

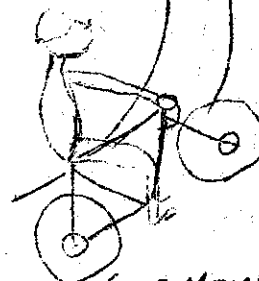
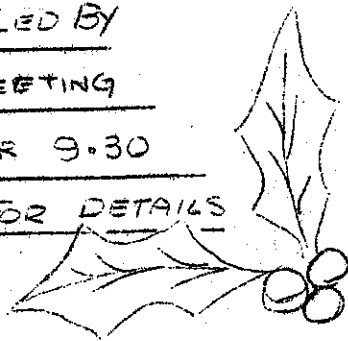
DEC. 1956

NEWS RSC LETTER

JINGLE BELLS JINGLE BELLS
HERE WE ARE AGAIN
MAY WE WISH YOU A
MERRY CHRISTMAS
WITH LOTS OF POP AND FUN.



DON'T FORGET
THE CHRISTMAS
MORNING RUN LED BY
TED SHEAD MEETING
TIBBETS CORNER 9.30
SEE INSIDE FOR DETAILS



NEW CLUB MEMBER.

Editor: W.R. Morgan,
48, Putney Park Lane,
LONDON, S.W.15

DECEMBER, 1956.

Dear Clubmates,

We went to the Cycle Show the other Saturday, if you did not go you did not miss much - the usual two wheels and frame with no changes in the accessories. We entered the arena to find a lot of colour chromium and people beneath a foggy first floor from which floated down lots of paper rocket ships of the future, made by small boys from their vast collections of Technical Brochures.

We pushed our way past a crowd around a stand where some of those horrid scooters were on display. Most of the major cycle manufactures had exactly the same style cycles which seem to be made just to look at and not for riding. For example, is all this fancy looking lug work necessary? Is it supposed to give greater penetration of the brazing spelter? I personally believe that fancy lug work sets up stress concentrations and therefore is entirely useless.

We had a look at one of the only tandems in the show, it was a very nice tandem until we saw the price, only £52.

At the Raleigh stand was the bicycle that Reg Harris used in 1954 to win the world sprint championship. It had been rumoured that a party from the S.W.R.C. was going to the show just to pay homage to this cycle.

We stood on the escalator up to the first floor avoiding the small boys trying to get down.

Upstairs there was a most interesting tandem on which presumably a man and his spouse sat side by side. The only snag was that both could steer at once and also no allowance was made for any difference in the pairs weights. As we moved along the stands we heard a lot of noise, it turned out to be the B.L.R.C. stand, a real common lot you know. They wouldn't have looked our of place in a circus, with all their flowery badges and their slick showman technique. We moved on.

Just by the way can anyone tell me why bicycle frames aren't ever galvanised? Well the general impression of the Cycle Show was that there was a bigger variety last year.

May we take this opportunity of wishing you all a very Merry Christmas and a happy New Year.

Yours sincerely,

Mercia Brunton & Bill Morgan.

..../1.

WHEELS WITHIN WHEELS

Whenever George sounded really conversary he was invariably wrong - conversely whenever he was unenthusiastic he was usually right. Robbie, our Club secretary, who fancied himself a bit as a psychiatrist and bought a monthly journal to prove it, called him an intro-extravert, but Harry and I who could never remember that anyway, called him by whatever we thought suited the occasion.

There was the time for instance, one Christmas when George told us about his uncle's haunted house in East Kent, and so fired our imagination. That against all common-sense and the radio warning of snow and road difficulties (which George dismissed as quite unimportant) we found ourselves at nearly four o'clock in biting snow, and pushing our bikes chiefly, on some narrow lane which George confidently assured us led into Canterbury. It had darkened rapidly and neither Harry or I could be blamed for feeling a bit ill-humoured under the circumstances. We had't eaten anything since breakfast and to crown it none of us had much money.

We eventually discovered a signpost from which we had to wipe the snow off before reading "Clappleford": There was no indication of distance but fortunately at this moment we heard a car chugging along behind us. George, who is a staunch on occasions like this, promptly halted it. A very moon faced individual peered out of the antiquated cab and looked at him inquiringly.

"Sorry to bother you", said George - "but are we heading for Canterbury."

"No," replied moonface, but he did'tnt volunteer any fuller information.

"Well, how do we get there?" persisted George.

"Gawd knows tonight, but it's the opposite way to start with," replied moonface.

I indicated to the sign post.

"How rar is that," I asked.

"About four miles."

"Is there a pub or something where we can get something to eat," asked George.

"No pub, there was an inn but it was closed in 1797," replied our informant - then he added, "but there's a tea place there."

We all looked at each other and apparently all decided that it was a case of any port in a storm.

It must have been nearly two hours later when we reached Clappleford. Why they bothered to give it a name at all stumped me. There were about four houses and an old corrugated shack which had 'TEAS' printed very crudely upon it a rambling farmhouse. Standing solidly, sucking a pipe in the yard was moonface. George went up to him.

"Is that the tea place?"

"Yup", said moonface.

"Its not", ventured George a little ominously.

"Never does on Sundays," said moonface.

"Well couldn't you have told us that?" interjected Harry before George had time to explode.

"You didn't ask me," said moonface nonchalantly, then he gave a knowing wink.

"I might persuade the missus to find you some grub," he said.

That was how we found ourselves in the farmhouse kitchen with the fat bacon and the stale bread, which we demolished all the same.

"What do we owe you," asked Harry.

"I'll get you the bill," said moonface and disappeared for a quarter of an hour.

When he returned with a piece of paper with some indistinguishable hieroglyphics on it. George looked at him in amazement.

"Nineteen and fourpence; How do you make that out." He burst.

"Supper for three, bread, tea and special Sunday service charge," replied moonface knocking the ash out of his pipe on the sideboard.

When we had raked up the nineteen and fourpence, our next problem was where we would have to sleep.

The ever helpful moonface volunteered his barn as a special favour, but before accepting it I asked him how much he was going to fleece us for that.

"Pound all three of yer," said moonface and that's 6/8 each and normal hotel is 12/6 each.

He didn't get it - we had 14/3 between us, but still think it was dear at that price.

W. Morgan (Senior).

All characters are fictitious and any resemblance to living persons is entirely intentional.

SOLITUDE

Ambling in the quietence of the Sussex lanes one Sunday recently, I came across Bunchol Chapel surely one of England's smallest churches, sequestered in a dell behind a screen of yew trees, and not a sound beyond the chirpings and warblings of nature's own orchestra.

How appropriate too, this verse on a pamphlet:

Here century by century it stands
This little church, amid its meadowlands
And cornfields, as if ministering the word
No less to gently browsing flock and herd
As to the then procession stretching back
To what forgotten spot in history's track
Here Saxon Thane and Norman Lord have come,
Victorian Squire and Tudor Yeoman, some
Of piety and some at custom's call
Some who had centred here their heavenly all
And some to shed their grief and earthly care
At this quiet spot hollowed by timeless prayer
That Chanctonbury like a faithful friend

His great protecting shoulder seems to lend.
How soon I thought, with the howling mob on the Worthing Road less
than a mile distant, before modern circilisatrol shatters the peaceful scene.

George Oliver.

OPEN '12' Hrs. JULY 21st.

It was with regret that we learned recently that Frank Brighly had
decided not to run the open '12' again.

Now having offered to step into Frank's shoes I am getting in quick to
tell you of the date and to express a hope that you will all try to keep this date
open and rally round to assure another successful year.

Remember that if Petrol rationing is still on things are going to be
really tough and we shall want, more than ever, every bit of help you can give.

We have always been proud of our efforts, now when other Club's are
finding it increasingly difficult to promote open '12's lets prove once again that
the South Western can do it!

Bill Reed.

WARNING.

Don't go and call on Ollie Davis at his bachelor flat, and for why?
you will say, well, at a recent committee meeting he carefully copied our a recipe
for scones with the fiendish idea of making some himself, beware guinea pigs.

When the recent Zeta Bombshell hit the Club it was so close to the
Committee meeting that we doubted whether much alternative information would be
ready for us to consider, in that we were wrong as we soon found out as we listened
to the stream of facts, figures and details gathered so promptly by Fred Parsons.

TREASURERS REPORT

Dear Fellow Members,

Once again we review with some satisfaction the working of the past twelve months, and that there has been the inevitable increase in costs beyond our control, such as postage, the Club's finances are in fairly good shape. With the recent "military adventure" however, it's anyone's guess as to what increases we shall have to face in the coming year.

So I take the opportunity of reminding you that subscriptions for Club and News Letter are now due.

The overall deficit on the year's working is £26, £10 more than last year and it will be seen that we have had to meet the losses of the racing programme of £49, Club room £4, dinner £15, printing and postage £13, News Letter £1, to mention a few items.

On the other hand, to meet these costs we have had total subscriptions from our 96 members of £40, a £5 increase over 1955 and donations of £13, slightly less over the year. Socials of course have been our great stand-by bringing in the same amount of £25. Owing to Reg Smith's change of scene we have not sold more than one home-card in an effort to increase funds, but nevertheless, we thank him most sincerely for his past work in this direction. Any offers to sell the other five left on my hands? No charge.

With cash in hand and at the bank of £73 we are able to approach another year with the knowledge that the Club is sound financially, but when we look back at the end of 1954 we had £94, in 1955 £86 to start with, and now this year £73, it would seem that we must keep a watch on our expences, if membership falls or social events are not so fuller patronised.

Happy treading down the road in 1957.

S.G. Oliver.
Hon. Treasurer.

BRAKE CABLES

Les Warner the Club's own T/V star, made a brief appeasence the other Saturday on what I have heard described as the "Idiots Eye".

The occasion was the showing of models from the Cycle Show, and Les was press-ganged into extolling a dreadnought designed for the middle aged, poor fellow he had to ride it down to Epsom for the show.

Curly Robinson now the proud owner of a Bradford van was a little crestfallen recently when he failed his driving test especially after so many years and miles with his motor cycle combination.

Stangely although the Club appears to be going through a very tough period with regard to its active strength it's political power increases with leaps and bounds , you will all be proud to know that Ted Shead was elected South West R.T.T.C. Secretary and Phil Parkinson became a member of the committee.

ooooo000ooooo

Another bit of news about our Ollie Davis is that he appeared recently at the Club room waving a sheaf of targets punctured in all the correct places, bulls, inners and an occasional magpio, his first and obviously highly successful attempt with his newly joined Rifle Club.

Another link with the early days has been broken by the tragic death of Bon Francis although he never joined our ranks he was in close association and I well remember the first hill climb I attended when Don was tipped as the possible winner and it needed a fierce effort by Len Harris to pip him for first place.

Cycling and especially the local C.T.G. has lost a faithful and a true enthusiast.

ooooooooo000ooooooooo

We hear from Owen Bryers that Bill Sugg now lives at The Old Toll House Alford Crossways perhaps some of our ancients would like to call in.

George Oliver recently received a long letter from Percy Hughes describing a weeks tour in his beloved Wales along with wife and daughter, he also mentioned with justifiable pride his maiden effort at competitive photography for which he won a silver cup and a highly commended; which, now he has more time will spur him on to further efforts.

Bill Reed.

MASSED START ROAD RACE SECRETARY REPORT

Now that the season has finished I have some time to catch up with reports of the Road Racing activities of the Club, not having submitted any reports to the News Letter since the beginning of the season.

I only hope that all the facts and figures will not depress you too much, as we have not had a good season.

We started the season well, with P.S. Parkinson and J.C. Dabbs in the Metro R.C. events on 15th April, run on the tough 'Blue Bell' hill circuit near Gillingham, Kent. Phil managing to break away in the first event, these events included six climbs of "Blue Bell" hill, three from each side.

RESULT

P.S. Parkinson	4th	J.C. Dabbs	9th
K.J. Verco	D.N.S.	W.T. Squirrel	D.N.S.

On the same day as the Metro event I started in the Thornton R.C.'s Aero G.P. on the "Ide Hill" circuit, starting and finishing at Farnborough, Kent, this event included four climbs of Ide Hill, I managed two before I packed, at about ten minutes down.

RESULT

A. Copsey, Libra C.C.	1st	A. Pursey, Medway R.C.	3rd.
K. Warren, Thames V.C.	2nd	B. Morrison, S.W.R.C.	D.N.F.

On April 22nd I went to East Hanningfield in Essex in the Hayden C.R.C. Road Race, but did not improve on my performance of a few weeks earlier. Who says Essex is flat? I found otherwise as soon as the event was demutualized. I was off the back and chasing by myself. After about five miles I managed to get back on only to be dropped again from what was left of the bunch, after another lap of eighteen and a half miles. I chased for a few miles but lost a lot of time so I rode back to the changing rooms.

RESULT

E. MacDonald, Edmonton R.C.	1st	L. Morriss, Harold Hill C.C.	3rd
J. Warren, Harold Hill C.C.	2nd	B. Morrison, S.W.R.C.	D.N.F.

The next events the Club had teams in were our own two events, May 13th, Cranleigh Circuit, Near Guildford. In the first event Peter Summerfield, Bill Squirrel and Bill Cory was our team. Bill Cory was unfortunate in puncturing, and did not finish, the other two riders did well to finish in quite a fast event and were in at the finish for the mad scramble, both Peter and Bill coming out equal fifth.

In the second event Phil Parkinson, Jimmy Dabbs and myself made up our team. This event was fast from the word go! With our team attacking at every opportunity. But all breaks were only short lived, Phil and Jimmy stayed away for about a lap and managed at one time to get out of sight of the bunch. On another attempt I stayed away for about the same time but was never more than half a minute up on the bunch. The final break came on the last of four laps with only seven to eight miles to go. R.A. Fowler and P.R. Hughes of the Belle Vue, broke away on the long drag up through Rudowick and stayed away to the finish.

RESULTS

First Event - 2 Laps

W.T. Squirrel, S.W.R.C.	Equal 5th
P. Summerfield, S.W.R.C.	Equal 5th
W.T. Cory, S.W.R.C.	D.N.F.

Second Event - 4 Laps

R.A. Fowler, Belle Vue C.C.	1st
P.C. Hughes Belle Vue C.C.	2nd
T.J. Woodland Kingston R.C.C.	3rd
B.R. Morrison, S.W.R.C.	4th
P.S. Parkinson, S.W.R.C.)	23rd
J.C. Dabbs, S.W.R.C.)	

On Whit Monday Jimmy Dabbs had a go on Blenheim Park, this is a tough circuit and includes a stretch of unsurfaced road, Jimmy managed a very good sixth place.

RESULT

J.C. Dabbs, S.W.R.C. 6th.

On the Sunday Phil Parkinson, Bill Cory, Peter Summerfield and myself thought we would try an "Australian" Road Race. It would be good with a small groups starting at intervals with the first rider over the line winning. This makes the events quite fast. The groups going eye balls out trying to stay away from those behind, who are going eye balls out to catch those in front. The times of start of our riders were as follows:

11.00 P. Summerfield	Scratch	P.S. Parkinson.
11.02 W.T. Cory	Scratch	B.R. Morrison

This event on a circuit of nine miles at Chigwell Row, Essex. To be completed seven times. On the first lap we (the scratch group) did not catch any other group but managed to shed two of our riders. Second lap - we caught 11.06 group and went by them. I was dropped on the hill at the finish of the circuit.

3rd Lap - I managed to get back on again. 4th Lap - I got dropped again but not before we had caught the combined 11.06 and 11.04 groups. 5th Lap - I packed at the start of this lap. Combined 11.02 and 11.00 groups caught. Peter Summerfield packed at the end of the lap with a puncture. 6th Lap - Big bunch. Phil Parkinson still going strong and Bill Cory is at about 15 minutes. 7th and last Lap - Phil punctured at the end of lap but finished with the bunch although he was riding on a flat. Bill says he was dropped when Phil went to the front of the bunch on the 5th lap, saying, "lets get rid of the scrubbers".

RESULT

11.08-K. Scudder, Southend & City C.C.	1st.
11.08 P.S. Parkinson, S.W.R.C.	Equal with bunch.
11.02 W.T. Cory, S.W.R.C.	At one lap.
11.00 P. Summerfield, S.W.R.C.	D.N.F.
11.08 B. Morrison, S.W.R.C.	D.N.F.

After a fortnights hard training? In the South of France, Phil thought he would have a chance in the Castlenau C.C. Midsummer G.P. on the Ide Hill Circuit. The start and finish at Dunton Green, Kent. So we entered a team of: Bill Cory, Ken Verco and myself to back him up. Unfortunately nothing came of all this training for after a short burst at the start, when Phil and I with two others stayed away from the bunch for about five miles and I gained a point in the King of the Hills prize. We had a run of bad luck. Phil punctured, my front wheel, which I had buckled on the way to the event by breaking a spoke, got worse and Ken had a repetition of his stomach trouble. Bill had not started because he had lost his way to the event.

RESULT

T. Jeffroy, Edmonton R.C. & K.O.H.	1st
W. Best, Sydenham Wheelers,	2nd
L. Morris, Harold Hill C.C.	3rd

Sunday, 8th July, Kingston R.C.C. Road Race, on the Chobam circuit. This is a good course, which although flat, is quite hard. Ken did not start and Jimmy Dabbs 'stacked up.'

The last event of the season was the Streatham C.R.C.S. two day circuit of Kent. Dartford - Dover, Saturday, 25th August and Dover - Dartford, Sunday 26th August. The first day, 85 miles was started from Dartford by the Mayor,

After Farningham 10 miles the first break came. With the wind behind, the pace was soon up to a steady 27's. The first prime at Wrotham, 15 miles went to R. Beck, Southern Couriers. At Aylesford there was a small break which I managed to go with, but we were caught again at "Blue Bell" Hill. R. Beck and B. Wilcher, Army C.U. and South London champion attacked on the climb and a break of about 10 formed, only to be caught again when we were descending "Blue Bell" in the rain. At the next prime, Charing Hill forty miles which R. Beck won, I got dropped, and

although I chased for some time with the bunch in sight I could not catch them again. By the time I got to Folkstone the weather was really bad, with rain coming down in buckets. The hill out of Folkstone (prime won by R. Beck) took me completely by surprise and I was almost reduced to walking.

The last five miles to Dover were all down hill with the wind behind, and it took only eleven and a half minutes.

RESULT 1st DAY

1st R. Beck, Southern Couriers,	3hrs.36 mins. 25 m.p.h.
Bunch (B. Wilcher, Army C.U.)	
(J. Kilbey, Esoteric R.C.)	at 2 minutes.
including: (A. White, Crpington R.C.)	
15th B. Morrison, S.W.R.C.	at 10 minutes
Unplaced W. T. Cory, S.W.R.C.	at 1 hour

The second day was started from the seafront by the Mayor. Where there was quite a crowd to see us off on a lovely sunny day. The pace was soon in the 27's and 30's, a repetition of the Dover - London or '55', when Phil, Jimmy and I rode, with the whole bunch in single file on the left hand kerb. The heads up the front doing their 'nuts' and the scrubbers at the back hanging on for grim death. It was horrible, my legs felt like butter after yesterday's ride and I thought I was going to be dropped, but it did not last for long, ascending a small hill just before Canterbury, I made an effort to stay with the bunch just as they slowed a bit and before I knew what was happening I was away with a small group including R. Beck, J. Kirby, D. Robinson and K. Warren and by the time we were through Canterbury we had a lead of about half a minute. But about three miles afterwards the "gremlins" struck, I punctured, the spare tyre I had was punctured, the "edco" pump was not completely re-filled, and the competitors van had passed so I started to walk hoping to get a lift on a lorry. I was lucky, B. Gerrard of the Velo Club Sacchi came by at about three quarters of an hour down and so I borrowed a tyre from him, and we rode back to Dartford together, where we lynched the driver of the competitors van.

RESULT

1st R. Beck	3 hrs.30mins.
2nd B. Wilcher at	1 second
34th W.T. Cory at	1 hour
D.N.F. B. Morrison	

CIRCUIT OF KENT 2 DAY

RESULT

1st R. Beck, Southern Couriers,	6 hrs. 36 mins.
2nd B. Wilcher, Army C.U. & Polhill R.C.	
37th W.T. Cory, S.W.R.C.	
D.N.F. B. Morrison, S.W.R.C.	
TEAM: Libra, C.C.	

SOUTH WESTERN MASSED START CHAMPIONSHIP

RESULT

1st B. Morrison, 11 points, 5 rides	5th W.T. Squirrel, 4 points, 1 ride
2nd P. Parkinson 9 " 3 "	6th P. Summerfield, 4 " 1 "
3rd J.C. Dabbs, 7 " 4 "	7th J. Verco, 1 " 1 "
4th W.T. Cory, 5 " 2 "	

B.R. Morrison
Road Racing Secretary

NOTICE TO CLUB MEMBERS

It had been brought to the notice of the Club Committee that Club members have been 'dying' on the Club runs without the consent of a committeeman. This practice will cease forthwith. It must be clearly understood by all members that the membership shortage is still acute, and any member who 'dies' without first obtaining a permit, commits a serious offence. I have been instructed to bring the following instructions to the notice of all members:

- (1) No member below the rank of ex-official committeeman may issue a permit to 'die'.
- (2) Members having obtained the necessary permit, will in all cases be as victims. Under no circumstances whatsoever will a member be allowed to 'die' in his own time and following movements will be strictly adhered to at all times.
- (3) On the receipt of the command "victim will 'die' by numbers," by numbers one," the victim will raise his right hand thereby indicating his intentions to the other riders, a draw over to the left hand side of the road, at the same time allowing his eyes to glaze. On the command 'by numbers two' the victim will pitch forward over the handlebars, slowly (but surely) then fall on his back, counting a correct pause of two-three. (Arms to be outstretched and thumbs in line with ears. On the command 'by numbers three' he will lower his legs, heels resting on the ground, toes at an angle of 30° to the shoulder blades. On the command 'by numbers four' the victim will be allowed to draw his last breath (the last breath will consist of 2 litres of oxygen.)
- (4) The death rattle will not be used except in open event unless specifically ordered by hon. precedent or a vice precedent.

ROUTE:

Before 'dying' a map showing the best route to heaven clearly marked, will be obtained from:-

- (a) The C.T.C. Head Office, with a permit for 'dying' on the Club run.

(b) B.L.R.C. from events secretary with a permit for 'dying' in a road race. 1st category riders must obtain a special permit.

(c) R.T.T.C. from the timekeeper at event headquarters with a permit for 'dying' during time-trials. For 'dying' during time-trials of less than 50 miles, a permit must be counter-signed by event secretary. This route will be strictly adhered to: The permits of victims who go off course will be cancelled. Rations may be obtained from official feeding stations and devoured on route. No claims for subsistence allowance will be entertained through failure to collect these rations. There will be no pacing or overtaking en route to heaven. Any committee members who pass on the way to subterranean depths will be paid the usual compliments.

Signed,

T.R. Worthington-P.Smythe.
(Mjr. Rtd.)

ODE ON A "BRAKE CABLE"

(or a poetic attempt to explain away two continental tours in one year.)

"Brake Cables", I see, has talked about me

In terms that I'm not very sure about,

That "paid holiday" - "official" they say,

Is something I'd like to know more about.

Two weeks in a year is very small beer

For one with a bike to go wandering,

So "powers that be" smile kindly on me -

But those extra two weeks aren't for squandering.

My party of ten, (one girl and nine men! I),

I'd their tickets, cash, food, and their lodgings:

No mere holiday, (admitted with pay),

I assure you there's no column-dodging.

They keep up to scratch the Deutsche you may sprache,

Of the French of which you have a knowledge;

It's "encore du vin" and "encore du pain" -

(Though the accent depends on your college).

And climbing a pass is rather a farce

If they all try to climb it together;

Yet food may be spread from tail to head

And the picnics depend on just whether

.... The men at the head have charge of the bread
or if those at the tail have th butter.
At times such as these you quake at the knees,
And could curl up and die in the gutter.

The bicycles, too, depend upon you,
And the transport of them is appalling:
The Chemin de Fer just simply don't care,
And delay in return can be galling.

But when all's said and done, it's really good fun,
And the company's always convivial:
Whatsoever I write, and try as I might,
I don't expect I shall ever convince
You lot that my organised tour each
year is not a holiday, and you will
continue to treat my protests, and
the points that have been put forward
in these lines of pathetic poetry, as
Nothing more nor less than trivial.

Les. Warner.

BRAKE CABLES (Continued.)

It was very pleasing to see how well some of the Club's enthusiastic photographers were represented in the Photographic Exhibition organised by the London and Home Counties District Associations of the C.T.C., held for four weeks during November at Battersea Public Library. Although the exhibition was not held on a competitive basis, the prints and slides were judged for acceptance by H.S. Newcombe, F.R.P.S: Gold Stars were awarded for outstanding work, and Silver Stars and "Commended" were awarded in other cases of special merit.

Nob Fry was well to the fore, as usual, and received a "Gold" and "Commended" for two prints out of his accepted six. The "Gold" was awarded of his wonderful shot of a group of S.W.R.C. old members enjoying themselves on a snow-bound lane near Dashwood Hill on one of their rare weekends together. Nob also had a colour slide accepted.

The Quemby family, too, were up-front again; Dorothy received a "Gold" for one of her accepted prints, and had three monochrome slides accepted; one of Bill's three prints received a "Gold", and he also was featured in the monochrome slide section; and, completing the trio, Colin had a print and monochrome slide accepted.

Lastly, and shoving his nose into a photograph exhibition as successfully as he sometimes shoves it into a time-trial, Les Warner received a "Gold" and a

"Commended" for two of his colour slides.

And so, once again, we maintained our old link with the C.T.C. - and walked off with four "Gold Stars" out of only fourteen awarded for the whole exhibition of two hundred and forty-eight accepted prints and slides.

N.C.U. AFFILIATION

AFFILIATE FEES OF 7/6 FALL DUE ON JANUARY 1st. ALL THESE DESIRING TO AFFILIATE SHOULD FORWARD THIS AMOUNT TO THE CLUB GENERAL SECRETARY.

CHRISTMAS MORNING RUN

MEET AT TIBBITTS CORNER 9.30 a.m.

11's AT KEYSTONE HOUSE,

145, STAINES ROAD EAST,

SUNBURY.

Leader : Ted Shead.

SAME VENUE AS LAST YEAR.

CLUB OFFICERS & COMMITTEE FOR 1957

PRESIDENT TED SHEAD HON GEN SEC J DABBS
TIME TRIAL SEC D LAWS TRACK + MASS START SEC B MORISON
SOC SEC F PARSON ASS SOC SEC MISS B JONES
RUN SEC O DAVIS TREASURER S OLIVER
AUDITORS J THACKER + J PAGE. N.L. ED W MORGAN W CLEMENTS
PRESS SEC P PARKINSON. TIME KEEPERS W WARNER T SHEAD W QUENBY, J DAWSON
COMMITTEE MEMBERS. L WARNER R GOULD J THACKER W SQUIRREL
W CORY R EDWARDS HANDICAPPING COMMITTEE W REED S PARKINSON + P PARKINSON