



# TOUR of BRITAIN

## 1961

1500-MILE CYCLE RACE  
(4th JUNE - 17th JUNE)

THE 1961 CYCLE TOUR OF BRITAIN

This year's Tour of Britain - foremost world amateur cycling event - starts from Blackpool on Sunday 4th June. It ends there a fortnight later on 17th June. Those riders completing the race will by then have covered over 1500 miles around the country.

In 1960 the Tour headed northward from Lancashire and the tough going of the first stages soon proved too much for many of the riders - especially the Continentals.

This year the Tour takes a very different route and the first stage to Nottingham, although it is 127 miles, is fairly level.

So, too, is the second stage which continues south east across England to Southend. But this is certainly going to provide an early test of stamina for when the riders reach Western Esplanade they will have cycled no less than 153 miles in a day - the longest of all the stages.

They leave Southend next morning but not by cycle. The third 75-mile stage to Hove starts from Sheerness on the other side of the Thames Estuary and they travel there by ferry.

The southern stage passes through Chichester, Havant, and Southampton, ending near the Sports Stadium at Bournemouth which thus renews acquaintance with the Tour after a two year break.

Bournemouth to Cheltenham comes next, a 104-mile run via Salisbury, Marlborough and Cricklade.

Wales provides three of the middle stages, Cheltenham to Swansea, then the hard cross country run to Aberystwyth on the west coast, and, finally, the really gruelling 142 miles across the mountains to Buxton amidst the Derbyshire dales. This looks like taking toll of the stragglers.

From Buxton the cavalcade continues across England to Skegness and then northward up the east coast to Scarborough - both stage towns in previous Tours.

At Scarborough the riders have a "breather," if one can so call the 25-mile Time Trial; that is all the cycling they do on Wednesday 14th June. They start from and return to the Marine Parade in the morning and rest during the afternoon.

continued

Sponsored by the MILK MARKETING BOARD, Thames Ditton, Surrey, and conducted under the rules and regulations of the BRITISH CYCLING FEDERATION

Enquiries to: H. H. MERRALL, Milk Marketing Board, Thames Ditton, Surrey. Tel. Emberbrook 4101

The twelfth stage is again northward up the coast to Whitley Bay, passing en route through Whitby, Middlesborough, Chester-le-Street, and Newcastle-on-Tyne.

Stage 13 may prove unlucky for some for it is over hard, hilly country for which heavy tyres are recommended. The 120-mile route takes in Shotley Bridge, Barnard Castle, Askrigg, and so right across to Morecambe on the Lancashire coast.

By comparison the final stretch to Blackpool next morning looks light. It is the shortest of all - 69 miles - and, barring accidents, all those survivors of the original 83 entrants who leave Morecambe's Central Pier at noon on Saturday 17th June should be in at the finish which is timed for 3.20 p.m. on the Middle Walk, Blackpool.

### THE TEAMS

Twelve teams are competing in the 1961 Tour of Britain. This is five less than in the past but the total number of competitors is the same, for each team comprises seven instead of five riders.

Four European countries are competing. Czechoslovakia, Denmark, Poland, and Sweden. Interest will be focussed on the two Iron Curtain teams, entering for the first time. If only for prestige purposes, they are expected to provide stern opposition to England and Sweden who did so well last year.

The rest of the teams represent the home countries, the regions and the Combined Services. The latter contingent will include riders of the calibre of Jim Hinds and, with England, should do much to withstand the Continental challenge.

England, with Bill Bradley, winner of the last two Tours, will again be strong but will not have a monopoly of the leading home riders. The aim is to give all the teams a fair chance of winning the team prize.

### PRIZES

The Tour of Britain is a strictly amateur event; no cash prizes are therefore awarded to the winning competitors. But the value of the numerous prizes (over £3000 so far) is greater than ever before and in addition to those provided by the sponsors, there will once again be a large number donated by Town Councils, commercial organisations, N.F.U. branches, and similar bodies. The Jersey Cattle Society of Great Britain will, for instance, be giving a pint of Channel Islands milk daily for a year to one winning rider. Prizes for the "King of the Mountains" challenge competition are valued at £500, including a trophy for the outright winner. The British Cycle Industries Association are giving these prizes.

continued



### THE AIM OF THE TOUR

This year's race will again be sponsored by the Milk Marketing Board of England and Wales as their contribution to the June Dairy Festival - the fourth successive year they have done so. Since they first accepted the invitation to back the Tour in 1958, the event has steadily increased both in popularity and in prestige as a first class sporting event.

Some may ask why link milk with cycle racing? Briefly the reason is that cycle racing on this scale is above all a young, tough man's sport calling for the highest degree of physical fitness and stamina. As a source of physical energy milk - a complete food in itself - is unsurpassed, a fact which is well recognised by athletes and especially cyclists.

All the 83 riders will receive an unlimited daily supply of milk - before they start, at the end of the stage after they streak across the finishing line, and later in their hotels. Many of them consume up to six pints a day.

### ORGANISATION

The Tour is run under the rules of the British Cycling Federation whose officials are responsible for the technical administration of the race. The organiser is Charles Messenger working in conjunction with Harry Merrall of the Sales Division, Milk Marketing Board, Thames Ditton, Surrey. News and information about the Tour can be obtained from him or, in the case of local enquiries, from the M.M.B. Regional Sales Officers of the Regions through which the Tour passes. The fullest details on routes, times and those taking part will be gladly supplied.

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NEWS OF THE 1961 TOUR OF BRITAIN

FARMER MOULT WILL START RACE

Spain replace Sweden

The Tour leaves Blackpool promenade at 10.30 a.m. on 4th June. Mr Edward Moulton (Farmer Moulton of TV fame), himself a dairy farmer, has agreed to start the race.

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Spain will be sending a team which will include two of the three leaders in the Spanish Championship competition held in Madrid last October. They replace Sweden who have had to withdraw owing to other cycle racing commitments.

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Czechoslovakia's team will be chosen from 14 leading riders all with international experience.

They include Frantisek Jursa, aged 28, several times champion of Czechoslovakia and a member of the Czech Olympic team, and Rudolf Revay, another ex-road champion with an impressive record of cycling successes. Nearly all the fourteen have ridden in the famous Prague-Berlin-Warsaw race in recent years.

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The England team is:

Bill Bradley

Southport, Lancs.  
G.P.O. Telephone Engineer.  
National Champion 1960 and twice winner  
of the Tour of Britain.

Gil Taylor

Birmingham.  
Manufacturing Jeweller.  
1st in E. Notts R.R., Nuneaton G.P.,  
and Chequers G.P.

Ken Hill

Liverpool.  
G.P.O. Postal and Telegraph Officer.  
7th in 1960 Tour of Britain.  
1st Welsh Borders, Widnes G.P., and  
Mercury G.P. races.

Alan Jacob

Twickenham, Middlesex.  
Insurance Clerk.  
1st Chequers G.P., 1959 and 60.  
Hull International 1960

Bill Baty

Newcastle on Tyne.  
National Champion 1958-9.

Anthony Wills

Bristol.  
Shoemaker.  
1st Salisbury 2-day race 1960.  
1st Haldon 2-day race 1960.

Alan Perkins

London E.7.  
Representative.  
11th Tour of Britain, 1960.  
1st Grand Prix, Essex, 1959.  
Bucks and Oxon G.P. 1959.

27th April 1961



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**MILK  
for STAMINA**

### NEWS OF THE TOUR

The final preparations are now being made for this year's "Milk for Stamina" Cycle Race. This is the fourth year it is being sponsored by the Milk Marketing Board and already the indications are that it is likely to achieve greater success as an outstanding international sporting event than ever before.

Four strong Continental teams are competing - Czechoslovakia, Denmark, Poland and Spain - and, from the reputations of the individual riders, their challenge looks to be strong.

The B.B.C. are giving good coverage to the race at towns along the route and will be at Blackpool for the start on 4th June and the finish on 17th June. Viewers will also see excerpts of the Tour, live and on film, on television.

The last stage from Morecambe to Blackpool on Saturday afternoon, 17th June should prove an exciting and impressive finale. On the latter part of this 69 mile stage the R.A.F. are providing a Royal escort of four motor cyclists and a Landrover to lead the riders in to Middle Walk.

The Army are providing a Royal Corps of Signals unit who will be stationed along the road to Blackpool relaying to the finishing line up-to-the-minute flashes of the race position as the riders speed past. This information will go direct to the B.B.C. Outside Broadcasts van nearby and the sports programme will be interrupted to give the news to listeners.

Finally the waiting thousands on the Middle Walk and Promenade will be regaled by music played by the Royal Corps of Signals Band.

19th May, 1961

Sponsored by the **MILK MARKETING BOARD**, Thames Ditton, Surrey, and conducted under the rules and regulations of the **BRITISH CYCLING FEDERATION**

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# THEY'RE OFF AGAIN! ON THE BIG MILK FOR STAMINA RACE

AT 10.30 A.M. ON SUNDAY, JUNE 4TH, Farmer Ted Moult drops the starter's flag, and off go 83 of the world's best amateur riders on the 1,500-mile 'Milk for Stamina' Cycle Tour of Britain — once again the dramatic highlight of June Dairy Festival.

The start and finish (on June 17th) are on Blackpool's Central promenade. This year the route has been changed but many now-familiar stage towns are still included.

Last year the first stage through hilly north country proved too severe a start for many competitors — especially Continentals — so this time they head south-east across less exacting country to Nottingham on the first day.

The second stage is also fairly level but will test endurance for it is no less than 153 miles — Nottingham to Southend.

After ferrying across the Thames the riders start the third stage in earnest from Sheerness and cycle through 75 miles of attractive countryside via Tunbridge Wells, Crowborough and Ditchling to Hove.

The next stage, 96 miles to Bournemouth, takes the riders through much built-up area and gives thousands of holiday makers a chance to watch them in Arundel, Chichester, Havant and Southampton.

From Bournemouth the riders turn northward through Salisbury, Amesbury, Marlborough and Cirencester en route to Cheltenham.

As in previous years the Welsh stages come midway through the Tour. This year there are three — Cheltenham to Swansea, then a fairly short, but tough hilly stage to Aberystwyth, and finally the long 142-mile haul right across Wales to Buxton in the Derbyshire dales. These two latter stages look like taking toll of the stragglers.

From Buxton the Tour goes north-east again to Skegness, a stage town which has already welcomed two Tours.

Scarborough next — also familiar to the cavalcade. Here, on Wednesday, June 14th, the riders take a breather. The only riding that day is a 25-mile time trial.

After that it's northward again, 107 miles to Whitley Bay in Northumberland. This 12th stage goes through Whitby, Middlesbrough and Newcastle.

The tough, hilly stretches over the Pennines this year have been reserved

**83 riders  
in richest  
1,500-mile  
Tour of  
Britain**



for the last stage but one from the north-east to the north-west coast.

Morecambe is the stage town and from its pier next morning those still left in the race line up for the last time.

After 13 days' arduous cycling, the final stage to Blackpool is a mere 69 miles. Though the likely overall winner will already have emerged by then there can be no relaxing; for there is always the risk of a long lead being wiped out even in the final few miles and every man who lines up on Saturday morning will aim at a grandstand finish.

Twelve teams are entered — four from Poland, Czechoslovakia, Spain and Denmark. It will be interesting to see how Iron Curtain riders fare against



Britain's best, among them an England team with Bill Bradley (winner of the 1959 and 1960 Tours) plus Scottish, Welsh and Regional groups and the Combined Services.

Months of patient, sometimes difficult organization has gone into the race and with £500 donated by the British Cycle and Motor Cycle Industries Association and £350 from Spar (Britain), Ltd., the total prize list already exceeds £3,000 — making the 1961 Tour of Britain the richest of all amateur cycle races.

The winners, of course, receive vouchers not prize money and the Jersey Cattle Society of the United Kingdom are also giving a prize of one pint of milk a day for a year. The honour of welcoming and sending off the riders and long cavalcade of officials this year again falls to the North West.

At Blackpool and at all stage towns M.M.B. staff will be on duty with the Mobile Milk Bars — for riders and spectators — near the starting and finishing lines.

All we need now is the weather to make this the best-yet 'Milk for Stamina' Cycle Tour.

## TOUR OF BRITAIN STAGES

4th JUNE	BLACKPOOL-NOTTINGHAM	12th JUNE	BUXTON-SKEGNESS
5th	NOTTINGHAM-SOUTHEND	13th	SKEGNESS-SCARBOROUGH
6th	SOUTHEND-HOVE	14th	INTERNATIONAL TIME TRIAL SCARBOROUGH
7th	HOVE-BOURNEMOUTH	15th	SCARBOROUGH-WHITLEY BAY
8th	BOURNEMOUTH- CHELTENHAM	16th	WHITLEY BAY-MORECAMBE
9th	CHELTENHAM-SWANSEA	17th	MORECAMBE-BLACKPOOL
10th	SWANSEA-ABERYSTWYTH		
11th	ABERYSTWYTH-BUXTON		