longbank, 10 a.m. W. Broadfoot, 222, Auckland Street, Possil Park, Glasgow, N.

7.—Yorkshire Section "Moss-Moor" Road Race. Start 1 p.m. Halifax-Ripponden-Junction, 2 circuits, 50 miles approx. D. Ross, 3, Sherwood Place, Undercliffe, Bradford, Yorks.

7.—Wrekin R.C.C. Team T.T., 3 up. Seniors 75 miles, Juniors 35 miles. J. Clements, Holyhead Road, Ketley, Wellington, Salop.

7.—Felling R.C.C. 15 mile T.T. Ladies, Seniors, Juniors. Mrs. Hann, 18 Windsor Terrace, Felling, Gateshead-on-Tyne.

14.—Ealing C.C. Team T.T., 3 up. Seniors 82 miles, Juniors 46 miles. London-Oxford and back. Start and finish "Victory Tea Rooms," Northolt, 11 a.m. P. H. Busby, 131, Wadham Gardens, Greenford, Middlesex.

14.—Chryston Wheelers 50 mile T.T. J. McCall, 5, Holding, Claddens, Lenzie, Glasgow.

14.—English Electric C.C. 25 mile T.T. Stafford-Uttoxeter and back. Start 2.30 p.m. K. J. Thompson, 105, Oxford Gardens, Stafford.

14.—Blaydon R.R.C. 25 mile T.T., all classes. W. Grieves, 3, Ashleigh Grove, Newcastle 2.

21.—Bradford R.C.C. "Nidderdale Road Race." Start Otley 1 p.m. 38 miles approx. C. J. Fox, 140, Spencer Road, Bradford, Yorks.

22.—Glenmarnock Wheelers C.C. "Tour of the Firth" Team R.R., 4 per team, 3 to count. Start and finish near Shieldhall via Gourcock-Lochwinnoch-Bridge of Weir-Renfrew, 2 p.m. 68 miles approx. A. Lewis, 15, Chancellor Street, Partick, Glasgow.

22.—London Section Dover-London R.R. L. Menzies, 12, Bushey Way, Beckenham, Kent.

28.—West London R.C. Circuit Team T.T., all classes, 2 up. Seniors 54 miles, Juniors 36 miles, Ladies 18 miles. H.Q., "Stacey's," Chalfont St. Giles. Start 10.30 a.m. J. A. Hook, 131, Review Road, Cricklewood, N.W.2.

28.—Belleisle R.C. Team T.T., 32 miles. Start 2 p.m. Renfrew Bridge, via Longbank-Kilmacolm-Bridge of Weir-Renfrew Bridge. W. Broadfoot, 222, Auckland Street, Possil Park, Glasgow.

28.—Bradford R.C.C. 25 mile T.T. Seniors and Juniors. Start Selby (Toll Bridge) 1 p.m. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.

28.—English Electric C.C. Australian Pursuit Road Race, 2 circuits, 56 miles approx. Start Stafford 1.30 p.m. K. J. Thompson, 105, Oxford Gardens, Stafford.

28.—Northumbrian R.R.C. 25 mile T.T. N. Foster, 25, Robson Street, Low-Fell, Gateshead 8.

MAY

4.—Chryston Wheelers Road Race. J. McCall, 5, Holding, Claddens Lenzie, Glasgow.

5.—Ealing C.C. "Ealing Hospital" R.R. Start Greenford 12 noon, via Thame-Stokenchurch-Amersham-Greenford, 98 miles. G. Stone, 68, Berkley Street, St. Pancras, N.W.1.

5.—Glen C.C. "Wharfedale" 25 mile T.T. G. W. Truelove, 21, Pasture Road, Baildon, Yorks.

5.—Wrekin R.C.C. 50 mile T.T. J. Clements, Holyhead Road, Ketley, Wellington, Salop.

5.—Hebburn R.R.C. Road Race, 50 miles approx. A. Cherry, 69, Ellison Street, Hebburn-on-Tyne.

11.—Glasgow Wheelers Team T.T. Start Renfrew 4 p.m. 32 miles approx. J. Wallace, 7, Ruel Street, Cathcart, Glasgow.

12.—Southern Coureurs Road Race. Juniors and 2nd class Seniors. H.Q., "Pavilion Cafe," Green Street Green, Kent. Start 2 p.m. L. Menzies, 12, Bushey Way, Beckenham, Kent.

12.—Achilles Velo Team T.T. H. Gibson, 157, Twyford Road, Eastleigh, Hants.

12.—Leeds Wellington Team T.T. C/o L. Goodall, 14, Westbury Mount, Leeds 10.

- 12.—Wolverhampton R.C.C. "Circuit of the Wrekin" R.R., 66 miles approx. Start and finish Wolverhampton. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.
- 12.—Ridley C.C. 25 mile T.T. W. Cracknell, 41, Hugh Gardens, Benwell, Newcastle-on-Tyne.
- 18.—Gilbertfield C.C. Australian Pursuit R.R., "Dechmont Circuit." W. McWhinnie, 494, Hamilton Road, Cambuslang, Glasgow.
- 19.—Southern Coureurs Hill Climb T.T., Westerham Hill, Kent. H.Q. and start, "Crown Hotel," 12 noon. 2,850 yards. Steepest I in 7. L. Menzies, 12, Bushy Way, Beckenham, Kent.
- 19.—Glen C.C. "Chelkers" Road Race. G. W. Truelove, 21, Pasture Road, Baidon, Yorks.
- 19.—Northern Coureurs Team T.T., 50 miles approx. R. Picken, 18, St. Rollox Street, Hebburn-on-Tyne.
- 22.—Bradford R.C.C. (Wednesday evening) 10 mile T.T. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 26.—Ridley C.C. 10 mile T.T. All classes. W. Cracknell, 41, Hugh Gardens, Benwell, Newcastle-on-Tyne.
- 26.—Medway Velo Junior Road Race. J. Bowles, 7, Police Headquarters, Main Gate, Dockyard, Chatham.
- 26.—All Sections T.T. Championships (except Yorks). See Section Events Secretaries.
- 26.—Yorkshire Section Australian Pursuit Road Race. D. Ross, 3, Sherwood Place, Undercliffe, Bradford, Yorks.

JUNE Event and Locality.

- 1.—Glenmarnock Wheelers C.C. "Ballagoch Circuit" R.R. Start 2.30 p.m. Westhorn via London Road-Mt. Vernon-East Kilbride-Ballagoch-Darvel-East Kilbride, finish at Auchenshuggle. 62½ miles approx. A. Lewis, 15, Chancellor Street, Partick, Glasgow.
- 2.—East London R.C. Road Race. C. L. Owen, 11, Chingford Mount Road, Chingford, E.4.
- 2.—Bradford R.C.C. 50 mile T.T. Start 1 p.m., Cowthorpe Lane, Wetherby. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 2.—Wrekin R.C.C. "Shrewsbury Road Race," 90 miles approx. J. Clements, Holyhead Road, Ketley, Wellington, Salop.
- 2.—Blaydon R.R.C. "Grand Prix" R.R. W. Grieves, 3, Ashleigh Grove, Newcastle 2.
- 2.—North-Eastern Section National Ladies' Road Race Championship. T. S. Pearson, 9, Hauxley Gardens, Newcastle-on-Tyne 5.
- 8.—Chryston Wheelers Team T.T. J. McCall, 5, Holding, Claddens, Lenzie, Glasgow.
- 9.—North-Western Section "North-Western Criterion" R.R. Start Chester 12.30 p.m. 75 miles approx. D. Butcher, 7, Albany Road, Kensington, Liverpool 7.
- 9.—West London R.C. Team T.T. 3 up. Esher-Petersfield and back. H.Q. "Sandown Tea Rooms," Esher. Start 12 noon. L. A. Hook, 131, Review Road, Cricklewood, N.W.2.
- 10.—Southern Section Isle of Wight R.R. "Circuit of the Island." H. A. Roffey, "Stockwell," Throop Road, Throop, Bournemouth.
- 15.—Gilbertfield C.C. Junior Road Race, "Dechmont Circuit." W. McWhinnie, 494, Hamilton Road, Cambuslang, Glasgow.
- 16.—Gilbertfield C.C. 50 mile T.T. D. Storrie, 56, Lightburn Road, Halfway, Cambuslang, Glasgow.
- 16.—Ealing C.C. 50 mile T.T. (21st event). A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.
- 16.—Bradford R.C.C. "Washburn" Road Race. Start Otley 1 p.m. 76 miles approx. C. J. Fox, 140, Spencer Road, Bradford, Yorks.
- 19.—Bradford R.C.C. (Wednesday evening) 10 mile T.T. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 23.—East London R.C. Team T.T., 3 up. Woodford-Newmarket and back. 85 miles approx. C. L. Owen, 11, Chingford Mount Road, Chingford, E.4.

- 23.—Glasgow Wheelers 50 mile T.T. Seniors, 10 mile T.T. Juniors. Start Westferry 10 a.m. J. Wallace, 7, Ruel St., Cathcart, Glasgow, S.4.
- 23.—Glen C.C. "Forest Junior Circuit" R.R. G. W. Truelove, 21, Pasture Road, Baidon, Yorks.
- 23.—Wrekin R.C.C. 100 mile T.T. J. Clements, Holyhead Road, Ketley, Wellington, Salop.
- 23.—Southern Section "Bournemouth Australian Pursuit" R.R., 47 miles approx. H. A. Roffey, "Stockwell," Throop Road, Throop, Bournemouth.
- 26.—Gilbertfield C.C. 10 mile T.T. (evening). D. Storrie, 56, Lightburn Road, Halfway, Cambuslang, Glasgow.
- 29.—Scottish Section Australian Pursuit Road Race. Start Cumnock 4 p.m. 46½ miles approx. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.
- 23-30.—Teeside R.C.C. "Cleveland Road Race" (Tyneside Race Week). J. Taylor, 69, Greta Road, Norton-on-Tees.
- 30.—Ealing C.C. "Ealing Road Race," Juniors and 2nd class Seniors. Start and finish Uxbridge 2.30 p.m., via Wendover-Risboro-Missenden-Beaconsfield. 48 miles approx. P. Burston, 111, Drayton Bridge Road, Hanwell, Middlesex.
- 30.—Wolverhampton R.C.C. "Circuit of the Clees" R.R. Start and finish Wolverhampton. 96 miles approx. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.
- 30.—Northern Coureurs "Tour of the Wannies" R.R. R. Picken, 18, St. Rollox Street, Hebburn-on-Tyne.

JULY

- 6.—Scottish Section Road Race Championship. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.
- 7.—Southern Section National Junior Road Race Championship. H. Roffey, "Stockwell," Throop Road, Throop, Bournemouth.
- 7.—All Sections Road Race Championships. See Section Events Secretaries.
- 13 and 14.—North-Eastern Section "Star" 2-day Road Race. T. S. Pearson, 9, Hauxley Gardens, Newcastle-on-Tyne 5.
- 14.—Wolverhampton Wheelers 50 mile T.T. C/o N. A. Haselock, 17, Links Road, Penn, Wolverhampton.
- 14.—London Section Hill Climb Championship, Westerham Hill, Kent. Start 2.30 p.m. 2,850 yards. H.Q., Crown Hotel, Westerham. L. Menzies, 12, Bushy Way, Beckenham, Kent.
- 17.—Bradford R.C.C. (Wednesday evening) 10 mile T.T. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 21.—Southern Coureurs Team T.T. "Star Hill Circuit," Seniors and Junior Start 2.30 p.m. H.Q., "Pavilion Cafe," Green Street Green, Kent. L. Menzies, 12, Bushy Way, Beckenham, Kent.
- 21.—North-Western Section "Tour of the Peaks" R.R. Start and finish Buxton 12.30 p.m., 2 circuits. Buxton-Glossop-Castleton. 84 miles approx. M. M. Peers, 30, Barkers Lane, Sale, Manchester.
- 21.—Yorkshire Section Australian Pursuit R.R. C. J. Fox, 140, Spencer Road, Bradford, Yorks.
- 21.—Western Section "Circuit of the Mendips." R. R. Stocker, "Glendower," Ridgeway, Long Ashton, Bristol.
- 27.—Glenmarnock Wheelers C.C. "Blane Valley" Australian Pursuit R.R. Start Milngavie Cross 2.30 p.m., via Blanefield-Gartness-Finnich-Toll-Baljafray-Milngavie. 2 circuits. Finish between Milngavie-Baljafray. 52½ miles approx. A. Lewis, 15, Chancellor Street, Partick, Glasgow.
- 28.—Northumbrian R.C.C. "Kenton Road Race." N. Foster, 25, Robson Street, Low-Pell, Gateshead 8.
- 28.—Wolverhampton R.C.C. "Midland Junior Grand Prix" R.R. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.
- 28.—Leeds Velo Club Team T.T., 51 miles. E. Firth, 102, Lady Pit Lane, Dewsbury Road, Leeds.

July 29-Aug. 3.—**Brighton-Glasgow Road Race.** 6 stages—Brighton-London, London-Wolverhampton, Wolverhampton-Bradford, Bradford-Newcastle, Newcastle-Edinburgh, Edinburgh-Glasgow. 600 miles approx. See National Press.

Event and Locality.

- AUG.
- 11.—London and Midland Section, London-Wolverhampton Road Race. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex (London). A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton (Midland).
- 11.—Gilbertfield C.C. Team T.T., 100 miles. Start Cambuslang, via Beatoch-Moffat-Greenhills Stepps-Cambuslang. D. Storrie, 56, Lightburn Road, Halfway, Cambuslang, Glasgow.
- 11.—Achilles Velo Australian Pursuit Road Race. H. Gibson, 157, Twyford Road, Eastleigh, Hants.
- 17.—Glenmarnock Wheelers C.C. "Deils Crag" Junior R.R. Start Milngavie Cross 2.30 p.m., via Allander Toll-Torrance-Lennoxtown-Milngavie. 2 circuits. Finish Kirkhouse Inn. 33½ miles approx. A. Lewis, 15, Chancellor Street, Partick, Glasgow.
- 18.—Sheffield R.C. "Burbage Junior Road Race." C/o C. Clark, 10, Cemetery Road, Sheffield 11.
- 18.—Medway Velo Road Race. J. Bowles, 7, Police Headquarters, Main Gate, Dockyard, Chatham.
- 18.—Ridley C.C. 50 mile T.T. W. Cracknell, 41, Hugh Gardens, Benwell, Newcastle-on-Tyne.
- 18.—Scottish Section **British Road Racing Championship.** Start Glasgow 10 a.m. 120 miles approx. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.
- 21.—Bradford R.C.C. (Wednesday evening) 10 mile T.T. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 25.—West London R.C. "Tour of the Chilterns" R.R. Start Uxbridge 12.30 p.m. H.Q., Drill Hall, via West Wycombe-Amersham-Stokenchurch-Uxbridge. 75 miles approx. L. A. Hook, 131, Review Road, Cricklewood, N.W.2.
- 25.—Bradford R.C.C. 100 mile T.T. Start Arkendale Road, Borobridge. A. Simpson, 94, Carbottom Avenue, Bankfoot, Bradford, Yorks.
- 25.—North-Western Section "Peak Forest Circuit" Junior R.R. Start Buxton 12.30 p.m. 55 miles approx. K. Lowther, 382, Kingsway, East Didsbury, Manchester 19.
- 31.—Glasgow Wheelers "Erskine Hospital" R.R. Start 3 p.m., Erskine, Renfrewshire. 60 miles approx. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.

SEPT.

Event and Locality.

- 1.—Medway Velo 25 mile T.T. J. Bowles, 7, Police Headquarters, Main Gate, Dockyard, Chatham.
- 1.—North-Eastern Section "Felling Road Race." T. S. Pearson, 9, Hauxley Gardens, Newcastle-on-Tyne 5.
- 1.—Bradford R.C.C. "Morecombe-Bradford" R.R. Start Morecombe 1 p.m. Finish Bradford, Lister Park. C. J. Fox, 140, Spencer Road, Bradford, Yorks.
- 1.—Wrekin R.C.C. "Midland Grand Prix" R.R., 170 miles approx. J. Clements, Holyhead Road, Ketley, Wellington, Salop.
- 1.—Glenmarnock Wheelers C.C. 50 mile T.T. Seniors, 25 mile T.T. Juniors. Start Bishopbriggs 10 a.m., via Kilsyth-Dennyloanhead-Millerstone-Bishopbriggs. A. Lewis, 15, Chancellor Street, Partick, Glasgow.
- 8.—London Section **National Time Trial Championships. Ladies, Seniors, Juniors.** Start Barnet 12 noon, via Hatfield-Stevenage-Baldock-Royston-Baldock-Barnet. Seniors 76 miles. Juniors 40 miles. Ladies 24 miles. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.
- 8.—Hebburn R.C. 10 mile T.T. All classes. A. Cherry, 69, Ellison Street, Hebburn-on-Tyne.

- 14.—Glasgow Wheelers 12 hour T.T. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.
- 15.—Medway Velo Hill Climb, Boxley Hill. J. Bowles, 7, Police Headquarters, Main Gate, Dockyard, Chatham.
- 15.—Southern Section "Hampshire Road Race." H. Gibson, 157, Twyford Road, Eastleigh, Hants.
- 15.—English Electric C.C. 100 mile T.T. Start Rugeley 11 a.m. 4 lap circuit. K. J. Thompson, 105, Oxford Gardens, Stafford.
- 22.—**North-Western Section National Team Time Trial Championship.** K. Lowther, 382, Kingsway, East Didsbury, Manchester 19.
- 22.—Wolverhampton R.C.C. Team T.T., 3 up. Start and finish Bridgenorth. Clee Hill course, 51 miles approx. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.
- 22.—Teeside R.C.C. Hill Climb, Sutton Bank. J. Taylor, 69, Greta Road, Norton-on-Tees.
- 22.—Northern Coureurs 10 mile T.T. All classes. R. Picken, 18, St. Rollox Street, Hebburn-on-Tyne.
- 22.—Chryston Wheelers 25 mile T.T. J. McCall, 5, Holdings, Cladden, Lenzie, Glasgow.
- 22.—East London R.C. 25 mile T.T., Southend Road. H.Q., "Knoll Cafe," Upminster. Start 12 noon. C. L. Owen, 11, Chingford Mount Road, Chingford, E.4.
- 29.—Yorkshire Section Hill Climb, "Greenhow." C. J. Fox, 140, Spencer Road, Bradford, Yorks.
- 29.—West London R.C. Hill Climb, "Hindhead," 2,000 yards. Start 2.30 p.m. Ladies' Team Time Trial. L. A. Hook, 131, Review Road, Cricklewood, N.W.2.
- 9.—English Electric C.C. "Stafford-Shrewsbury" and back R.R. Start Stafford 12 noon, via Gailey. 76 miles approx. K. J. Thompson, 105, Oxford Gardens, Stafford.
- 30.—Scottish Section Australian Pursuit R.R. Start Rothesay 2 p.m. 47½ miles approx. J. Wallace, 7, Ruel St., Cathcart, Glasgow, S.4.

OCT.

- 6.—Scottish Section Hill Climb Championship. J. Wallace, 7, Ruel Street, Cathcart, Glasgow, S.4.
- 6.—**Yorkshire Section, British Hill Climb Championship.** C. J. Fox, 140, Spencer Road, Bradford, Yorks.
- 13.—Wrekin R.C.C. 25 mile T.T. J. Clements, Holyhead Road, Ketley, Wellington, Salop.
- 13.—Glenmarnock Wheelers C.C. Handicap Hill Climb. Start 2 p.m. Crossroads, Kippen, to summit of Crow Road over Campsie Fells. Total climb, 2 sections, 1,330 feet. 12 miles approx. A. Lewis, 15, Chancellor Street, Partick, Glasgow.
- 20.—English Electric C.C. 5th Annual Hill Climb, Western Bank, near Stafford. Start 3 p.m. K. J. Thompson, 105, Oxford Gardens, Stafford.
- 27.—Wolverhampton R.C.C. Cross Country Race. Start Penn Common, Wolverhampton, 12 noon. 7 miles. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.

NOV.

Event and Locality.

- 3.—Wrekin R.C.C. Hill Climb. J. Clements, Holyhead Road, Ketley, Wellington, Salop.

CIRCUIT EVENTS (PARKS)

- May 11.—London Section, Finsbury Park, London. 50 kilos Seniors, 25 kilos Juniors. Start 3.30 p.m. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.
- June 8.—Wolverhampton R.C.C., East Park, Wolverhampton. Ladies, Seniors, Juniors. A. T. Holmes, "Holmcroft," Bridgenorth Road, Wombourn Common, Wolverhampton.
- June 15.—London Section, Finsbury Park, London. 50 kilos Seniors, 25 kilos Juniors. Start 3.30 p.m. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.

- July 13.—London Section, Battersea Park. "Grand Prix de la Bastille." Seniors 50 kilos, Ladies 15 kilos. Start 3.30 p.m. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.
- Sept. 14.—London Section, Finsbury Park, London. Seniors 50 kilos, Juniors 25 kilos. Start 3.30 p.m. A. H. Clarke, 7, Chestnut Road, Enfield, Middlesex.

GRASS TRACK FIXTURES

MAY

Event and Locality.

- 4.—Saturday afternoon. English Electric C.C. English Electric Sports Ground, Stafford. Start 2.30 p.m. R. C. Tew, 2, Stychfield, Stafford, Staffs.
- 28.—Saturday afternoon. Medway Velo Club Sports Meeting. J. Bowles 7, Police Headquarters, Main Gate, Dockyard, Chatham.

JUNE

- 10.—Whit-Monday. Wrekin R.C.C. Ellesmere Sports Meeting. J. Clements, Holyhead Road, Ketley, Wellington, Salop.
- 22.—Saturday afternoon. Southern Section. H. Roffey, "Stockwell," Throop Road, Throop, Bournemouth.

JULY

- 6.—Saturday afternoon. English Electric C.C. English Electric Sports Ground, Stafford. Start 2.30 p.m. R. C. Tew, 2, Stychfield, Stafford, Staffs.

AUG.

- 10.—Saturday afternoon. Southern Section. H. Roffey, "Stockwell," Throop Road, Throop, Bournemouth.
- 24.—Saturday afternoon. English Electric C.C. Lichfield Recreation Ground, Lichfield. Start 2.30 p.m. R. C. Tew, 2, Stychfield, Stafford, Staffs.

SEPT.

- 7.—Saturday afternoon. English Electric C.C. English Electric Sports Ground, Stafford. Start 2.30 p.m. R. C. Tew, 2, Stychfield, Stafford, Staffs.

CEMENT TRACK FIXTURES

- APRIL
20.—Saturday afternoon. Paddington Track, London.

- MAY
18.— " " " " "

- JUNE
29.— " " " " "

- JULY
20.— " " " " "

- AUG.
31.— " " " " "

- MAY
23.—Thursday evening. Paddington Track, London.

- 30.— " " " " "

- JUNE
13.— " " " " "

- 20.— " " " " "

- JULY
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