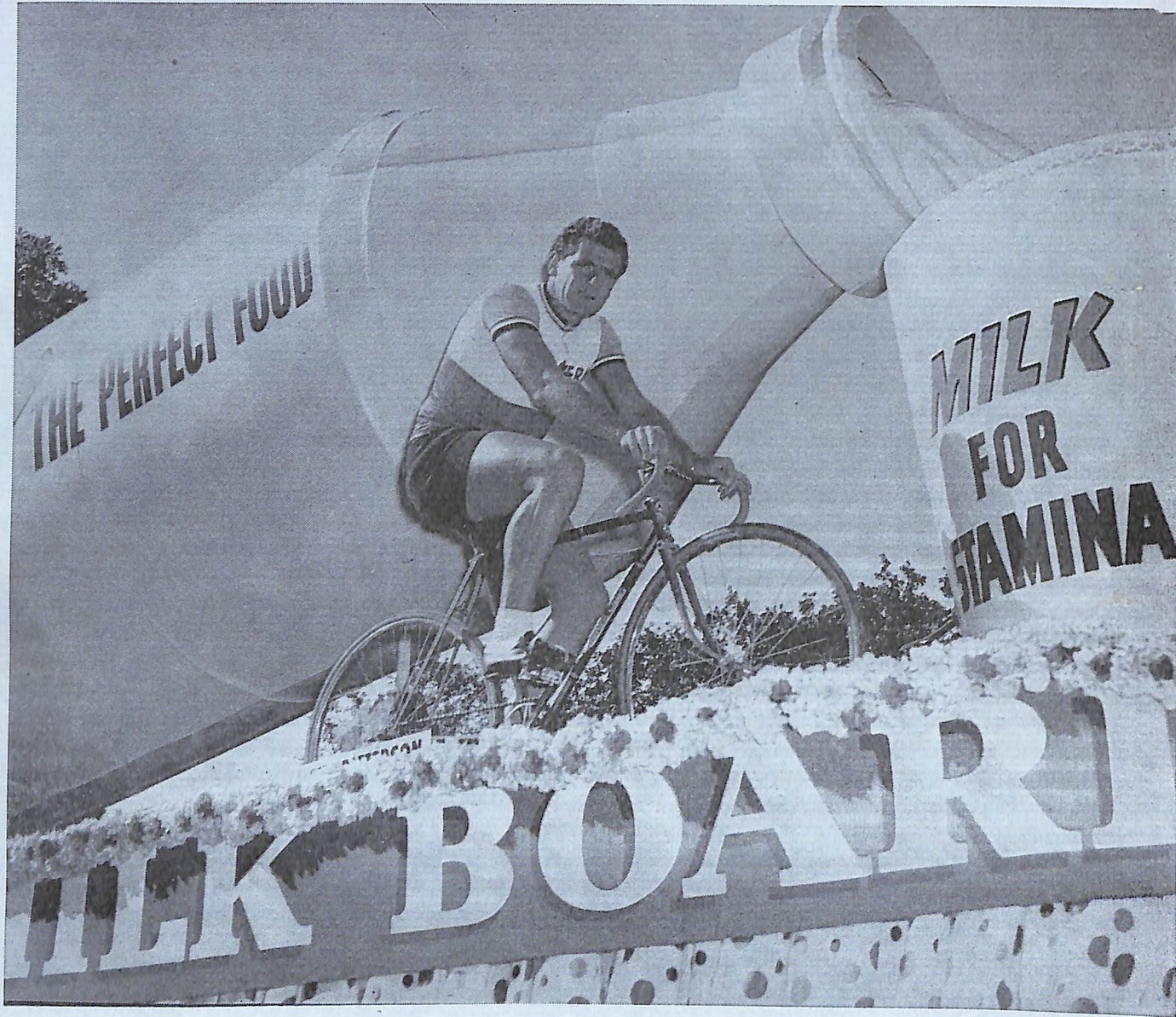


TWO CHAMPIONS

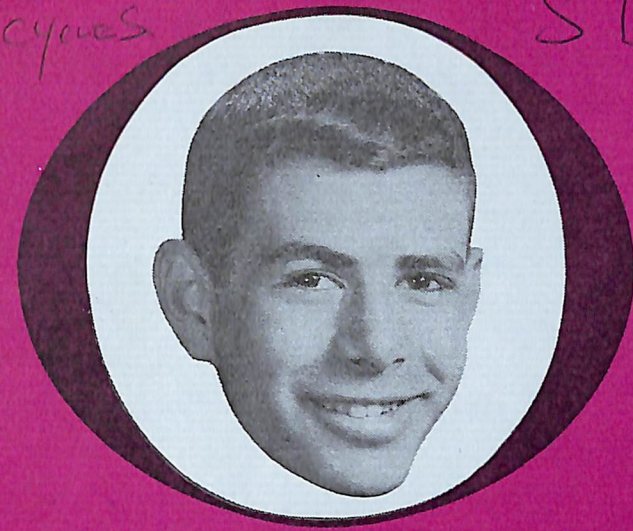
Sid Patterson — Winner of
Four World Championships



— and MILK

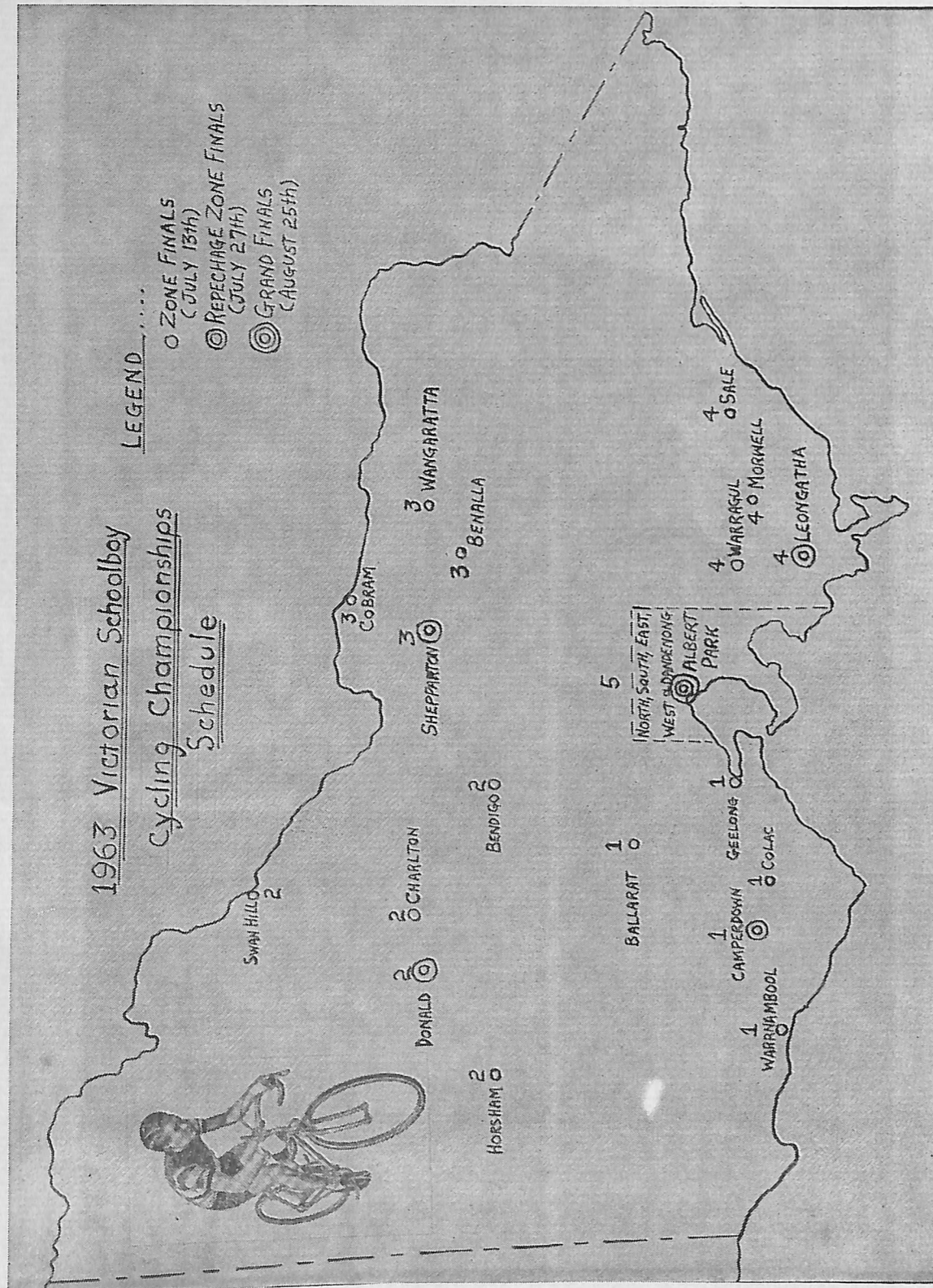
EASTWOOD CYCLES

S BRIDGMAN



Victorian Schoolboy
Cycling Championships

Souvenir Book of 1962
and Plans for 1963



EDITORIAL

CYCLING HELPS MOULD CHARACTER

It is my belief that every boy has an inborn love for a bicycle. The "For the Good of Cycling" Committee believes that the annual staging of the Victorian Schoolboy Cycling Championships not only fosters that love of cycling for the physical benefit of Victoria's thousands of school students, but also assists, with the regular study curriculum, to mould the character of the boys who are destined to become Australia's leaders in industry, commerce and general artisanship.

The Victorian Schoolboys Cycling Championships provide the opportunity for the potential sporting champion to taste the competitive phase of cycling, within his own age group. During recent years a number of skilled and most promising cyclists have emerged from the schoolboy ranks directly as a result of the State Championship series stagings.

Already the organisation of the 1963 Victorian Schoolboy Cycling Championships is well advanced. Our good wishes will go with the three placegetters in the open title who will represent Victoria in the

Australian grand final at Launceston on September 8 this year.

The time may not be far distant when an Australian grand final race will be held for competitors in the junior section as well.

We wish all competitors success while reminding them that not everyone can win. The important thing is to be a participant.

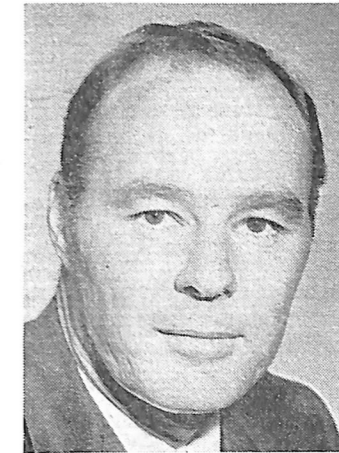
To the hundreds of willing helpers who assist with the staging of the Victorian Schoolboy Cycling Championships, we say a sincere thank you.

To our special friends, the Victoria Police, the Education Department and the Albert Park Committee of Management, we also give our grateful thanks for assistance and co-operation. Without the help of these organisations the aim of a successful series staging each year could never be achieved.

ALF STUMBLES,
President, Federation of Wholesale Cycle Traders and Manufacturers' Associations of Australia.



TED WATERFORD
Director of Promotions



OWEN R. BROWNE
Chairman Victorian Milk Board

During each year the organising work associated with the staging of the Victorian Schoolboy Cycling Championships necessitates travelling more than three thousand miles throughout the State to meet school principals and sports masters, and to co-ordinate the activities of the local cycling clubs with the schoolboy championships program.

The growth of the venture (more than 6000 boys competed last year) is a tribute not only to the "For the Good of Cycling" Committee, but also to education authorities who recognise that cycling is a valuable addition to the schools' sporting program.

To all those people who assist me at various centres throughout the State each year, I offer my sincere and heartfelt thanks. May our association continue on such an amicable and successful basis in the years ahead, in the staging of the annual championships and in cycling in general.

TED WATERFORD, Director of Promotions,
"For the Good of Cycling" Committee.

The Victorian Milk Board has associated itself with the "For the Good of Cycling" Committee in the sponsorship of the Victorian Schoolboy Championships, believing that the daily consumption of milk, which provides many of the essentials vital to healthy living, goes hand-in-hand with the energy requirements of sportsmen of any age, but especially cyclists.

That cycling is a means to health and general well-being is an undisputed and proven fact. That milk is a builder of nations and their peoples is best revealed by the statement made recently by Dr. E. V. McCollum, Professor of Biochemistry, Johns Hopkins University, U.S.A.:

"The nations who have become strong and vigorous, who have reduced their infant mortality rate, who have the highest appreciation of art, literature and music, who are progressive in science and in every activity of human intellect, are the nations whose people have consumed liberal amounts of milk and its products."

May the committee and all associated with the Victorian Schoolboy Cycling Championships continue the successful staging of the annual series.

OWEN R. BROWNE,
Chairman Victorian Milk Board.

SCHOOLBOY CYCLIST GRADUATES TO FEDERAL MINISTER

FROM being a schoolboy cyclist at the small town of Melton in Victoria, where his father was a butcher, to a champion cyclist of world renown and finally a leader in Australia's political sphere is the proud achievement of Mr. Hubert Opperman, OBE, MHR, Federal Minister for Shipping and Transport.

"Oppy," as he is familiarly known to millions of cycling followers in Australia and overseas, is always a great advocate and supporter of cycling. His own cycling career, in which he gained fame for Australia in England and France (he won the world's longest continuous road race, the Paris-Brest-Paris) extended from 1920 until 1947 following service with the RAAF during the war.

Whether it be the State Schoolboy Cycling Championships, the Sun Tour, or the famous Warrnambool to Melbourne road race in which he three times won the Blue Riband for fastest time honors, you can be assured that "Oppy" will be there to lend a hand, provided his commitments as a Parliamentarian will permit.

"Oppy's" knowledgeable comments were appreciated by the big crowd at the Albert Park Lake circuit for the 1962 Victorian Schoolboys' Championships, as much as residents of his own electorate Corio, at Geelong, appreciate his annual broadcast of the Warrnambool to Melbourne and a number of other big road races.



● AFTER smashing record after record in Australia and overseas during his long racing career, Hubert Opperman ("Oppy" — above), now Minister for Shipping and Transport, teamed with his old rival Ossie Nicholson (rear seat, above) to establish several tandem records at an age when most sporting champions are looking for an easy chair.

Observe the Law

—Police Cr.



A RACING cyclist trains himself to ride a bicycle at high speed under all conditions because cycling is a sport which calls for skill in reducing risk, while competing for victory over fellow competitors.

He learns a special set of values in relation to racing in company, but, on the open road as an everyday cyclist, he must adopt a different set of values which are related to his obligations towards people who are not competitors, but ordinary citizens with whom he must share safe use of the highways.

He should realise that all the laws of the road apply to him just as they do to a motorist. He is the most vulnerable of road users because he has no protection, and he will appreciate that erratic riding on his part may lead to an accident in which others may lose their lives, even though he might escape.

I can only ask all cyclists to help in the difficult task of maintaining harmony and safety on the roads, by being fully conscious of their responsibilities at all times and by always exercising the utmost care, courtesy and consideration for other less skilful and less efficient road users.

May the organisers of the Victorian Schoolboy Cycling Championships continue their successful stagings of the titles.

S. H. PORTER,
Chief Commissioner, Victoria Police.

★ "Oppy's" Message :

"Those young schoolboy cyclists who aspire to attain championship standard must remember that such honors are not gained without sacrifice. The potential champion must be prepared to spend many hours each week in training, more than in probably any other sport, and to observe a regular rest routine in a clean-living theme of life, in order to achieve such ambitions.

"Every schoolboy should choose a champion to emulate. This is often the inspiration which drives a sportsman to the greatest deeds.

"Every schoolboy should also remember that not everyone can become a champion.

"It is essential too that the young cyclist attending school remember that study of school subjects to the attainment of an education to fit the student for a working life in the outside world ahead, must come first in any sport versus study decision."

EDUCATION MINISTER SPEAKS

I HAVE been fortunate in finding myself invited to attend the grand final of the Victorian Schoolboy Cycling Championships for several years now, and to have picked up some knowledge of how these events are conducted and how the contestants view them. I am very happy to write a note on my impressions of the value of these competitions.

When I was a schoolboy there prevailed a rather rigid set of values which are not altogether fashionable today. Terms such as "Muscular Christianity" seem to belong to the nineteenth century, and to be therefore rather ridiculous in the latter part of the twentieth. The population seems to be divided into two large groups and one small one, as far as athletics are concerned. There is the huge company of watchers, applauders and critics of sport, a large proportion of the population which ignores or despises games, and there are those who are devoted to the cultivation of fitness and stamina and skill in their own persons.

In my belief, every movement which is interested in the promotion of physical fitness and the companionship of athletic rivalry, and which sets up ideals of self discipline endurance and sportsmanship, is a good movement; and it is all the better when its aim is to encourage the young. I began my association with the movement "For the Good of Cycling", as an accident of office supposing, as I still suppose, that some of the support for it may come from people with commercial interests in the bicycle trade. That does not bother me a bit if the effect is beneficial, as I am quite sure it is, and I have become a warm admirer.

The fact is, thank God, that there is still a spirit of competition and a desire to excel, strong in our youth, and there are still youngsters who will punish themselves and deny themselves in the development of their bodies and their wills. Australia will need such young men in the future, and I firmly believe that the Schoolboy Cycling Championships play no inconspicuous part in the healthy development of the youth of the country.

It has been a source of happiness and reassurance to watch the progress and the increasing popularity of this very beneficial and well organised movement.

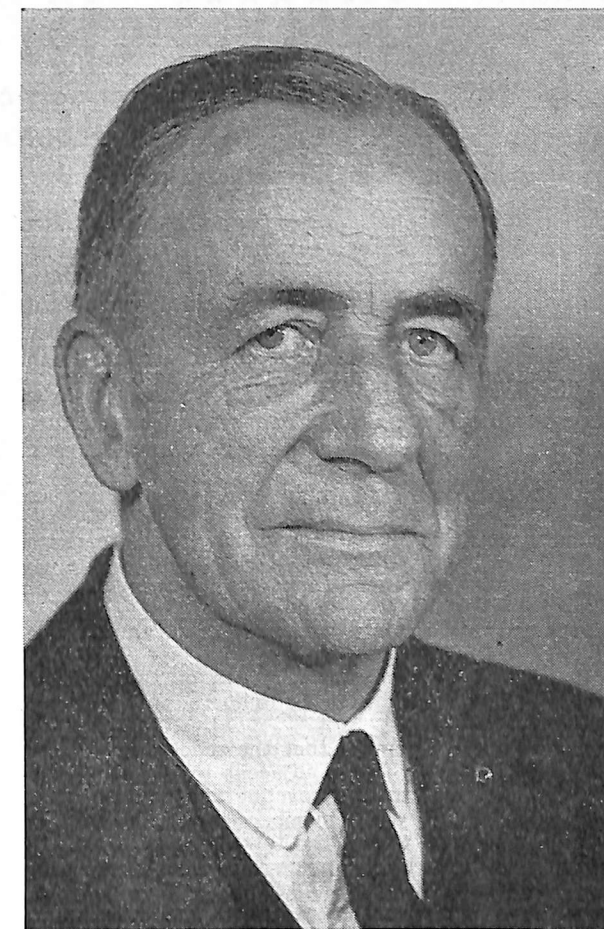
Can you really ride a bike?

Many of the millions of everyday cyclists in the world today have no aspirations to become speed champions. Probably most of these everyday cyclists care little about adverse criticism of their lack of riding skill, often taking the view that their degree of riding skill, or rather absence of it, is their own business.

They do not realise that the inexpert cyclist is not just someone to laugh at, and a nuisance, but a potential danger to himself and all other road users.

Intelligent cyclists study and practice roadmanship. Skill becomes a matter of pride to such people just as much as the expert handling of a yacht is a matter of pride for the yachtsman.

In recognising the wonderful work in the interests of road safety the annual staging of the Victorian Schoolboy Championships is doing, and acknowledging the happy association with the series, the National Safety Council of Australia adds the reminder that . . .



● Victorian Minister of Education,
Mr. John Bloomfield.

Any fool can ride a bike, but it takes skill, knowledge and intelligence to be a really good cyclist.

A. J. COLLOCOTT, Esq., O.B.E.,
President National Safety
Council of Australia.

This souvenir book on the 1962 staging of the Victorian Schoolboy Cycling Championships and preview of the 1963 series, was published by the "For the Good of Cycling" Committee for distribution to school principals and sports masters at all Victorian schools, newspapers throughout the State, police officers at various centres, retail cycle traders, and other organisations interested in schoolboy cycling in Victoria and interstate.

It was written, compiled and edited by Cecil Cripps of Colac, with the co-operation of the "For the Good of Cycling" Committee's Director of Promotions, Ted Waterford, organiser of the Victorian Schoolboy Cycling Championships.

Ballarat North Technical School's Success is no Accident

SINCE 1957, when the first part of the new school was occupied, Ballarat North Technical School has encouraged students to participate in cycling activities as their chosen sport.

The winning of the special award in the 1962 State Schoolboy Cycling Championships for the country school with the greatest number of entrants in the open section (151) was a fitting reward for a school which has provided a wonderful example for most other Victorian schools.

With 88 junior entries, the school was only two less than junior section winner, Swan Hill Technical School.

From a total of six cycling members in 1957, the Ballarat North Technical School has graduated to the stage where this year no less than 89 juniors and 165 open section entrants competed in the Victorian Schoolboy Cycling Championships.

Under Principal Mr. Lionel F. Wilson, and Sportsmaster Mr. Maurice Jew, cycling at this most progressive school on the outskirts of Ballarat has become the highlight of the school's annual inter-House sports.

In fact it is so popular that the school has decided not to use sporting areas adjacent to the school for the time being because no cycling track exists there.

Each week, the cycling members of the school (they numbered 50 per cent of the total attendance during the State title series) compete in varied events on a sealed track at Wendouree Oval, while the rest of the school members compete at their respective sports in the same area.

Red Letter Year

The year 1962 has been a Red Letter year for the Ballarat North Technical School. The win in the country schools section of the State cycling series, capped successes at football and cricket — and after years of being the perpetual "wooden spooners".

The school was North Central Victorian Technical Schools' Sports Association football and cricket premiers this year besides winning the local under-14 years' football competition. The North Central area covers from Mildura to Swan Hill and down to Ballarat.

Mr. Jew, the Sportsmaster, says that he has been impressed with the wonderful improvement in the standard of the school cycling during the past five years.

"Cycling has now become the highlight of our annual school inter-House sports. Members of Lalor, Learmonth, Gordon and Creswick Houses appreciate most the visual excitement of the cycling races, even when not actually competing themselves", Mr. Jew said.

Principal, Mr. Wilson, admitted that he could have become interested in the sport of cycling in his schooldays had that sport been catered for at schools.

"I certainly rode sufficient miles to and from school to attain physical fitness".



● Mr. L. F. WILSON,
Principal,
Ballarat North Tech.

● MR. MAURICE JEW
Sports Master,
Ballarat North Tech.

Character Builder

Principal of a school which has now a student membership totalling more than 500, Mr. Wilson praises cycling as "a good clean healthy sport which builds admirable muscles and character."

And it's no accident that students of Ballarat North Technical school have such a good "riding record" on the State's highways. Road safety is instilled into the riding members, a policy which is appreciated and assisted by local police.

The school's annual 10 miles reliability trial on cycles receives the willing co-operation of Ballarat police officers who assist the trial in a squad car, the "Ballarat Courier" newspaper, and the local television station, BTW6.

Before commencing the annual reliability trial through Ballarat's streets, in which every member of the school is encouraged to take part, the school-teachers examine each bicycle for possible faults. An inspection and road trial score sheet allots points for the condition of saddle, tyres, pedals, chain, mudguards, wheels, brakes and handlebars, and also for dangerous riding (or safe), behavior at stop signs, hand signals, giving the right of way when required, passing other traffic, general speed, and railway crossing procedure.

Strict supervision by schoolteachers who are "planted" along the route of the trial, Press and TV coverage, and a general thrill of competition among the boys during the event, ensures its success.

Each participant in the trial is provided with a map of the route to be taken, showing possible "traps", and is briefed beforehand by the teachers in charge.



● ASSISTED by another teacher, Ballarat North Sports Master Mr. Maurice Jew, flags off a group of schoolboy cyclists for a warm-up ride prior to the start of the school sports on the local track.

The first time the event was staged, some students lost points before they left the school by riding their bicycles in the school grounds. They didn't do it again.

The route usually covers all types of road surfaces and gives a great diversity in the type of road hazards one is likely to encounter, on and off a bicycle, every day.

Progressive

Built to accommodate the overflow from the Ballarat School of Mines in 1956 (teaching commenced the following year), Ballarat North Technical School has now emerged as a progressive "star" school in its own right.

Possessing practical and yet still attractive school buildings set in ideal open-air surroundings, Ballarat North has its own full-time chaplain, Reverend G. Morison (formerly of Brunswick), one of only 12 other schools in the State to have that honor.

Proficiency in curriculum subjects at the school is undoubted. A short trip through the art section under talented artist, Mr. Mitch Pearson, would satisfy even the most critical of inspectors. Some of the work, and the general standard, would amaze any visitor.

In its comparatively short history the school has also won awards in interstate music competitions while the first of its students are now finalising technical diploma courses. It is anticipated that very soon a Fifth Form will be added for completion of necessary studies.

The school mothers' club, which is most active, is a regular choir group at district functions. Mrs. Wilson, wife of the school Principal, is conductress.

Club Helps

The Ballarat Amateur Cycling Club has taken the school under its wing. Provision by the club of a shield and cup for competition by school cycling members is a shining example to other cycling clubs in the State.

Even during winter, when the cycling track is unavailable because of football, road cycling races are

held for the cycling members of the school. Diversity of events during the summer season is also a feature.

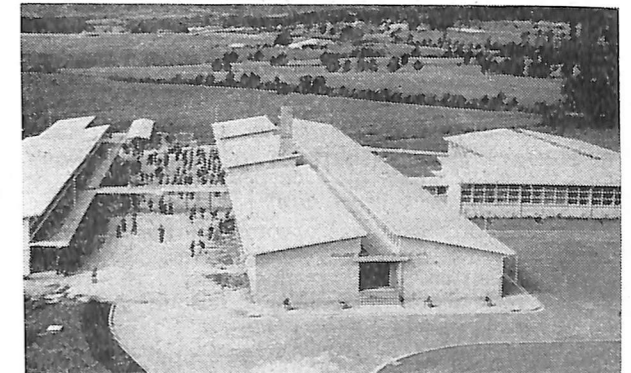
Well-built Ron Smart, who won the open section of the school heat in 1962, has now settled on cycling as his summer sport after being a champion at athletics, football and cricket during his school career to date.

The junior section winner, Roger Rose, says Sportsmaster, Mr. Jew, found a sporting niche in cycling after being "lost" during sports afternoons. Mr. Jew says Rose now appears a most promising prospect and full of potential.

Mr. Jew says parents have shown increasing interest in the cycling activities and many quickly seek to purchase new and lighter bicycles for their sons. Most of the boys at the school however, ride ordinary roadster machines, kept in the best possible repair by their owners.

The pride Ballarat North Technical School students feel in their football and cricket successes is certainly no greater than the pride evident in their State Schoolboy Cycling Championships success.

Just as Ballarat North's official gold school color is a color synonymous with Ballarat's pioneer days, so cycling is now synonymous with a modern and progressive technical school, Ballarat North.



● AERIAL shot of Ballarat North Technical School situated on the outskirts of Ballarat.

Cycling Restored Health

FORMER ASTHMA SUFFERER WON GLENROY TECHNICAL SCHOOL'S CHAMPIONSHIP

THE win by former asthma sufferer, Glenroy Technical School student Barry Payne in his school's open section of the Victorian Schoolboys Cycling Championships, was an example of what other cycling families can do to encourage youngsters to become cyclists.

Barry (15), a chronic asthma victim until he began cycling two years ago, was encouraged to take up the sport, not only by his father, but by his two brothers John and Jim, who were among the State's best amateur riders.

The Glenroy school, which is administered by one of the youngest principals in the State, Mr. Ian Scott, won the award for the most competitors in the junior section. Thanks to the encouragement of popular Sports Master, Mr. Alan O'Neill, a Victorian Football Association umpire, the school fielded a total of 98 junior entrants for the State Schoolboys' Cycling Championship.

Now in his fourth year as Sports Master at the school, Alan O'Neill has observed how the cycling section of the school's many sporting activities has grown.

"The annual event is now spread over three months. One lad was so keen to be in it he rode a heavy girl's cycle," Mr. O'Neill said.

Reg Reynolds (also from a cycling family) won the State title final for Glenroy Tech. in 1958.

Olympic Games Circuit

Although the school does not possess a cycling track, full use is made of the ideal road circuit at nearby Broadmeadows which was used for the Olympic Games title event in 1956.

Set in a young and fast-growing area, the Glenroy Technical School has had to overcome many difficulties during its early years.

When the school was first opened in 1956, no less than 250 students from Forms 1 and 2 were forced to use facilities six miles away at the Melbourne Showgrounds temporarily. After moving out at Show time, the classes took up residence at the Melbourne Tech. for a further two months.

After Mr. Ian Scott was appointed Principal, at an age believed to be the youngest ever, the school made giant strides until now the standard of learning there is very high and would hold its own with most top technical schools in the State.

Ian Scott himself was a good all-round sportsman, starring at cricket and football. He graduated to his present position from Footscray Tech. (as a student) and Caulfield Tech. (as a teacher).



● MR. IAN SCOTT,
Principal, Glenroy Tech.

● MR. ALAN O'NEILL,
Sports Master,
Glenroy Tech.

Encouragement

Sports Master Alan O'Neill, a friendly sportsman who has the complete confidence of the 630 boys at the school, encourages participation in all sports.

However, he did admit that the local cycling club did not take the interest in the school's cycling activities that its members could reasonably be expected to.

Another problem, he said, was that many of the youngsters in the Glenroy area were week-end motor cyclists and not pushbike riders.

A well-constructed bicycle shed containing an average of about 400 bicycles (about two-thirds of the total number of students) is evidence of the popularity of cycling at the Glenroy Technical School. In fact, the school has plans to extend the bicycle shed further in the near future. Only a few months ago the latest addition was completed.

The Glenroy Technical School won the swimming shield of its metropolitan area division during the 1961-62 summer season.

In the 1959-60 season, the school reached the semi-finals of the inter-zone cricket competition.

On the academic side, exhibits by school students have won a number of awards in the sheet metal and engineering sections at the Melbourne Show.

Ray Davis, who has played in North Melbourne Seconds and Thirds sides, was a student at the Glenroy school last year.

Family Honors

Glenroy open section winner Barry Payne certainly had a family reputation to keep up with. Eldest brother John (now 21) who has been racing for five years was the only Victorian amateur in 1961-62 to ride off the scratch mark of honor on both road and track. He was in the Perth Commonwealth Games training squad but had to withdraw because of pressure of work.

John, a member of the Glenroy Amateur Cycling Club before joining Brunswick A.C.C., was five times champion of the Glenroy club, on both road and track. He finished third in the 1961 "Golden Wheel" on the Melbourne velodrome, after suffering interference in the latter stages of the final.

In tandem events, teamed with Ian Carroll, he was undefeated in tandem match races during the 1961-62 season, until a heavy fall put him out of action.

Peter Payne, the next eldest brother in a family of eight boys and five girls, is a most promising boxer who has been runner-up twice in the Victorian Amateur Boxing Association's junior welterweight championship. He has had some close contests with Australia's Rome Olympics representative, Des Duguid.

The next cyclist in the Payne sporting family is 16 year-old Jim, a good road and track performer, who has won numerous big track events. He represented Broadmeadows in the 1960 State schoolboys zone final when only 13 and finished a creditable fifth after falling and remounting. He won at Bendigo and Keilor track carnivals last year.

So young Barry had quite a reputation to keep up. Also a member of the Brunswick A.C.C., with his two brothers, Barry has now settled on cycling as HIS sport, after having tried boxing earlier.

The junior section winner at the Glenroy Technical School was Graeme Williams of Oak Park. Graeme, who is not a giant in stature, didn't take a great deal of interest in sport until he tried himself out in the school's championship heats.

But now he's completely sold on cycling and intends competing in the open section of the State championships this year.

Parents Thrilled

Graeme's parents, who gave him his first bicycle when he was only seven years old, were "quite thrilled" with his win, said young Graeme.

Like many other school students, Graeme Williams has found his sporting niche.

The Glenroy Technical School may not provide the winner of any section in the 1963 State Schoolboy Cycling Championships, but under the guidance and with the encouragement of Sports Master Alan O'Neill, and Principal Ian Scott, you can bet they'll be in there pitching.

Good Luck Glenroy Tech.!

TITLE WINNERS' HONOR ROLL

PLACEGETTERS in the open Victorian Schoolboys' Cycling Championship since 1957, the initial year the race was staged by the "For the Good of Cycling" Committee, are as follows:-

1957: John Peters (Swinburne Tech.) 1; Michael McNought (Morningside High) 2; Michael Abson (Moe High) 3.

1958: Reg Reynolds (Glenroy Tech.) 1; Evan Hutchings (Melbourne High) 2; Michael Abson (Moe High) 3.

1959: Milton Byers (Northcote High) 1; Ken Smyth (Wangaratta Tech.) 2; Bruce Murrell (Geelong High) 3.

1960: David Young (Casterton High) 1; Neville Smith (University High) 2; Richard Moore (Shepparton Tech.) 3.

1961: Gordon Johnson (Essendon Tech.) 1; Edwin Alexander (Warragul Tech.) 2; Ray Bilney (Ballarat Junior Tech.) 3.

1962: Open Title—I. Stringer (Greythorn High), 1; Alan Burrows (Waverly High), 2; John Weir (Maffra High), 3. Junior Title—Alan Love (Leongatha High), 1; Allan Barry (Sunshine Tech.), 2; Peter Bigham (Casterton High), 3. (Junior title was decided for the first time last year).

TITLE VENUES

ZONE and repechage final venues for the 1963 Victorian Schoolboys' Cycling Championship are as follows:

Zone Finals: Geelong, Ballarat, Colac, Warrnambool;

Repechage Final: Camperdown.

Zone Finals: Charlton, Swan Hill, Bendigo, Horsham;

Repechage Final: Donald.

Zone Finals: Cobram, Wangaratta, Benalla;

Repechage Final: Shepparton.

Zone Finals: Warragul, Sale, Morwell;

Repechage Final: Leongatha.

In the Melbourne Metropolitan area, there will be five zone finals (North, South, East, West and Dandenong) and one repechage final.



● THE three Payne cycling brothers of Glenroy — (from left) John (21), Jim (16) and Glenroy Tech. title winner Barry (15).

SIMPLIFIED (AND PRACTICAL) GEAR SCHEME FOR 1963 CHAMPIONSHIPS

ONE of the main features of the rules governing the staging of the 1963 Schoolboy Cycling Championships of Victoria is the simplified gear scheme which has been approved.

In past years, some difficulty had been experienced by young cyclists in obtaining the most suitable gear ratio without exceeding the limit by a point or two, or fraction of a point.

The organising committee has now approved the following gears scheme:

In the junior section, the gear limit MUST NOT exceed 72. This gear is obtained by the use of a 48-tooth chain wheel, 18-tooth sprocket, 6½" standard cranks, and 27" wheels.

The gear to be used by competitors in the open section MUST NOT exceed 81. The only difference in equipment to that necessary for 72 gear, as in the junior section, is the use of a 16-tooth sprocket in place of the 18.

The committee authorised these gear limit rules, on the recommendation of the championship organiser, Mr. Ted Waterford, because it was considered most desirable for competitors, especially those in the country areas, to be able to obtain the standard equipment without undue trouble. The simple gear change from the junior to open section limits was also a factor taken into account.

Rules which apply to the junior and open sections of the 1963 Victorian Schoolboys Cycling Championship are as follows:

Junior Section

- Open to all schoolboys under the age of 14 years as at September 30, 1963, although a contestant having his birthday on this date shall be permitted to compete in this section. Birth certificates must be produced if requested.
- A schoolboy, although under 14 years of age, who is a member of or affiliated with a professional cycling club or who has raced as a professional or in an event under professional control, is not eligible to compete.
- Every contestant shall be attending a State, Technical, Secular or Public School as a boarder or day-boy.
- Members of amateur cycling clubs qualifying as above shall be eligible to compete.
- Every cycle in the junior section must have at least one efficient brake, coaster hub brake permitted.

All junior races in the title series must be held over the following distances:

School heats — 3 miles; Zone finals — 4 miles; Repechage zone finals — 4 miles; Victorian grand final — 6 miles

Open Section

- Open to all schoolboys under the age of 16 years as at September 30, 1963, although a contestant having his birthday on this date shall be permitted to compete in this section. Birth certificates must be produced if requested.

- A schoolboy, although under 14 years of age, who is a member of or affiliated with a professional cycling club, or who has raced as a professional or in an event under professional or in an event under professional control, is not eligible to compete.
- Every contestant shall be attending a State, Technical, Secular or Public School as a boarder or day-boy.
- Members of Amateur Cycling Clubs qualifying as above shall be eligible to compete.
- Every cycle in the open section must have two efficient brakes.

Conditions applying to both junior and open sections are:

Entry is free. Such entry must be lodged with the Head Master or Sports Master who has the official school entry form.

The championships are open to any make or brand of bicycle, but the use of singles (tubular tyres) or variable speed gears of all kinds is strictly forbidden. Fixed gear or clutch is optional. In all State finals and in the Australian final competitors' machines to be equipped with brakes as authorised above. Only steel rims and Olympic or Dunlop made tyres and tubes permitted.

All alloy or lightweight fittings shall be strictly prohibited. (Note: The reason for this is to prevent the use of aluminium hand-brakes, chainwheels, cranks (such as Campagnolo, Stronglight etc.), alloy handlebars, seat-pillars and rims. This does not apply to handbrakes and hubs, as cheap hubs and brakes are available in lightweight material).

It is recognised that steel lightweight rims may be used, but not alloy rims.

In every instance a school heat must be conducted. Each school must have a minimum of three entries to compete. Alternatively, in cases where schools have only one or two competitors, they must arrange to combine with another school to enable the boys to contest a heat.

No schoolboy is permitted to compete in the Junior and Open Sections in the one year of the championships.

All State finals and the Australian grand final must be conducted on a closed circuit.

In all cases State grand finals must be held at least two weeks prior to the Australian grand final.

The Council members of the Federation of Wholesale Cycle Traders' and Manufacturers' Associations of Australia reserve the sole right to amend/alter or add to the above Rules and Conditions for the success of the championships.

Distances of the open races are as follow: School heats 4 miles, Zone finals 8 miles, repechage Zone finals 8 miles, Victorian grand final 12 miles, Australian grand final 15 miles.

1963 VICTORIAN TOUR

HERE is the itinerary for Victorian Schoolboy Championships organiser, Mr. Ted Waterford's State tour for the 1963 title series staging.

As in previous years, Mr. Waterford will address cycling club members at the various centres, advising them on their part in the staging of the championships in their area. He will also visit schools in the respective areas to talk to school Sports Masters and Head Masters.

Ballarat: Feb. 11 (night meeting); visits to schools Feb. 11-12.

Geelong: Feb. 14 (night meeting).

Colac: Feb. 15 (night meeting).

C'perdown-Terang: Feb. 16-17 (visits to schools).

Warrnambool: Feb. 18 (night meeting).

Portland-Casterton: Feb. 19 (visits to schools).

Hamilton: Feb. 20 (night meeting).

Horsham: Feb. 21 (night meeting).

St. Arnaud: Feb. 22 (visits to schools).

Donald: Feb. 23 (night meeting).

Charlton: Feb. 24 (visits to schools).

Wycheproof-Birchip: Feb. 25 (visits to schools).

Mildura: Feb. 26 (night meeting); visits to schools Feb. 27.

Swan Hill: Feb. 28 (night meeting).

Kerang-Echuca: March 1 (visits to schools).

Cobram: March 2 (night meeting), March 3.

Yarrawonga-Rutherglen: March 4 (schools).

Wangaratta: March 5 (night meeting)

Benalla: March 6; and 7 (night meeting).

Shepparton: March 8 (night meeting).

Bendigo: March 9; and 10 (night meeting).

Castlemaine: March 11 (visits to schools).

Maryborough: March 12 (night meeting).

Melbourne (North-South): March 13-14 (night meetings).

Warragul: March 15 (night meeting).

Korumburra-Wonthaggi: March 16-17 (visits to schools).

Leongatha: March 18 (night meeting).

Foster-Yarram: March 19 (visits to schools).

Sale: March 20 (night meeting).

Orbost: March 21 (night meeting).

Bairnsdale: March 22 (night meeting).

Maffra and Traralgon: March 23.

Morwell: March 23 (night meeting).



● VICTORIAN Open Schoolboy Cycling Championship grand final placegetters (from left): Alan Burrows (second), Ian Stringer (first), John Weir (third).



● VICTORIAN Junior Schoolboy Cycling Championship grand final placegetters (from left): Alan Love (first), Allan Barry (second), Peter Bigham (third).

THESE VICTORIAN SCHOOLS WON CASH AWARDS

HERE is the list of schools which shared in the 1962 cash awards, a total of £100/16/-. Similar awards will be made to the winning schools during the staging of the 1963 Victorian Schoolboys' Championships.

Junior Section :

Metropolitan School with the biggest entry: Glenroy Technical School (entries received 98)	£7/7/-
Metropolitan School with the second biggest entry: Williamstown Technical School (entries received 97)	£5/5/-
Metropolitan School with the third biggest entry: Watsonia Technical School (entries received 69)	£3/3/-
Country School with the biggest entry: Swan Hill Technical School (entries received 90)	£7/7/-
Country School with the second biggest entry: Ballarat North Technical School (entries received 88)	£5/5/-
Country School with the third biggest entry: Warragul Technical School (entries received 51)	£3/3/-
School attended by Grand Final winner: Leongatha High School (Alan Love)	£10/10/-
School attended by runner-up: Sunshine Technical School (Allan Barry)	£5/5/-
School attended by third placegetter: Casterton High School (Peter Bigham)	£3/3/-

Open Section :

Metropolitan School with the biggest entry: Williamstown Technical School (entries received 188)	£7/7/-
Metropolitan School with the second biggest entry: Glenroy Technical School (entries received 139)	£5/5/-
Metropolitan School with the third biggest entry: Watsonia Technical School (entries received 78)	£3/3/-
Country School with the biggest entry: Ballarat North Technical School (entries received 151)	£7/7/-
Country School with the second biggest entry: Swan Hill Technical School (entries received 99)	£5/5/-
Country School with the third biggest entry: Warragul Technical School (entries received 78)	£3/3/-
School attended by Grand Final winner: Greythorn High School (Ian Stringer)	£10/10/-
School attended by runner-up: Waverley High School (Alan Burrows)	£5/5/-
School attended by third placegetter: Maffra High School (John Weir)	£3/3/-

IAN STRINGER BRINGS NATIONAL TITLE HOME

1962 WAS HISTORY-MAKING YEAR FOR VIC. SCHOOLBOYS' CYCLING

THE success of Victorian schoolboy cyclists Ian Stringer (first) and John Weir (fourth) in the Australian Schoolboy Cycling Championship held at Perth (W.A.) climaxed a history-making year for Victoria.

Apart from the powerfully built Greythorn High School student Ian Stringer giving Victoria its first National title success since the "For the Good of Cycling" committee sponsored the Victorian series in 1957, the year 1962 marked a new record number of entrants in the Victorian championship series, when more than 6000 boys competed.

Victoria's three representatives in the Australian title race, Stringer, Weir and also Alan Burrows, who had beaten Stringer in his zone final and run a good second to him in the State final, are considered by many good judges to be prospects for the Tokyo Olympic Games in 1964, along with 1961 Victorian title winner, Gordon Johnson.

Right on the wheels of the senior schoolboy champions, so far as having promising futures in the bicycle racing game are junior Victorian Schoolboy Championship placegetters, Alan Love (Leongatha High), Allan Barry (Sunshine Technical), and Peter Bigham (Casterton High).

The magnificently staged open and junior finals on the Albert Park Lake circuit on August 26, the culmination of 12 months' organising work, was a tribute to the Director of Promotions for the "For the Good of Cycling" committee, Mr. Ted Waterford, and to the committee as a whole.

The final series was brilliantly presented, with the Lord Mayor of Melbourne (Cr. Maurice Nathan) now Sir Maurice Nathan, congratulating each placegetter in the title events and presenting sashes and garlands of flowers to the winners.

The Federal Minister for Shipping and Transport (Mr. Hubert Opperman), or "Oppy" Australia's never to be forgotten cycling champion of the 1925 to 1939 period, who still thrilled cycling carnival patrons with his ability even after the war following R.A.A.F. service, was a prominent personality on the elevated dais at the finish.

With cycling commentators, Ron Casey (HSV7), Maurie Kirby (GTV9), Alf Brooks (A.B.C.) "Oppy" added his scintillating commentary as the events proceeded.

A feature of the championships was the automatic and enthusiastic action of the winners in reaching for a bottle of milk as a reviver and energy replacer, at the conclusion of events. The milk was provided by the Victorian Milk Board who worked in conjunction with the "For the Good of Cycling" committee to make the title staging possible.

Thrilling Event

The open championship was a thrilling event from start to finish. Against boisterous winds and watched by a crowd of more than 4000, the riders kept up a high average speed. Alan Burrows, who eventually finished second, suffered a fall in the early stages of the event, but quickly made up the leeway lost to regain the field.

● Right — Lord Mayor of Melbourne, Cr. M. Nathan, now Sir Maurice Nathan, places the Victorian open championship victory sash around Ian Stringer.



On the final bend, with about half a mile to travel to the finish, some jostling occurred, due mainly to the strong sidewind.

Ian Stringer, with a brilliant finishing sprint, scored by just over a length from Burrows, with John Weir close up next. After Weir, in order came, Peter Oolep (Dandenong High), Graeme Payne (St. Arnaud High), Rodney James (Belmont High), Lindsay Savage (Frankston Technical), Gary Wileman (Geelong Technical) and Kerry Gawley (Warrnambool High).

Stringer, well spoken, and possessing muscular development synonymous with the sport of cycling, paid tribute to the coaching of former Australian sprint champion cyclist, Jack Fitzgerald after his win.

Polio Victim Wins

Junior title winner, Alan Love from Leongatha High School, demonstrated the value of cycling to a boy crippled with polio, who has the determination to overcome his physical disability.

After being stricken with polio at the age of six years, Alan Love spent some time in hospital.

Taking up cycling to strengthen his leg muscles certainly paid dividends for Alan. Both he and his parents had smiles "a mile wide" as Alan Love mounted the victory dais to receive his award and congratulations from the Lord Mayor of Melbourne.

Even in the actual race Alan Love had to overcome difficulties to win. He fell in the event after only two miles had been covered and showed great courage to regain the field and produce a sizzling sprint to win from Allan Barry (Sunshine Technical) and Peter Bigham (Casterton High) with Douglas Solly (Geelong Technical) close up next just ahead of Allan Robinson (Alvie Consolidated).

A number of exciting supporting events were staged, but the events which had the undivided attention of the big crowd from start to finish and during the presentation ceremonies, were the Victorian junior and open championships.

News pictures and stories in the Melbourne and country newspapers next day testified to the State-wide interest in the Victorian Schoolboys' Championships.

PRINCIPALS AND SPORTSMASTERS: Please loan this publication to all students and schoolboy championships competitors at your school.



● HERE is a section of the crowd of more than 4,000 who watched the 1962 Victorian Schoolboy Cycling Championships stagings on the Albert Park Lake enclosed circuit.

DETAILED RESULTS

Country Zone Finals—

GEELONG: Junior — Douglas Solly Geelong Technical); Open — Gary Wileman (East Geelong Technical).

BALLARAT: Junior — Keith Beattie (Ballarat Junior Technical); Open — Douglas Armstrong (St. Paul's Technical).

CAMPERDOWN: Junior — Allan Robinson (Alvie Consolidated); Open — Kerry Gawley (Warrnambool High).

CASTERTON: Junior — Peter Sandiford (Bendigo Junior Technical); Open — Jeffrey Brown (Kyneton High).

SWAN HILL: Junior — Graeme Teasdale (Kerang High); Open — Robert Longmuir (Swan Hill Technical).

DONALD: Junior — Morris Sunderland (Donald High); Open — Graeme Payne (St. Arnaud High).

WARRAGUL: Junior — Alan Love (Leongatha High); Open — George Kamphuis (Morwell Technical).

BAIRNSDALE: Junior—David Roderick (Paynesville State No. 2343); Open—John Weir (Maffra High).

DANDENONG: Junior — Joe Petrouskas (Oakleigh Technical); Open — Lindsay Savage (Noble Park Technical).

WANGARATTA: Junior — Brian Wagner (Benalla Technical); Open — Gary Stopar (Wangaratta High).

SHEPPARTON: Junior — Peter Grahame (Shepparton Technical); Open — Anthony Paton (St. Joseph's Catholic, Cobram).

ECHUCA: Junior — William Glanville (Echuca High); Open — Brian Kirchofer (Echuca Technical).

Metropolitan Zone Finals—

NORTHERN: Junior—Donald McKay (Preston Technical); Open — Eric Dodd (Brunswick Technical).

SOUTHERN: Junior — Robert Treverton (Jordanville Technical); Open — Alan Burrows (Waverly High).

EASTERN: Junior — Donald Campbell (Collingwood Technical); Open — Kevin Reeve (Collingwood Technical).

WESTERN: Junior — Allan Barry (Sunshine Technical); Open — James Dunn (Sunshine High).

FRANKSTON: Junior — Philip Whiting (Aspendale Technical); Open — John Savage (Frankston Technical).

Country Repechage Finals—

COLAC: Junior — Peter Kavanagh (St. Thomas' College, Terang); Rodney James (Belmont High).

CHARLTON: Junior — Desmond Lanyon (St. Joseph's College, Charlton); Open — Colin Smith (Wedderburn High).

MORWELL: Junior — Ron Addison (Warragul High); Open — Peter Oolep (Dandenong High).

COBRAM: Junior — William Campbell (Cobram Consolidated); Open — Dennis Wapling (Benalla High).

Metropolitan Repechage Final—

Junior — James Watson (Williamstown Technical); Open — Ian Stringer (Greythorn High).

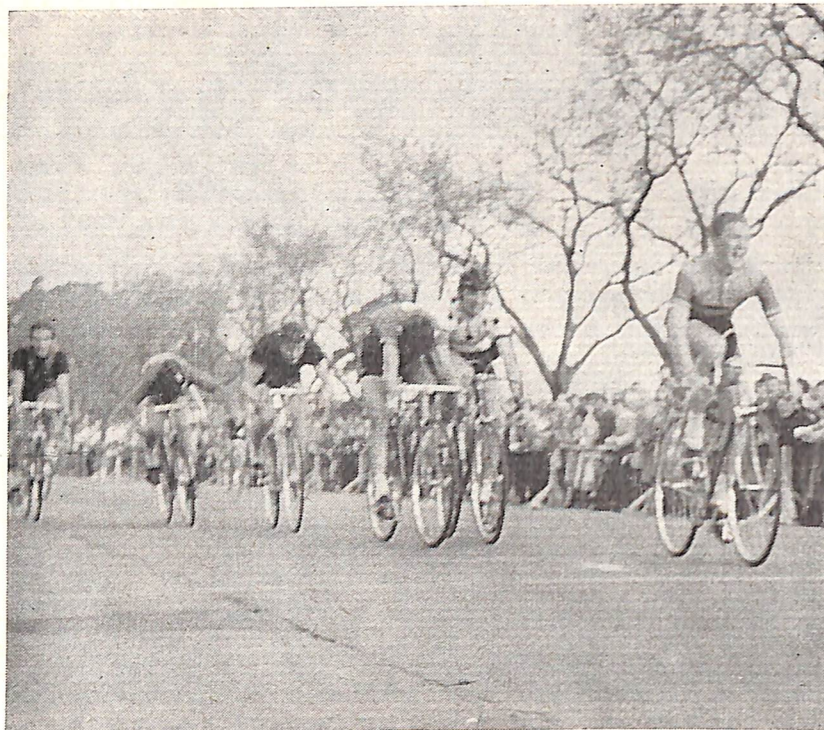
Victorian Schoolboys' Championship—

Junior — Alan Love (Leongatha High) 1, Allan Barry (Sunshine Technical) 2, Peter Bigham (Casterton High) 3. Time for six miles distance: 16 minutes, 58 seconds. Margins: 2 lengths, 1 length.

Open — Ian Stringer (Greythorn High) 1, Alan Burrows (Waverly High) 2, John Weir (Maffra High) 3. Time for 12 miles distance: 34 minutes, 55 seconds. Margins: 1 length, $\frac{1}{2}$ length.

Championship of Australia—

Ian Stringer (Vic.) 1; Allan Dudley (W.A.) 2; Robert Taylor (W.A.) 3; John Weir (Vic.) 4. Time for 15 miles: 53 minutes, 16.2 seconds. Wining margins: 3 lengths, length, $\frac{1}{2}$ length.



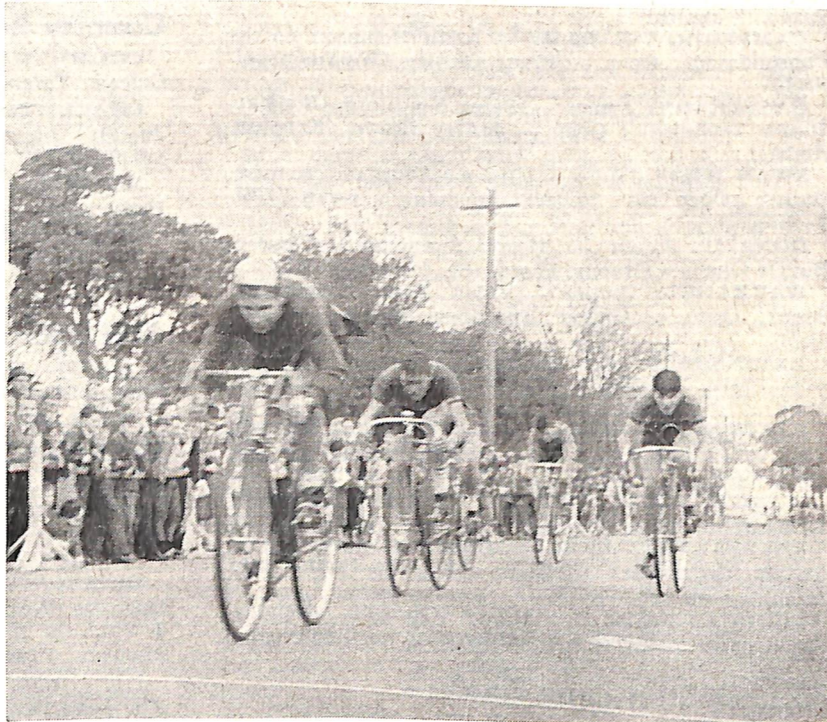
● A JUBILANT Ian Stringer (right) crosses the finishing line a length ahead of Alan Burrows (dark singlet) and John Weir, to win the Victorian Open Schoolboy Cycling Championship grand final on the Albert Park Lake circuit. Peter Oolep (fourth) is obscured by Weir while Grame Payne (dark singlet) was fifth. Stringer later won the Australian grand final at Perth, W.A., with Weir a close fourth.



● DUAL titlwiner, Ian Stringer, whom good cycling judges including A.B.C. commentator and noted cycling authority Alf Brooks rates as a prospect for representative honours at the Tokyo Olympic Games next year, along with 1961 Victorian Schoolboy Cycling Championship winner Gordon Johnson.

Veteran at 10 Years

ONE of the youngest and keenest competitors in the State schoolboys' championship is 10-year-old Preston Forster of Colac, who has competed in the last three annual series. Since he rode in the first title event at the age of eight years, Preston has been a regular competitor in Colac Amateur Cycling Club sub-junior events and actually won the road aggregate in the 1961 season. The best performance by this diminutive young "Patto" (he is only 4' 9½" in height at the moment) was to win the annual "all-in" 23 miles around Lake Colac road race about 15 months ago, riding 61 gear with 5½" cranks. A pupil of Colac South-West State School, Preston Forster is well on the way to setting a unique record in Victorian Schoolboy Cycling Championships.



● ALAN LOVE who recovered from a mishap during the race, was the Victorian Junior Schoolboy Cycling Championship winner at Albert Park by two lengths from Allan Barry with Peter Bigham (right) in third place. Douglas Solly (obscured by Barry) was fourth.

FORMER SCHOOLBOY CYCLING CHAMPION WAS BEHIND OUR FOUR GOLD MEDALS

A LIFETIME of cycling knowledge gained by a former schoolboy champion, later to attain National fame, was behind the clean sweep of four Gold Medals at the British Empire and Commonwealth Games in Perth last November.

That lifetime of knowledge was transmitted to our four top medal winners, Tom Harrison (sprint), Peter Bartels (time trial), Doug Adams (10 mile) and Max Langshaw (pursuit) by coach Bill Guyatt, one of the fastest and cleverest riders ever produced in Australia.

Graduating from the family training track at sale in Victoria (brother Herb was a top class road and track champion) Billy Guyatt first made the Australian bicycle racing world headlines when he defeated French junior champions, George Souliac and Guy Berthou in a special Australian championship event held on the Bondi Esplanade (Sydney) in 1936. Although the field included champions from many districts besides the French stars, it was the boy from One Tree Hill (he was born there) who flashed across the finishing line first to the cheers of the enormous crowd present.

But little did the spectators present realise what a meteoric career lay ahead of this slim youngster of the flashing pedals who had first represented the Sale district in championships at 13 years.

Winning race after race on the North Essendon board track in Melbourne, the 16-year-old champion soon became the idol of Victorian cycling followers and acknowledged the probable representative for Australia in the 1938 Empire Games sprint championship.

Games Bombshell

The series in Sydney promised to be the best yet held in the Empire, with the second world war 18 months away and far from the thoughts of Australians. Then came the bombshell.

On the eve of final selections for the Australian team Billy Guyatt was declared a professional because he had accepted a money prize of a few shillings at a Sale district meeting before he had reached the age of 16 years.

History recorded how 1932 Olympian time trial champion Duncan Gray won the Empire Games 1000 metre sprint championship, and his sprint rival, also from Sydney, Bob Porter, who finished second in the sprint, take out the time trial championship.

Accepting the professionalism that had been thrust upon him, Billy Guyatt began to dominate Australian professional cycling, particularly in the match race sphere in which he soon had the remarkable record of 40 successive wins.

Meeting all challengers, including the best imports from Italy, France, England and Denmark, Guyatt reigned supreme showing superlative speed that caused even the great Bob Spears, winner of the world sprint title at Antwerp in 1920, to name him as a super speedster.

Only Mickey Francoise of USA was able to lower the flying Victorian's colors (at the Sydney Sports Arena) but young Billy quickly avenged that defeat with a straight heats victory in a return match.

During the war period, Guyatt, exempt from the forces because of flat feet, showed how fast even a flat-footed cyclist can push the pedals around by thrilling thousands of servicemen and their families



● BILL GUYATT wins another race on the Melbourne Velodrome after making a comeback at 34 years of age. He is riding in the famous Phar Lap colours of red, black and white hooped sleeves which he wore with great distinction throughout his long cycling career.

each week at special patriotic carnivals held on the Sydney sports ground each Sunday to aid Boys' Town at Engadine.

His feats against Ray Brooking, Jack Walsh, Angus Starr and a host of other champions during that period were considered by experts in the game to be good enough to win a world title for Australia.

Misfortune Overseas

After again proving himself undisputed Australian champion in the period following the war's end, Billy Guyatt journeyed overseas to try his luck. Unfortunately he contracted a serious bout of jaundice sickness on his first trip and had to return home without getting a real chance to show his talent.

The following year he set out again and after registering a win against Reg Harris in one race (Harris is one of the all-time greats of world sprint champions) and photo-finishing with Aries Van Vliet, the Dutch champion on the Parc de Princes track in Paris, misfortune again crossed the Guyatt path. Riding in a teams' event with an American partner, the riders clashed on a change with the result that the American's pedal cut into Guyatt's

● Continued on Back Page

AWARD WINNER, WILLIAMSTOWN TECH., "THE SPORTING CHAMPION," IS SELF-HELP SCHOOL.

BESIDES being a premier school in several sports, including football, baseball and lacrosse, Williamstown Technical School, winner of a special award in the 1962 Victorian Schoolboys' Cycling Championship, is a "self-help" school.

Among projects completed by students at this attractive school which, thanks to the student gardeners is a picture for most of the year, is a spacious and tradesman-like built cycling shed.

The Principal, Mr. Alfred W. Treweek, a former all-round sportsman who was an accomplished bowler with the Richmond Cricket Club for a number of years, has encouraged the boys in this "self help" program of practical work experience since the school was first begun in 1955.

The Williamstown Technical School, situated only a virtual stone's throw from the shores of Port Phillip Bay, won the award for having the most entrants (188) in the open section of the State Schoolboy Cycling Championships. The school also had 97 entrants in the junior section to be beaten by only one by Glenroy Technical School.

The win by Williamstown Technical School was all the more meritorious when it is considered that no amateur cycling club exists in the locality, only a professional club.

Problems

Sports Master at Williamstown, Mr. Norman Emerson, who is justly proud of his school's winning performances in many sports, had a number of problems to cope with in staging the school's heats.

Having no cycle track in the immediate vicinity, and, according to Mr. Emerson, being without police assistance for the staging of the heats, the effort of the schoolteachers in holding the races, competed in by about 400 of the school's cycling students, was no mean feat.

The organisers of the school event, which was completed on just one day, observed the best possible safety precautions during the staging of the heats and finals in a thickly populated and busy industrial area.

"Sold" on Cycling

Winner of the open section at the Williamstown school was Bruce Atkinson, previously a misfit so far as a special sport was concerned. Bruce is now "sold" on cycling. Junior section winner was James Watson, a good all-round young sportsman.

Most of the 400 cycling students at the Williamstown Technical School, who represent almost two-thirds of the school's approximately 640 students, possess only roadster machines.

The self-help program at the school actually was initiated in 1955 when the first group of students, numbering about 290, helped with the preparation work on the almost virgin block of land allotted the school.

Unbeaten

As sports champions, the Williamstown Technical School takes some beating. At lacrosse, the school is



● Mr. Alfred W. Treweek, Principal, Williamstown Tech. ● Mr. Norman Emerson, Sports Master, Williamstown Tech.

undisputed champion, having been unbeaten for five years.

Last year the school not only won the lacrosse title, but were also metropolitan champions at football and baseball in competition with 45 district technical schools.

The baseball premiership has also deservedly come the way of Williamstown Technical School for the past two years.

It was at football that the school defeated the local High School and, a matter for special pride, the Williamstown Thirds senior team. They also conquered the local high school at cricket.

During the year, in an inter-district match, the Williamstown school defeated North Central premiers, Ballarat North Technical School, at football and baseball.

The seaside school also won the Western Suburbs lightning football premiership competition conducted in the 1961 season.

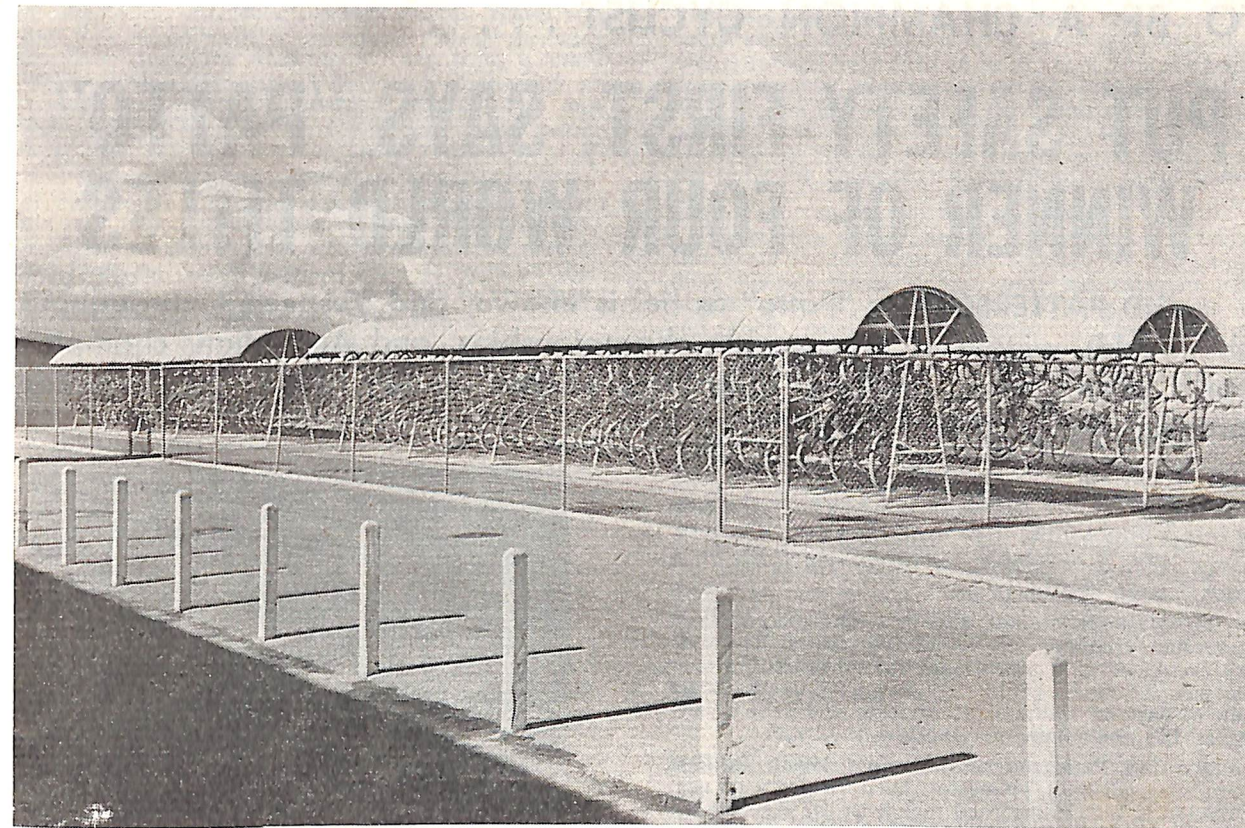
Perhaps the State Schoolboy Cycling Championship will be won by a Williamstown Technical School student this year to add further laurels to the school's proud record in sport.

High Standard

The first group of students at this school which goes to Form V, have completed their diplomas and are ready to make their mark on the business, and industrial world outside.

Students exhibits won first and second prizes in the turning and fitting sections at this year's Royal Melbourne Show, indicating the high standard of education available. The school also provided two winners in the open art section at the Show.

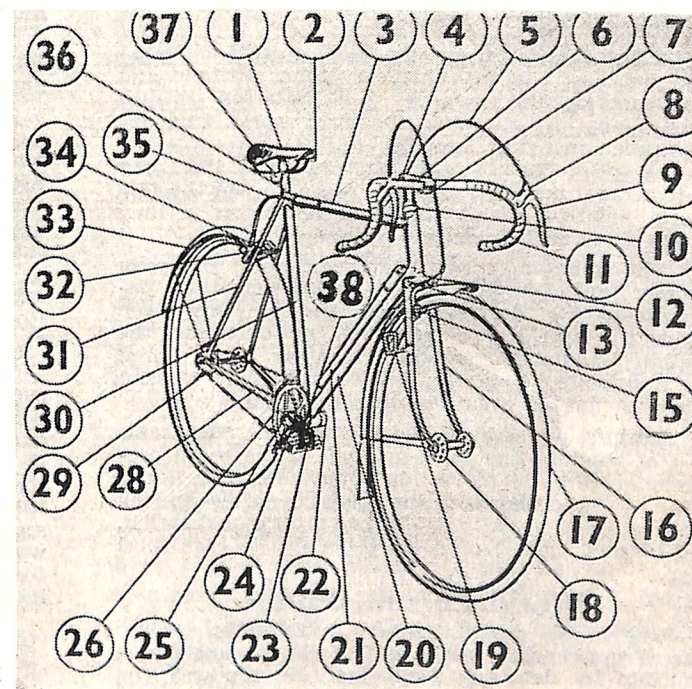
One only has to look at the well-stocked bicycle shed at the Williamstown Technical School to know that cycling is a "must" for this premier sporting school's sport curriculum.



● THE students of Williamstown Technical School constructed this well-fitted and tidy bicycle shed at the rear of the school from supplied fabrications. The shed houses all of the school's bicycles totalling nearly 400.

KNOW YOUR BICYCLE PARTS

1—Saddle (with cutaway sides for racing). 2—Saddle tension nut. 3—Top tube, or cross bar. 4—Expander bolt for handlebar extension. To remove handlebars, loosen bolt slightly and gently tap down. 5—Brake cable. 6—Handlebar extension. 7—Nut and bolt for adjusting handlebar position. 8—Brake hood. 9—Brake lever. 10—Top headrace. 11—Handlebar grip. 12—Bottom headrace (To oil headraces, turn bicycle upside down and insert oil into lower race, turning fork). 13—Fork crown. 15—Front brake shoe. 16—Front fork. 17—Front tyre (or single tube, if fitted). 18—Front hub. 19—Bracket for front lamp (removed for racing). 20—Down tube. 21—Pump (often fitted to seat tube). 22—Bottom bracket adjustment ring. 23—Pedal. 24—Crank. 25—Cotter pin (hold chain wheel, crank to bottom bracket axle). 26—Chain wheel (remove screws to change). 28—Chain stay (or rear stay). 29—Sprocket. 30—Seat tube. 31—Rear fork, or seat stay. 32—Nut and bolt for adjusting brake cable. 33—Mudguard. 34—Brake centre bolt. 35—Rear brake cable (keep bends smooth). 36—Saddle pillar. 37—Saddle fixing clip (loosen BOTH nuts to adjust). 38—Toe clip and strap (on pedal for racing).



Variable gears are not permitted in the Victorian Schoolboy Cycling Championships. Limits are: Open—81 (48 x 16); Junior—76 (48 x 17).

TO BE A CHAMPION CYCLIST . . .

PUT SAFETY FIRST, SAYS "PATTO" WINNER OF FOUR WORLD TITLES

SID PATTERSON (or "Patto" as he is known and respected throughout the world), winner of four world's championships and Australian champion for a longer period than any in history, advises Safety First in any training program for cyclists.

"Train early in the morning before increasing traffic on the roads poses extreme danger. If this is impossible, then train on a circuit where traffic is at a minimum, or otherwise train on a track," says "Patto."

At 35 years of age, and still undisputed No. 1 Australian champion in handicap, scratch and six-day events, after a sensational career extending over the past 22 years, genial Sid Patterson is the ideal man to pass on training information and general advice to the champions of tomorrow.

The Sid Patterson cycling story began in 1940 when the well-built youngster, then 13 years of age, competed in a 25 miles' road race with the Kensington amateur club. Graduating through the junior amateur ranks (he won the junior 25 miles' road championship of Victoria at only 15 years of age) Sid Patterson emerged as the dominant amateur champion in an era when such champions as Charlie Bazzano, Hec Sutherland, Keith Reynolds and the late Russell Mockridge were competitors for top honours.

In 1946, at the first Australian championship track carnival following the end of the war, after he had been thrilling crowds at the North Essendon board track in his junior years, Sid Patterson won three of the four championships at the age of 18 years.

Three years later, after proving a great ambassador for Australia with his easy-going attitude and un-temperamental manner, Sid Patterson thrilled Australians by annexing the first world title for Australia since the late Bob Spears was successful in the sprint championship at Antwerp in 1920. Sid defeated Jacques Bellenger of France, to win the 1949 world amateur sprint championship before a huge crowd at Ordrup track in Copenhagen.

The following year "Patto" showed European cycling fans a sample of his racing versatility demonstrated to Australians for the previous seven years in top class competition, by defeating the Italian Gandini in the world amateur pursuit final. He had beaten Gandini's fellow-countryman Messina (favorite for the event) in the semi-final.

Turning professional, Sid achieved the remarkable feat of reaching the three-up final of the world professional sprint championship. Opposed by Reg Harris (Eng.) — "the man with the gearbox legs" — and his old rival Bellenger who had turned professional earlier, Sid finished close behind the other two to take third place.

World Pursuit Double

One of his greatest efforts in European cycling was to win the 1952 world professional pursuit championship by defeating Bevilacqua. He repeated the dose the following year at Zurich (Switzerland) to



★ SID PATTERSON (left) gets up on the line to defeat another prolific winner of championships, Mac Sloane of Tasmania.

win the title from Neilsen of Denmark, another great pursuit champion.

Altogether, Sid Patterson made six trips to Europe sandwiching them in between busy Australian track racing seasons where he won big events in all States. After a temporary "retirement", Sid returned to Australian cycling to compete in road races, a new field for him in senior company. However, he soon showed his mastery at this gruelling phase of cycling by winning the Victorian road championship in 1959 and being narrowly beaten the same year by Fred Roche (N.S.W.) in the Australian championship held at Orange. He also won a Tasmanian Tour.

When it comes to six-day racing, "Patto" shows such dominance that the usual question is not who will win, but who will beat "Patto" and his partner, and how. A veteran of 34 six-day races, and winner of nine of the richest including the famous Paris Six, when partnered by two other famous Australians, Reg (Roger) Arnold and Russell Mockridge, the trio scored an historic victory over the best riders in the world, "Patto" has also been among the first four teams to finish in most other six-day events, regardless of his partner's condition or ability.

25 Years' Racing Target

For the past two seasons (he hopes to complete two more after this year) "Patto" has shown all his

old brilliance to record victory after victory in events big and small. Following his 1962 Austral Wheel win from scratch, he made it a unique double by winning the 1962 Melbourne Cup on Wheels from a star-studded field. With Aries Van Vliet at the top at 41 years, Jan Derksen (43), Oscar Plattner (40) and Roger Arnold (38), "Patto" is confident he can retain top form in Australia until he finally retires.

Sid advises young cyclists to train with riders of near-equal ability or, if possible, a shade better. He says that, depending on physical attributes and conditions, cyclists from 16 years onwards should not hesitate to ride gears of from 84 to 88 on the track. Later, when fully matured, it will be necessary on occasions to ride gears a little bigger.

So long as the food eaten by youngsters is nutritional and that eaten on race days is grilled, where applicable, Sid has no strict rules on the subject. "Mum probably knows best," says the champion.

Stressing that rest and training combine together to make champions, Sid Patterson offers these tables of training schedules to the beginner, the maturing cyclist, and to the cyclist engaged in regular and hard competition.

"The racing cyclist should always remember that he trains to race. His best efforts should be reserved for competition on the track or road.

"Discover the phase of cycling which suits you best (sprint, pursuit or general track handicap and scratch events, or road racing) and you will have taken one essential step towards becoming a champion in that particular sphere," says Australia's most famous cycling champion, Sid Patterson.

WEEKLY TRAINING SCHEDULES

12 to 15 Years—

	1st wk.	2nd wk.	3rd wk.	4th. wk.	5th wk.	6th wk.
Sunday	8m.	10m.	10m.	12m.	12m.	12m.
Monday	8m.	10m.	10m.	12m.	12m.	15m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Tuesday	10m.	12m.	15m.	15m.	18m.	20m.
Wednesday	8m.	10m.	10m.	12m.	12m.	15m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Thursday	8m.	10m.	10m.	12m.	12m.	15m.
Friday	12m.	15m.	15m.	15m.	18m.	20m.

After the six-weeks' program has been completed, and the young cyclist is ready to race, the Friday schedule can be deleted in favor of a rest day in preparation for races the following day. Until the six weeks' conditioning program is completed, Saturday may be treated as a rest day. If the young cyclist adheres strictly to the training table as shown, he should have attained sufficient fitness to enable him to contest registered sub-junior races and any school-boy events. Many youngsters who possess natural ability will win races on far less training than that shown.

Should the weather be adverse enough to make training on the road or track hazardous, the young cyclist may undergo steady roller training or else a program of exercises at home. Later, when a more serious attitude to training and racing is developed, the training program should be strictly adhered to, regardless of weather conditions, but still with the utmost safety precautions being taken.

15 to 18 Years—

	1st wk.	2nd wk.	3rd wk.	4th. wk.	5th wk.	6th wk.
Sunday	15m.	18m.	20m.	25m.	25m.	30m.
Monday	15m.	18m.	20m.	25m.	25m.	30m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Tuesday	20m.	23m.	30m.	30m.	35m.	45m.
Wednesday	15m.	18m.	20m.	25m.	25m.	30m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Thursday	15m.	18m.	20m.	25m.	25m.	30m.
Friday	25m.	30m.	30m.	30m.	35m.	45m.

This also is a six weeks' conditioning program. Once Saturday racing is commenced, whether it be short events for the under 16 years lads, or longer events for the boys aged 16 to 18 years, Friday should become a rest day, with no training. Friday's schedule will then become Thursday's, Thursday's will be Wednesday's and so on, with Monday's schedule being observed on Sunday. There should be no training on the Saturday (race day) apart from the usual warm-up runs.

Depending on age, ability, opportunity, and facilities available for racing and training in the immediate district, riders in the above age category may find it necessary to alter the training schedule to suit their particular requirements. The schedule listed is basically for the young maturing cyclist who is determined to make a bid for championship honours in cycling, in the hope that one day he may attain a standard which will merit his selection as a representative of his country in Olympic or Commonwealth Games. Before this honour will come the State and Australian championship events' competition in which should be every cyclist's ambition.

It is important that a low gear (69-72) be used for the Friday training schedule which should be ridden at mostly just short of racing speed. Gears used on other days during road training should be 76 or less (with singles).

18 to 22 Years—

	1st wk.	2nd wk.	3rd wk.	4th. wk.	5th wk.	6th wk.
Sunday	20m.	25m.	25m.	35m.	40m.	45m.
Monday	20m.	25m.	25m.	35m.	40m.	45m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Tuesday	25m.	30m.	35m.	40m.	45m.	60m.
Wednesday	20m.	25m.	25m.	35m.	40m.	50m.
Thursday	20m.	25m.	25m.	35m.	40m.	50m.
	(slow)	(slow)	(slow)	(slow)	(slow)	(slow)
Friday	35m.	40m.	45m.	45m.	50m.	80m.

This conditioning program for riders aged from 18 to 22 years, will fit them for road racing or for extensive track racing carnivals. Training from after the commencement of such racing will depend on the length of the road races, and also the number of track events to be competed in each week, and track training facilities available. When riders are competing in track events at least twice a week, the schedule will have to be altered so as the racing day becomes a substitute for a training day. As with the previous tables, once racing is commenced, Friday becomes a rest day (with Saturday racing) and the training schedule put back accordingly.

By the time a cyclist reaches the 18 to 22 years of age period, he is usually well set on his cycling career and knows what his ambitions are and often, the limits of his ability. However, it is worth remembering that constant training over a period of years will often result in a "moderate" cyclist becoming a near champion because of his application as well as other maturing physical factors.

Training on the last day of the above schedule should be carried out with a low gear for the first three weeks, when the ride will be comparatively fast, while for road racing, training on the last day in each week of the above schedule should be carried out at a reasonably fast rate and on a low gear (69-72). For road racers, the multiple racing gears should be fitted and used during the last three weeks of the Friday training.

SAFETY BICYCLE DESIGN IS RESULT OF CENTURIES OF EXPERIMENTS

ALTHOUGH a few months ago an English inventor patented a new bicycle design (smaller wheels and sprung frame), it is generally agreed that the design and composition of the "safety" bicycle—in vogue for the past 70 years—is the ultimate so far as speed, comfort and dependability combined, are concerned.

This was not achieved overnight, but as a result of experiments on the racing track and in the factory, extending over a period of almost 200 years.

In fact, there was even mention of a two-wheeled vehicle, propelled scooter-style, in the days of the Babylonian ruler, Nebuchadnezzar, when Shadrach, Meshach and Abed-nego made their escape from old Neb.

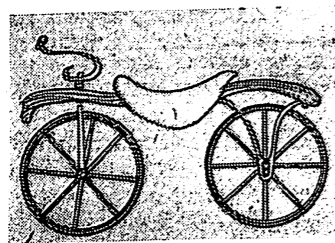
Continuing the scooter-style theme, the velocipede made its appearance in about the year 1779, to be superseded a few years later by the celeripede, which had controllable steering. Karl Drais von Sauerbronn stole the existing market for this type of conveyance shortly after when he introduced his Draisienne, another variation of the scooter machines where the rider sat astride "horse-fashion" and propelled himself along with both legs.

Frenchman, Louis Gompertz allowed for use of the arms instead of the legs, in his bicycle invented about 1821.

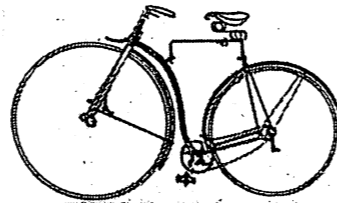
But it was a Scottish blacksmith, Kirkpatrick Macmillan, who first evolved the one leg after the other method of bicycle propulsion. In 1834 Kirk fitted pedals to the rear axle of his tricycle, following this up six years later on a Draisienne machine. The Macmillan bicycle had a rear wheel of 40" diameter and a front wheel of 30" diameter, somewhat resembling the bicycles used in motor pacing events today. It was fitted with wooden wheels and iron tyres.

Unfortunately, Macmillan's machine was not recognised for its full worth and potential and bicycle development branched in another direction before finally returning to a design not unlike Macmillan's.

A French coach-builder, Pierre Michaux improved the popular "hobby-horse" or velocifere, by adding footrests, to enable the rider to rest going downhill. Developing the idea a bit further, Pierre added two cranks to the front wheel "like my grindstone," and the first "boneshaker" was born. Pierre Michaux had manufactured and sold 144 of these bicycles by 1863.



● A Hobbyhorse



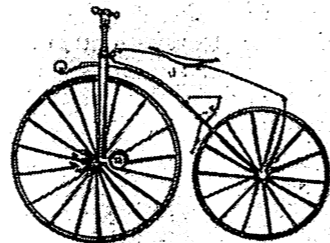
● The Rover Safety

One of his employees, Pierre Lallement, built so many "boneshakers" or velocipedes in America soon after, that he was regarded for many years as the original inventor.

In 1865, Rene and Aime Olivier, riding Michaux machines, made the journey from Paris to Avignon, nearly 450 road miles, in eight days.

An Englishman, James Moore, who was working at Chantilly as a veterinary surgeon at the time, won the first bicycle race ever staged in the world, at Paris on May 31, 1868.

Within 12 months, the "Age of Velocipedes" had arrived, and in England, America and on the Continent, velocipede riding became extremely popular. The "old ordinary" or penny-farthing bicycle, developed directly from the velocipede because of the practice of making the front wheels much bigger for tall riders.



● A Velocipede or Boneshaker

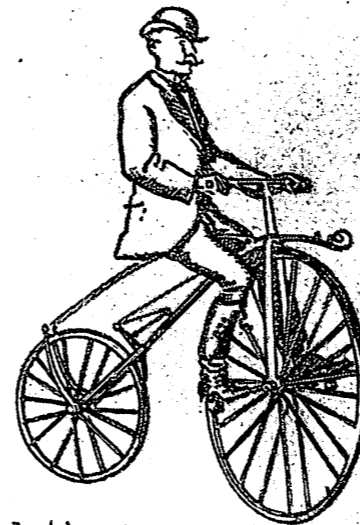
A famous rider of the day in England, John Keen, found he had to change from riding a bicycle with a front wheel of 38" diameter, to one with a 57" diameter (the penny of the penny-farthing bicycle) in order to keep up with his racing compatriots.

Astride a penny-farthing, Englishman H. L. Cortis rode 20 miles and 300 yards in an hour — quite a feat on the unmade roads of that era.

A revolution occurred in the bicycle industry in 1885 when the Rover Safety bicycle appeared to sweep the penny-farthing from popularity.

Revolution

The "safety" title was bestowed because of the sudden spills which often occurred with the high penny-farthing bicycles when the front wheel hit a stone on the road. With the smaller front wheel, coupled with the standard chain and rear wheel drive used today, the Rover Safety indeed was an accident-saver. Despite the introduction of front wheel inter-meshing gearing on penny-farthing bicycles, their days were numbered. Nevertheless, many exciting races were witnessed with these machines when speeds approaching those by riders of the present day were seen.



◀ BONESHAKER

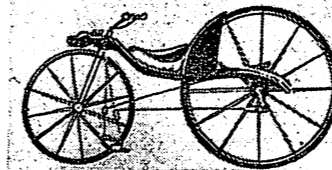
BONEBREAKER ▶

● GENTLEMAN rider astride a Boneshaker (left) complete with knee-length boots and bowler "crash" hat. Dressed for a Sunday afternoon spin is this debonair penny-farthing cyclist (right). Whereas the Boneshaker resulted in a boneshaking ride with the solid wooden and iron wheels, the penny-farthing often caused bone-breaks when the rider fell from his lofty perch.



Since 1885, there has been no spectacular change in the design of the safety bicycle, although the component parts have been improved to perfection standards. Tangent spoking was patented in 1874, a factor which added immeasurably to the strength of wheels.

The most significant event in the history of the bicycle, in fact in the history of all wheeled vehicles, occurred in 1888 when John Boyd Dunlop, a Belfast veterinary surgeon fitted an air-tube, or pneumatic tyre, to a bicycle wheel and found that it ran farther and faster than with the solid rubber tyres in vogue.



● Macmillan's Machine

But one man, the winner of the All-England cycling championship held in 1898, threatened to put an end to the pneumatic tyre's adoption on all wheeled vehicles, including the family motor car, by being the only solid rubber tyre user in the race. Fortunately, the air-type survived the crisis.

Golden Age

At the start of the Golden Age of Cycling, when crowds of 40,000 were attracted to big cycling races throughout the world and it became the fashionable thing to do for everyone to ride for health and beauty's sake, a speed exponent, Charlie Murphy, accomplished a remarkable feat.

In 1899, Murphy followed a train on a specially laid-down board track to cover a mile in 57½ seconds, or more than 60 mph.

Contrast this paced feat with those of Alfred Letourner, a French professional who reached 108.92 mph on a Californian highway behind a midget racing car, and the effort of Belgian Josef Mithuet in 1951, who reached the amazing speed of 129.6 m.p.h. while riding behind a super-charged motor cycle. It took Mithuet a mile to wind up his big gear and another mile to slow down.

The fastest unpaced speed ever attained is probably the 10.6 seconds for 200 metres by present world professional sprint champion Tony Maspes, a time which is equal to more than 42 mph.

Our own champions, Bill Guyatt, Sid Patterson and Russell Mockridge were only just short of this speed at their top.

One thing is certain; the development of the bicycle and its component parts, is far ahead of the maximum strength needed to withstand man's pedalling power.

Just as competition in the fields of aviation and automobile racing resulted in improved design and greater safety factors, so competition has played its part in the evolution of a safe, dependable and economical bicycle.

NEW BICYCLE DESIGN MAKES APPEARANCE

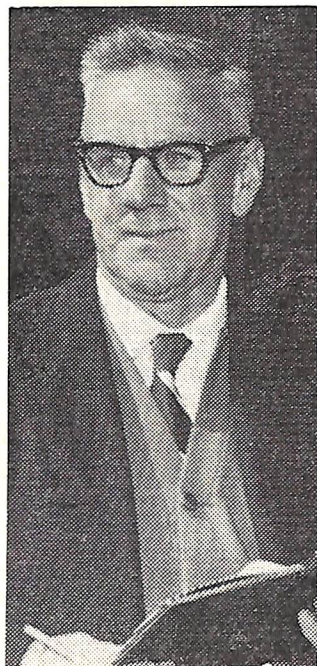
AFTER almost 70 years of basically unchanged design, the bicycle may take on a new shape if a new machine produced by a leading British car designing engineer, Mr. Alex Moulton, catches on. Mr. Moulton has designed and manufactured at Wiltshire (Eng.) a bicycle whose two wheels measure only 16in. in diameter, compared with today's standard 27in. It has narrow high-pressure tyres and rubber suspension units built into the frame, fore and aft, to absorb road shocks.

The designer claims that it will be ideal for the city commuter, as well as being capable of great speeds while affording the cyclist utmost comfort.

Kirkpatrick "Pate" Macmillan, who invented the first modern-styled bicycle in 1839 when he attained the then horrifying speed of 7 m.p.h. (twice that of the first motor car) on a machine weighing 57 lb., would probably snub his nose at this latest innovation and proceed to invent something more "earth-shaking."

The Macmillans and the Moultons will ensure that the bicycle, still the cheapest and most healthful form of transport available, will be with us even unto the space age.

V.A.C.U. President Tributes School Cycling Titles



● Mr. C. CURTIN,
V.A.C.U. President

OFFICIALS and members of the Victorian Amateur Cyclists' Union recognise the wonderful work the "For the Good of Cycling" committee, the Victorian Milk Board and Victorian Schoolboy Championships organiser, Mr Ted Waterford, are doing for the cycling game and for the boys themselves.

We realise that without a regular source of cycling talent from the schoolboy ranks, cycling in this country would be in dire straits.

To the Education Department authorities we offer our sincere thanks for the ready co-operation that is always available, and also trust that the time is not far distant when many more schools will make provision for cycling in the regular weekly sports program.

Our thanks are also due to the Police Department, whose members are ever helpful and always stress that safety comes first in any staging of bicycle races, on the State's roads or on enclosed tracks.

The growth of the Victorian Schoolboy Cycling Championships series in this State is an example to other States. Similar growth throughout Australia could see Australia emerge as one of the top cycling countries of the world. That the potential is here is evidenced by the champions produced in the past, many of whom have won events in world-class company in Europe and Australia, and other overseas countries.

If our success at the Commonwealth Games in Perth, where we gained four of the five Gold Medals, is to continue at the Tokyo Olympics, it will be the products of the schoolboy championships that will bring victory. This success will be a matter of pride for everyone who participates in any way with the annual staging of the championships, and in the encouragement of schoolboy cycling in general.

CHRIS CURTIN,
President V.A.C.U.

BILL GUYATT'S CAREER

(Continued)

head rendering him unconscious. After a long spell in hospital following being unconscious for about 10 days, a disappointed Bill Guyatt returned home once again.

Amassing a long list of wheel race and championship wins Guyatt showed at Fremantle in the 1949 series what great powers of concentrated ability he had by annexing the mile, five-mile and half-mile championships in quick and brilliant fashion following a surprise defeat in the sprint heat by unknown Jim Schirmer of Queensland. Champion of champions after losing at his pet type of event — the sprint match.

Space here does not permit justice to be done to Bill Guyatt's wonderful career. All who were privileged to race against him or see him at his best have no doubt that he was the fastest and headiest sprint rider we have ever produced in this country.

Winner of two six-day races, partnered by Ray Brooking and Jack Walsh, and coached by the famous "Speed" Morgan, Guyatt proved he possessed stamina, courage and speed.

Comeback Triumph

Following a lay-off for two years, Guyatt decided to make a comeback to the sport at the age of 34 years. Melbourne promoter Mr. Ted Waterford, then in charge of a booming North Essendon track, gave Billy an ultimatum:

"Win Australia's most famous road race, the 164 miles Melbourne to Warrnambool and I'll give you a contract!"

Matching stamina with 140 of the best road riders in Australia, the former track champion found himself opposed to a star-studded bunch of almost 50 riders for the final sprint into Warrnambool. Unleashing one of his typically electrifying bursts, Billy Guyatt swept past international road and track champion Roger Arnold to win the classic event by lengths from NSW champion Don Williams and Victorian all-round evergreen star Ken Stewart, an Austral winner.

Two more track seasons saw Guyatt remain on the top rung of the cycling tree, lowering his colors by inches only to world champion Sid Patterson in a match race. A wonderful effort in view of his retirement.

The super speed Bill Guyatt was capable of at his best can be seen by his 10 2/5 seconds for a "flying furlong" on the Sydney Sports Arena in 1941.

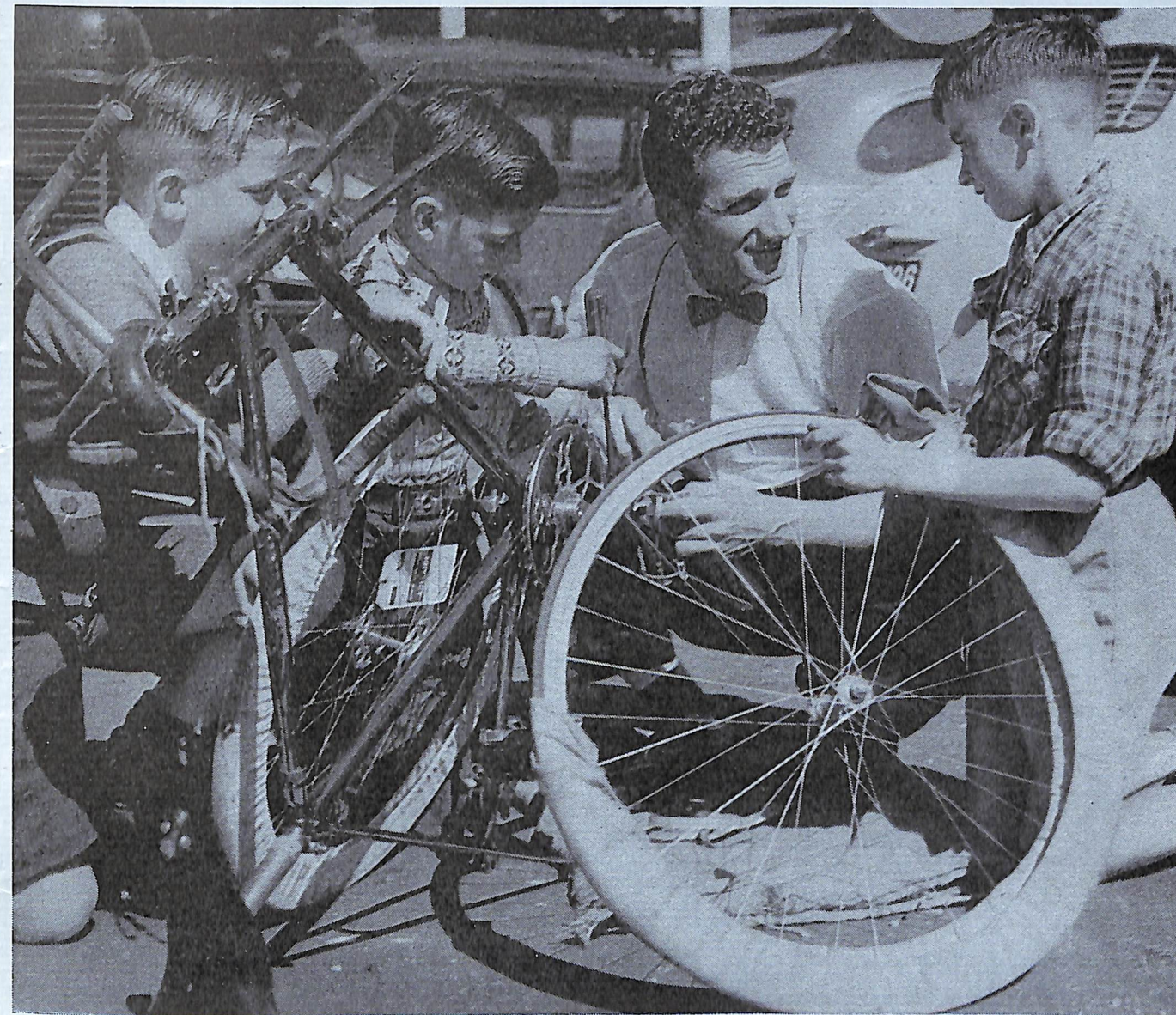
After retiring from active racing, Bill Guyatt consolidated his future by establishing, with his wife Mary, the electrical retail and repair firm of Guyatt Home Appliances Pty. Ltd., at Carnegie. Before graduating to this stage, Guyatt won his Gold Medal as a salesman for Australia's biggest electrical appliance firm.

Now with son John in the business to lend a hand, Guyatt is available to pass on his knowledge and skill in the bike game to the up and coming champions.

As at the Melbourne Olympics in 1956, when he coached Ian Browne and Tony Marchant to a win in the tandem championship after they had looked to be forlorn outsiders, so Bill Guyatt will probably be the force behind Australia in cycling at the Tokyo Olympics in 1964 and perhaps help us to some more Gold Medals.

With Ron Baensch (if he stays amateur), Tom Harrison, and rising stars Gordon Johnson and Ian Stringer, products of the schoolboy championships, Australia appears rich in cycling talent.

Wheel Tips for Potential Schoolboy Cycling Champions



From the man behind Australia's Perth Games Gold Medal Tally

— Track Coach *BILL GUYATT*