

ELSWICK
100
1880-1980

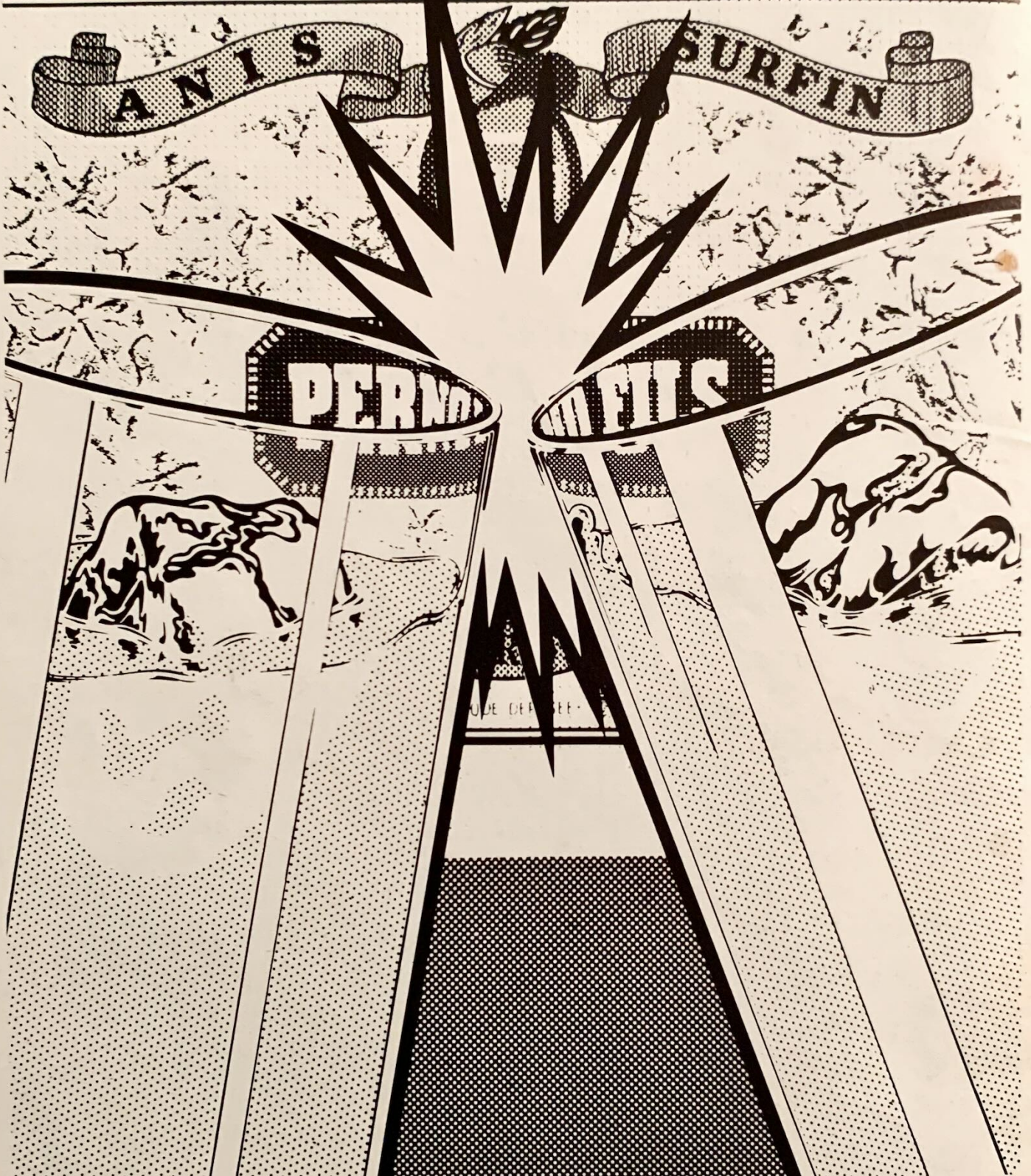
THE ELSWICK CENTENNIAL



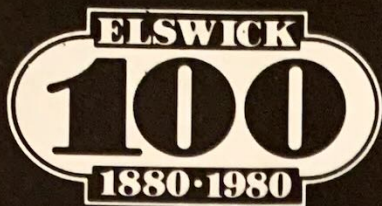
**London~Glasgow Pro Am
Cycle Race Easter 1980**

**Free
Programme**

PERNOD



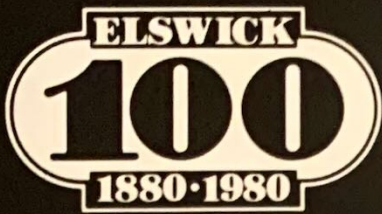
La Camaraderie the French way



Race Officials

Race Controller:	Peter Hehir, Countrywide Publicity Ltd., 23 West Bar, Banbury, Oxon. Tel: Banbury (0295) 57371
Race Organiser:	Maurice A. Cumberworth, Hebden Hall Park, Hebden, Skipton, N. Yorkshire. Tel: 0756-752730
Race Secretary:	Miss Ann Garnett
Commissaire President:	G. McDaid
Commissaire President's Driver:	J. Larrad
Senior Commissaire:	P. Whelan
Commissaires:	G. Harling, J. Larrad, B. McCracken (m/c), H. Welch, S. Rose plus 2 routeing.
Chief Judge:	P. Howarth
Recorder:	K. Bainbridge
Chief Timekeeper:	L. Johnson
Race Liaison:	Mrs. Diane Nowell
Announcer:	P. Liggett
Announcer's Driver:	S. Rose
Press Officer:	M. Cartwright
Press Liaison:	Mrs. Kath White
Transport Officer/Treasurer:	F. Northgrave
Asst. Timekeeper/Commissaire:	C. Docker.
Advance Publicity:	P. Fenelay, Mrs. Kath Harling, Miss A. Larrad, Miss Barbara Jackson, R. Keegan, Miss Sharon Loveridge.
Official Photographer:	J. Cole
Routeing Team:	Mr. and Mrs. B. Halsey, Mr. and Mrs. Weslake, Mr. and Mrs. Murray
M/C Marshals:	G. Carr, C. Docker, M. Price, D. Smith, S. Walker, B. Hone, B. McCracken, D. Stevens, R. Garner
Police Liaison (m/c)	PC P. Armstrong, North Yorkshire Police
Race Equipment Officer:	D. Binns
Medical Team:	Lewis Private Ambulance Service
Photo-timing (stage 1 & 4):	A. Pickburn & I. Emmerson
Radio Control:	G. Ladigus, True Sounds Ltd.
Race Service:	Harry Hall Cycles.
Broom Bus:	MAN-VW Ltd. (Mr. and Mrs. K. Criddle)
Photographer's Driver:	F. Rasey
Pre-Race Publicity:	Mid-Let/Talbot

This event is run in accordance with the rules and regulations of the British Cycling Federation and in co-operation with the Scottish Cyclists Union.



From the Chairman



THIS YEAR marks the centenary of the Elswick Hopper group. Started in the humble surroundings in the village of Elswick — now a suburb of Newcastle and fittingly the scene of the start of the final stage of our Centennial Race — our company has made bicycles throughout its hundred years.

Today, of course, the group is a publicly quoted multi-million pound company and embraces a wide spectrum of manufacturing interests.

But bicycle manufacture through Falcon Cycles and Elswick Hopper Cycles remains the cornerstone of our activities and it was only natural that it was to cycle sport we turned when considering how best to mark our hundred years.

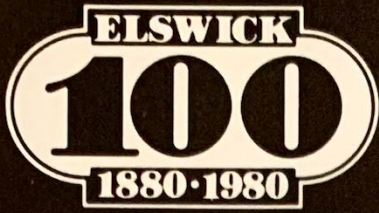
We have our own professional team as well, so the choice of a major stage race to

publicise the centenary was natural too, and since there is no other major stage race for professionals in this country in 1980 we are delighted to be providing the sport with an event it truly wants — and needs.

Cycling at an average of 25 mph for 450 miles in four days is no mean feat and the less sporting of us can only wonder at the ability and application of the Olympic and World Championship amateurs who will be racing against the professionals in this unique event.

So on behalf of my company, may I wish all the riders and officials a good and safe race — and to you spectators: I hope you enjoy the 1980 Elswick Centennial!

Jim Turner, Chairman
Elswick Hopper Ltd.



Race Jerseys

Apart from the colourful assortment of team jerseys, there are some special ones to look out for. These are worn by the riders who are leading different competitions within the race and are presented at the start of stages two, three and four.



YELLOW JERSEY — worn by the overall leader of the Elswick Centennial. He is the man whose overall time is the lowest, so this is the most prestigious jersey in the race. Sponsored by Elswick Hopper Ltd.



RED JERSEY — worn by the man leading the "King of the Mountains" competition. This is based on points for climbing designated hills or "primes" during each stage. Sponsored by Elsmar Distributors.



PINK JERSEY — worn by the rider finishing consistently higher up the field than any other — the points leader. It's decided by totalling each rider's daily position, the one with the lowest total of points taking the jersey. Sponsored by Regina SICC.



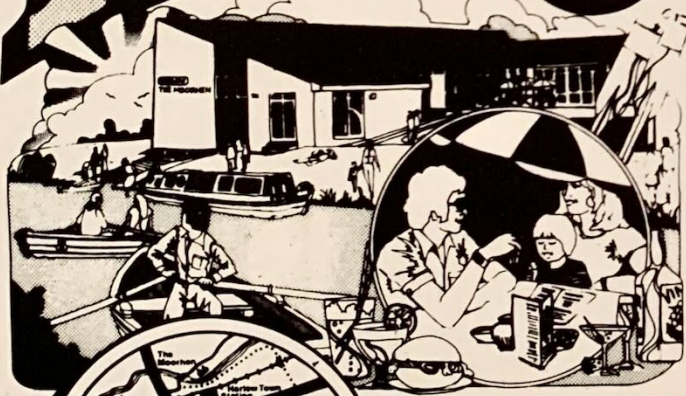
WHITE JERSEY — worn by the leading amateur rider on general classification. This is decided in the same way as the Yellow Jersey for the overall winner. Sponsored by CT Bowring (UK) Ltd.



Sid Barras, Britain's most prolific racing cyclist.

Boating and refreshments at

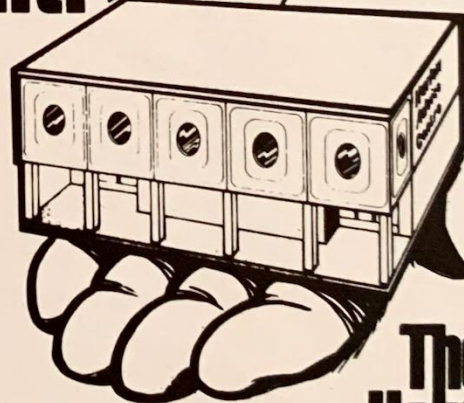
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The Moorhen, Burnt Mill Lane,
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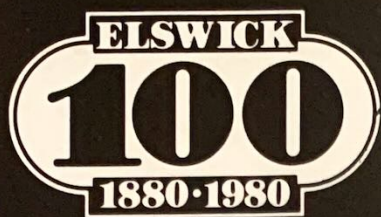


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HARLOW



Stage One

HARLOW - NORWICH

95 miles

GOOD FRIDAY, APRIL 4, 1980

Harlow	11.00
Thaxted	12.05
Haverhill	12.30
Bury St. Edmunds	1.15
Diss	2.10
Norwich (Hall Road)	2.50

1.
2.
3.

Stage sponsored by

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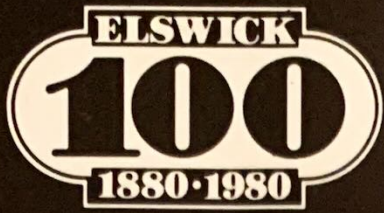
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Stage Two

KING'S LYNN-BARTON-ON-HUMBER

116 miles

Easter Saturday, April 5, 1980

Kings Lynn	11.00
Sutton Bridge	11.30
Swineshead	12.20
Tattersall	1.05
Horncastle	1.25
Market Rasen	2.10
Brigg	3.05
Barton (Brigg Road)	3.45

- 1.
- 2.
- 3.
- Race Leader

Stage sponsored by

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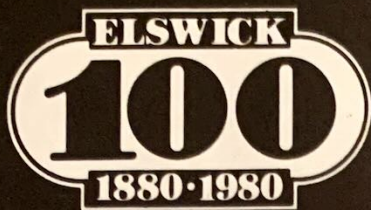
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The 1980 Elswick-Falcon squad — minus Swedish star Ove Sulkakoski — are just back from training in Majorca and are keen to win their company's race.



Stage Three

SCARBOROUGH - SOUTH SHIELDS 97 miles EASTER SUNDAY, April 6, 1980

Scarborough	11.00
Guisborough	12.35
Sheraton	1.30
Houghton	2.10
Sunderland	2.45
Whitburn	2.55
South Shields (Sea Road)	3.05

1.
 2.
 3.
- Race Leader

Stage sponsored by

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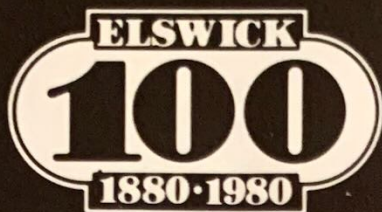
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Further information from Mr. S. Reid, Director, Watersports Centre, 336 Hamilton Rd., Motherwell ML1 4ED. Tel: 66155



Strathclyde
Regional
Council



Stage Four

NEWCASTLE - GLASGOW

132 miles

Easter Monday, April 7, 1980

Newcastle (Elswick)	10.00
Carter Bar	11.55
Galashiels	1.00
Peebles	1.45
Carluke	3.05
Hamilton	3.20
Strathclyde Park	3.35
1.	
2.	
3.	
Race Winner	
Best Amateur	
King of Mountains	
Points Winner	

Stage sponsored by

LURPAK BUTTER



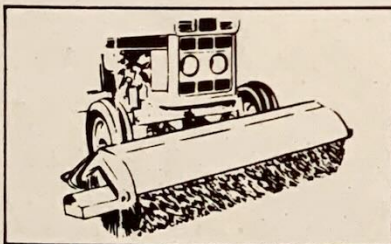
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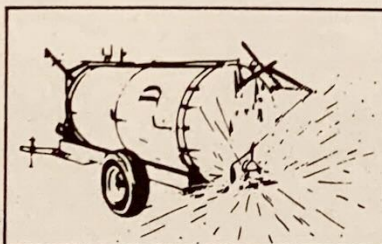
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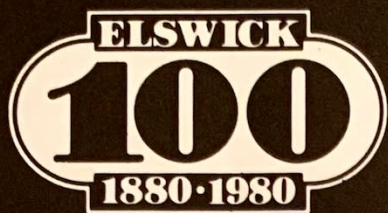
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Men to Watch



Ken Evans
Editor
Cycling Magazine

ONE MAN ABOVE ALL heads the list of danger-men, and not for nothing do they call Sid Barras "Supersid". He's at home in all kinds of racing — in short-circuit criterium events, in sprint finishes, in stage races. But most of all he's tough, and the gruelling final stage will suit him fine. In a smaller team this year (Weinmann-Chicken) he nevertheless has two top-class team mates in Keith Lambert and Reg Smith, and if Sid plays the decoy, either of those could end up top man in Glasgow.

First winner of the pro season was Ian Banbury, now in his third professional year and settled down to the demanding business of making your living from two wheels. He's a fast finisher too, and has been getting stronger as he gets older. MAN-VW-Viking will be relying on him and on Yorkshire man Dudley Hayton, an old sparring partner of Sid Barras and, like Sid, at home over all kinds of terrain.

Elswick-Falcon have a crafty old fox in Barry Hoban, their star signing for 1980, but Barry — who spends most of his year in Belgium — will be a marked man. It could end with Liverpoolian Bill Nickson being the Falcon "front man" — remember, as an amateur he was the last Briton to win the Milk Race, Britain's premier amateur event.

Being in a big team has immense advantages, but riders like Ian Hallam and Phil Bayton (both KP Crisps-Viscount) and Steve Heffernan (Keymead-Stanco) are fast enough to snatch stage finishes and clever enough to benefit from the in-fighting between the big teams.

This event is the first major pro-am clash of the year, and Britain's best unpaid roadmen are included in the field. In Great Britain colours Londoner Bob Downs has the experience to gain a high overall placing, and Yorkshire's Des Fretwell can run even Barras close in the sprints. But in Mark Bell and Pete Longbottom there are two young talented riders who have their eyes firmly fixed on Moscow and are already halfway there on past performances.

In the England team, Joe Waugh is noted for his climbing powers, and since he's from South Shields, it's obvious where he'll be making his move.

Normally pro-am racing means one amateur team among a field of professionals, but with four amateur teams this time the battle should be much more intense. For even though the cashmen don't want their professional rivals to win, I suspect that having an amateur winner would be a disaster. Which makes for better racing all round.

Race control and publicity by

Countrywide Publicity Ltd

23 West Bar, Banbury, Oxon OX16 9SH
Telephone Banbury (0295) 57371



THE T

WEINMANN-CHICKEN COMPOSITE

1. **SID BARRAS** (Keighley) Weinmann-Chicken
2. **KEITH LAMBERT** (Keighley) Weinmann-Chicken
3. **REG SMITH** (Southfleet) Weinmann-Chicken
4. **IAN HALLAM MBE** (Hants) KP Crisps-Viscount
5. **PHIL BAYTON** (K'minster) KP Crisps-Viscount
6. **STEVE HEFFERNAN** (Middx) Keymead-Stanco

Team Manager: Albert Hitchen (Mirfield, W. Yorkshire)

ELSWICK-FALCON

7. **PHIL CORLEY** (Harpenden, Herts)
8. **NIGEL DEAN** (Harpenden, Herts)
9. **IAN GREENHALGH** (Oldham, Lancs)
10. **JACK KERSHAW** (Oldham, Lancs)
11. **BILL NICKSON** (Preston, Lancs)
12. **OVE SULKAKOSKI** (Sweden)
13. **BARRY HOBAN** (Belgium)

Team Manager: Bill Holmes (Brigg, Lincs)

GREAT BRITAIN (Amateur)

14. **MARK BELL** (Birkenhead, Merseyside)
15. **JOHN CAVANAGH** (Kirby, Liverpool)
16. **BOB DOWNS** (Basildon, Essex)
17. **DES FRETWELL** (Keighley, W. Yorkshire)
18. **STEVE JOUGHLIN** (Douglas, Isle of Man)
19. **JEFF WILLIAMS** (Cheadle, Cheshire)

Team Manager: Jim Hendry (Kettering, Northants)

WIGHTMAN-GIBBSPORT-

20. **ROBIN CROKER** (Lon)
21. **GRAHAM HARRISON**
22. **JIM PARRY** (Stafford)
23. **STEVE WILKINSON** (
24. **BOB CARY** (Kent)
25. **MICK MORRISON** (St

Team Manager: Jeff Green

ENGLAND (Amateur)

26. **SHAUN FENWICK** (S)
27. **JOHN HERETY** (Chea)
28. **PETE LONGBOTTOM**
29. **STEVE LAWRENCE** (
30. **STEVE WAKEFIELD** (
31. **JOE WAUGH** (South

Team Manager: Len Willet

SCOTLAND (Amateur)

32. **ALAN ANDERSON** (
33. **WILLIAM GIBB** (Glas)
34. **SANDY GILCHRIST**
35. **GEORGE KERMODE**
36. **NORMAN LINDSAY**
37. **GRAEME NISBET** (E)
38. **DAVID WHITEHALL**

Team Manager: Ian Thomp



TEAMS

KNIGHT COMPOSITE

- London) W-G-K
- W-G-K
- W-G-K
- Cheshire) W-G-K
- Carnation-Build Up-Ken Bird
- Stone, Staffs) Moducel

halgth (Manchester)

- Swindon, Wilts)
- adle)
- (York)
- Clacton on Sea)
- (Grimsby, Lincs)
- Shields

t (Basingstoke)

- Dundee, Tayside)
- gow)
- (Penicuik, Lothian)
- Dundee, Tayside)
- (Edinburgh)
- inburgh)
- (Glasgow)

pson (Paisley, Renfrewshire)

Race organised by Maurice Cumberworth of

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Yorks BD23 5DX
Telephone Grassington (0756) 752730

THE PROVINCES (Amateur)

- 39. IAN BINDER (Stockport, Cheshire)
- 40. MICK BATH (Rainham, Essex)
- 41. RAY LEWIS (Coventry)
- 42. MARK SWINNERTON (Stoke on Trent, Staffs)
- 43. GEOFF TAYLOR (Liverpool)
- 44. GERRY TAYLOR (Haverhill, Suffolk)

Team Manager: Brian Tew (Coventry)

M.A.N.-VW-VIKING

- 45. IAN BANBURY (Hemel Hempstead, Herts)
- 46. MICK BENNETT (Birmingham)
- 47. PAUL CARBUTT (Redditch, Worcs)
- 48. NIGEL HARTLE (Hawardon, Wales)
- 49. DUDLEY HAYTON (Shipley, W. Yorkshire)
- 50. JOCK KERR (Bradford, W. Yorkshire)

Team Manager: Keith Audas (Bradford, W. Yorkshire)

PROFESSIONAL COMPOSITE

- 51. STEVE BARNSLEY (London) Phoenix Cycles
- 52. GRANT THOMAS (Walsall) Un-sponsored
- 53. GEOFF WILES (Rochester) New Style Windows
- 54. Not available at time of printing
- 55. Not available at time of printing
- 56. Not available at time of printing

Team Manager: Not available at time of printing

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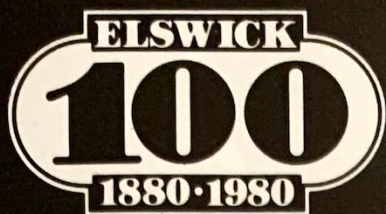


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Each Stage

1st £50; 2nd £40; 3rd £30; 4th £25; 5th £22; 6th £20; 7th £18; 8th £15;
9th £12; 10th £11; 11th to 15th £10 each

£293 × 4 = £1172

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8th to 10th £20 each = £ 342

Overall General Classification

1st £300; 2nd £250; 3rd £200; 4th £150; 5th £125; 6th £100; 7th £75;
8th £60; 9th £55; 10th £50; 11th £40; 12th £35;
13th to 15th £30 each; 16th to 20th £20 each = £1620

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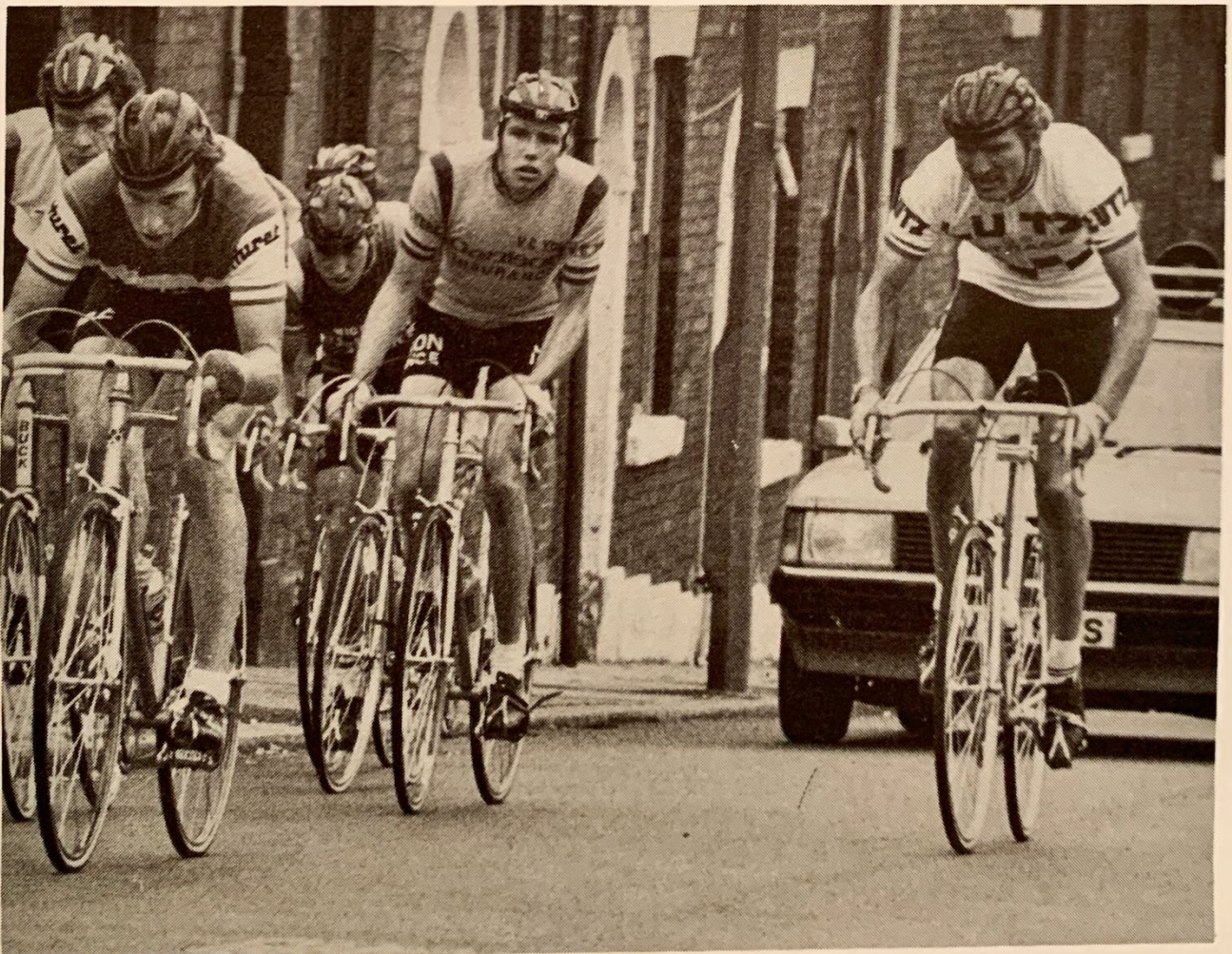
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London (01) 903 6422, Preston (0772) 52682
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Below: Bob Downs, extreme right, heads G.B. challenge.

Ray Lewis (Provinces)



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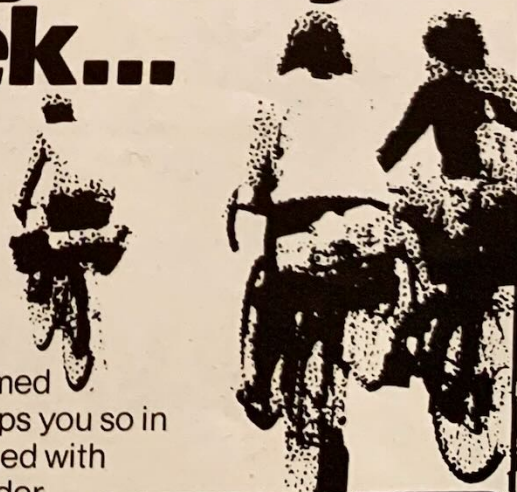


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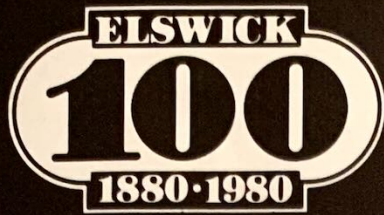
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THE ELSWICK HOPPER GROUP and the organisers of the Elswick Centennial would like to thank most sincerely all those organisations, companies and individuals for their efforts in helping to stage this unique race. Inevitably, the following list will miss many people who have contributed and to them we give our grateful thanks.

BL Cars — for their superb fleet of promotional cars and for sponsoring the "Hot Spot" sprints.

Honda — for supplying their lively motor cycles for all our marshalls.

Crest Hotels — for supplying packed lunches for the press and officials.

The civic authorities and many employees who gave their time and unstinting help at Harlow, Norwich, Kings Lynn, Barton on Humber, Scarborough, South Tyneside, Newcastle and Strathclyde Country Park.

The Police authorities, who are responsible for the safe passage of the race and other road users — and without whose great efforts such road races would not be possible in the UK. They are: Essex, Suffolk, Norfolk, Lincolnshire, Humberside, North Yorkshire, Cleveland, Durham, Northumbria, Lothians and Borders, Strathclyde. Special thanks to North Yorks Police for supplying an officer as overall police co-ordinator.

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Gibbsport — for the provision of race leader and winners jerseys.

Midland Letterpress — for their great co-operation in producing printed material for the race and advance publicity vehicle.

M.A.N.-VW for the provision of the magnificent "broom wagon".

Harry Hall/Bikit for the general service vehicle. We would acknowledge their generous assistance together with the following companies who have provided the necessary equipment:

Supagasmart: Vehicle and equipment. **Harry Hall**: Equipment maintenance, **Lingard Motor Co.** (Subaru) racking and vehicle maintenance. **Maillard**: blocks. **Milremo**: tyres. **Bikit**: financial support. **Anglia Sport-Huret**: for the special prime at Scole on Stage One.

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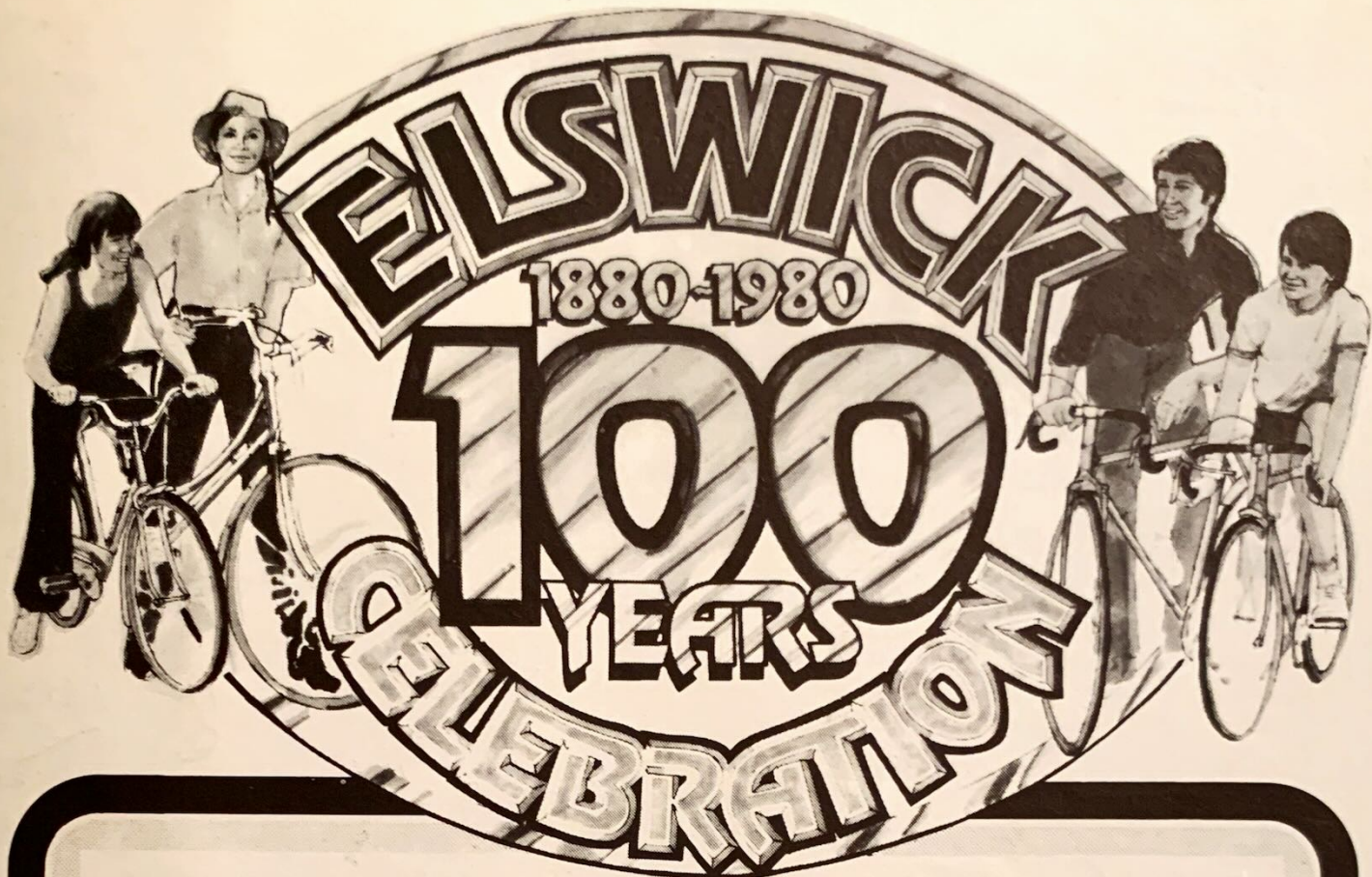
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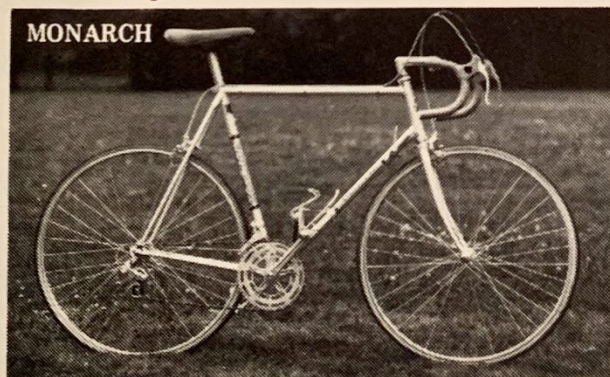
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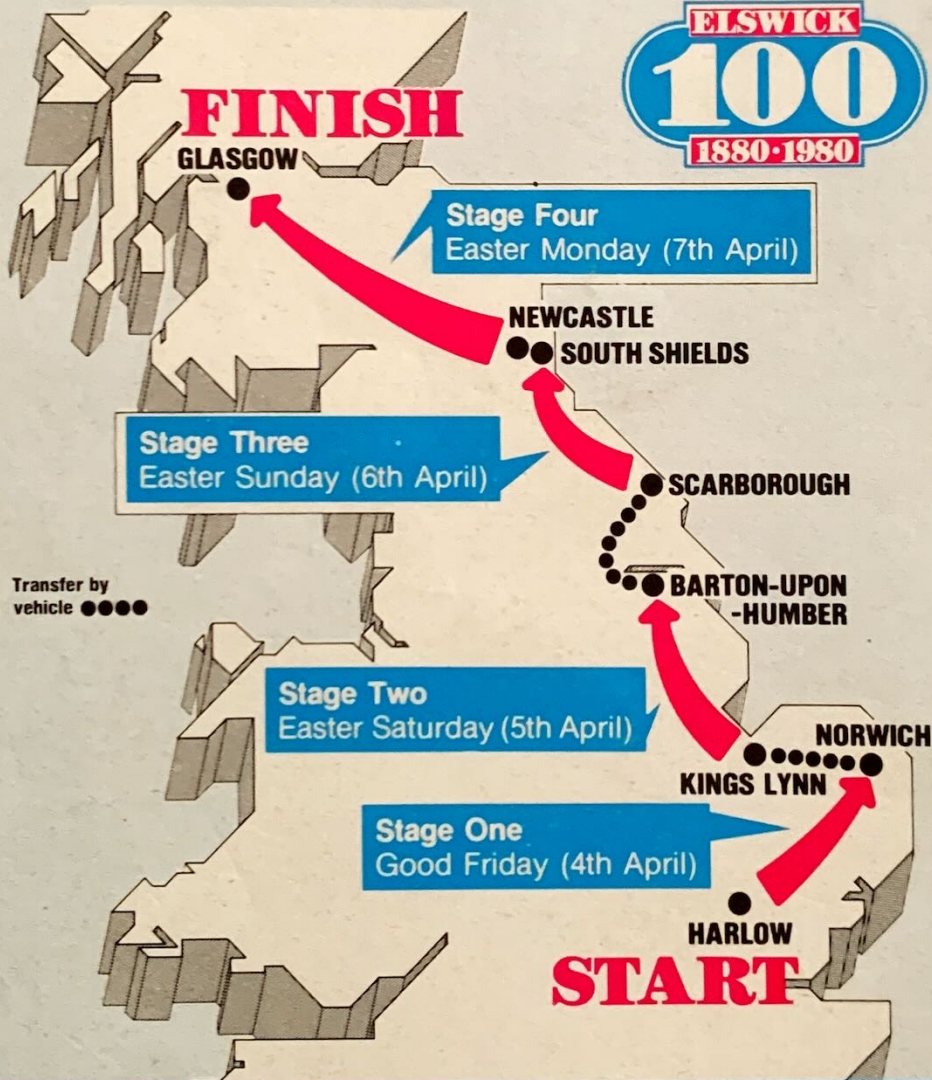
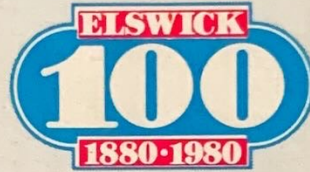
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