



BRADFORD RACING CYCLING CLUB

23rd ANNUAL 3 PEAKS CYCLO-CROSS

Sunday, 25th September, 1983

Starting at 10.30 a.m. and finishing at HELWITH BRIDGE HOTEL
(3 kms South of Horton-in-Ribblesdale)

"The Worlds Toughest Cyclo-Cross Race"

On behalf of Bradford Racing Cycling Club I welcome you to the 23rd Annual 3 Peaks Cyclo-Cross at a new venue and on a new route. I request spectators not to attempt to park in Horton during the race. After watching at Chapel-le-Dale and Ribblehead, please proceed to Helwith Bridge for the finish and park only in the Spectators Official Car Park situated before the T junction at Helwith Bridge.

I am delighted that R.V. Wetzikon of Switzerland have entered a team headed by Turi Manz winner of the 1981 race and second last year, Werner Wittweiler 9th last year and Rene Ott riding for the first time complete their team which will be a strong contender for the team awards. I am very pleased that Tim Gould has entered, after his brilliant ride two years ago when, at the age of 17 he finished 9th, Tim starts today as one of the favourites. John North winner in 1980, 3rd in 1981 with his wrist in plaster did not enter last year due to a foot injury, instead he managed the victorious Great Britain Team.

After the race at 4.00 p.m. I invite you all to the Prize Presentation in front of Helwith Bridge Hotel which will complete the event as in the days when the race was based at Pen-Y-Ghent Cafe Horton.

I thank everybody who has helped, co-operated and donated to this event. During the months that I spend organising the 3 Peaks Cyclo-Cross, I am constantly aware of the enthusiasm and sense of occasion that it generates, this makes all the work worth while.

JOHN RAWNSLEY, Event Organiser

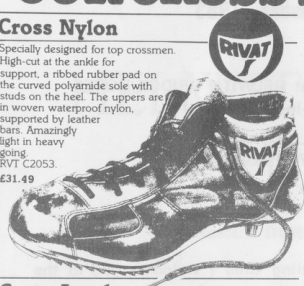
Ron

KITCHING Recommends...

OUR CROSS SPECIALITIES

Cross Nylon

Specially designed for top crossmen. High-cut at the ankle for support, a ribbed rubber pad on the curved polyamide sole with studs on the heel. The uppers are in woven waterproof nylon, supported by leather bars. Amazingly light in heavy going.
RVT C2053
£31.49



Cross Leather

Similar to the above, but with leather uppers instead of nylon.
RVT C2057 **£27.91**

Arima Sport Cyclo-Cross Shoes

Any cyclo-crossman wearing these shoes designed by French national champion Roland Berland must be well on the way to acquiring the surefootedness of a mountain goat. The almost flat, composition sole is transversely ridged into 24 backward-slanting 'teeth', a 10 mm thick bar 20 mm wide goes across the middle of the heel, and the matching alloy shoe plate of very sturdy one-piece construction takes two 10 mm screw-in crampons when necessary. The front edge of the plate fits into a recess which is positioned according to the size of the shoe and there can be no hindrance to quick engagement of the foot. The non-perforated uppers in supple calfskin have unyeletted laceholes which finish 50 mm short of the rounded toe. The curved, reinforced back gives good heel grip further enhanced by a 10 mm wide strap which passes through the ample tongue and is stitched well towards the rear, making shoe loss impossible even in the stickiest mud. Upper edges are piped in white, and white and tricolour flashes decorate the offside rear.
AST C2211 **£23.35**



Cyclo Cross

The first to be made specially for cross racing, 17 x 3/4" with two durial chainguards to prevent chain derailing over uneven ground. Available in all popular racing tooth sizes:
43-52 teeth
Ref. 1205
TAA1825 **£23.89**



Bar-Con Handlebar Control Levers

Model LD-1400. Material: Die-cast light alloy. Handlebar-end power lever with ratchet.
176 gm (pair)
STR A3273 **£14.12**



'Normal Cross'

A special sturdy tub for the cyclo-cross enthusiast, rough file sides, raised V-cross section.
370 gm
MO T3035
£12.18



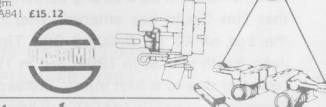
Mastercross

Made for the toughest conditions, cyclo-cross or even rough riding, the synthetic fibre carcass is topped with a heavily studded tread. Rig-tested to 40,000 kilometres.
370 gm
VA T4087 **£16.84**



DC Standard 960

Cantilevers with 160 levers. Complete with braze-on fittings.
390 gm
DCE A841 **£15.12**



Paturaud Toe-clips

'Special-Cross' is really two clips riveted together, the inner one being cadmium plated with a broad base without cut-off.
IB PD A7980 **£3.82**



Pavarin 'Cyclo Cross' Shoe Plates

Two-piece shoe-plate specially designed for cyclo-cross. The forward section has a wider than normal slot plus two sturdy studs. The rear section, which fits to the heel, is also double-studded. Complete with nails.
PVN A7231 **£2.12**



Recommended retail prices (inc. VAT) from your local dealer.

PEAK SERVICE TO WALKERS AT THE FAMOUS

Pen-y-Ghent Cafe

Base for the THREE PEAKS

FOOD
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INFORMATION
*Advice on Transport,
Accommodation and Walking
hereabouts*

CLOCKING OUT SYSTEM

HORTON-IN-RIBBLESDALE

LOCAL WEATHER FORECAST

SETTLE

By Courtesy of Yorkshire Dales

NORTH YORKSHIRE

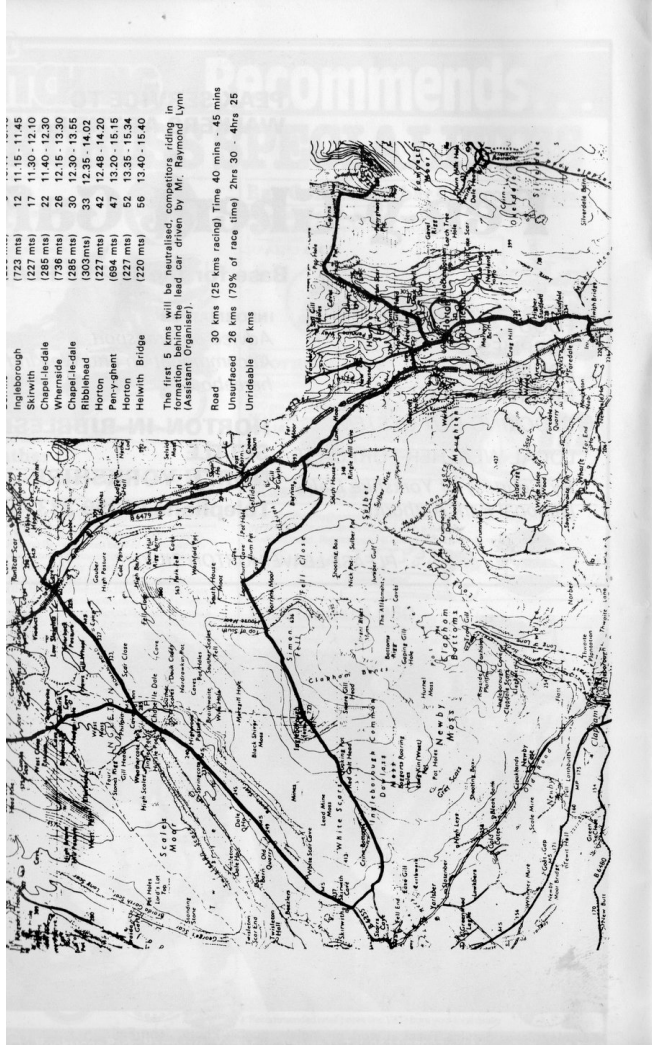
National Park Authority

Telephone 07296 333

PLEASE LEAVE HORTON TIDY



Keighley Scout Service Team at work on Ingleborough Photo: John Fell



OFFICIALS

Event Organiser:
 Mr. J. RAWNSLEY,
 18 Ashfield Avenue,
 Shipley,
 West Yorkshire BD18 3AL

Assistant Organisers:
 Mr. R. LYNN and
 Mrs. B. RAWNSLEY

Commissaire:
 Mrs. J. GILBERT

Judges
 Mr. R. STOYLES and
 Mr. D. REEDAY

Chief Marshal:
 Mr. R. HARKER

ACKNOWLEDGEMENTS

Bradford Racing Cycling Club sincerely thank the following for their assistance and co-operation:-

Local Farmers and Landowners
 National Park Authority
 North Yorkshire Police
 Keighley Scout Service Team
 Bowland Pennine Mountain Rescue Team
 Cave Rescue Organisation
 Yorkshire Subterranean Club

1st Chesterford Scouts Cambridge
 1st Cottingley 5th Bingley Scouts
 Mr. & Mrs. T. Gilbert (Helwith Bridge Hotel)

Advertisers and Donators
 All Helpers and Marshals

DRINK RECOVERY STATION AT FINISH BY:

SPORTIVE PERFORM WANDER LTD.

PRIZE LIST

1st £50
 Norman Thorner Trophy and Jersey
 by GibbSPORT

2nd £40
 3rd £30
 4th £25
 5th £20
 6th £18
 7th £16
 8th £15
 9th £14
 10th £13
 11th £12
 12th £11
 13th £10
 14th £9
 15th £8
 16th £7
 17th £6
 18th £5
 19th £5
 20th £5
 21st-30th 3 Peaks Cyclo-Cross T Shirt
 by Hudson Sports

AMATEUR
 1st Andrews Bros. Trophy
FINISHERS AT FIRST ATTEMPT
 1st £10
 2nd Tubular by Whitaker &
 Mapplebeck (Cycles) Ltd
 3rd £5

JUNIORS
 1st Tubular
 2nd 3 Peaks Sweat Shirt
 3rd 3 Peaks T Shirt

VETERANS
 1st Tubular & Michael Sulley Trophy
 2nd 3 Peaks Sweat Shirt
 3rd 3 Peaks T Shirt

SENIOR VETERANS
 1st 3 Peaks Sweat Shirt
 2nd 3 Peaks T Shirt
 3rd 3 Peaks T Shirt

GRAND VETERANS
 1st 3 Peaks Sweat Shirt

LADIES
 1st 3 Peaks Sweat Shirt and
 Andrews Bros Trophy

TEAM
 1st 3 at £10 and Norman Thorner
 Team Trophy
 2nd 3 at £6
 3rd 3 at £4

PRIMES
 Inglesborough £5
 Wharfedale £5
 Pen-Y-Ghent £5

All trophies to be held for one year
 Certificates will be awarded to competitors
 completing the course in the following
 times:

Elite Class Under 3½ hours
 1st Class Under 4 hours
 2nd Class Under 5 hours
 Merit Under 6 hours

PRIZE PRESENTATION OUTSIDE
HELWITH BRIDGE HOTEL AT 16.00 HRS.

COMPETITORS

	First Attempt		First Attempt
I.V. WETZIKON/ SSOS/TSUNODA	No	FARNBOROUGH & CAMBERLEY C. C.	No
A. Manz	No	B. Peto V	No
W. Wittweiller	No	GLOSSOP VELO	No
R. Ott	Yes	37 H. Keefe	No
ALTRINGHAM R. C.	No	38 P. Bamford	Yes
D. Halman	No	HAFREN R.C.	No
BEAUVALE C. C.	No	39 S. Ireland	No
J. Dale	No	HALESOWEN A. C. C.	No
R. Walker	No	40 C. Singleton	No
P. Crewe	No	HALIFAX R. C.	No
P. Pittson	Yes	41 R. Parkinson	No
D. Butler J	Yes	HORWICH C. C./ PARTINGTON CYCLES	No
BORDER CITY WHEELERS	No	42 E. Taylor	No
D. Varian	No	43 A. Greenalgh	No
BOURNEMOUTH ARROWS/ FIRCROFT HOTEL/ BIG BIKE SHOP	Yes	44 B. Edwards	No
G. Starmier J	Yes	HULL THURSDAY/ FALCON CYCLES	Yes
BRADFORD R.C.C.	No	45 J. Capelin	Yes
S. Towers	No	46 G. Robson	Yes
B. Peace	No	47 A. Nicholson	Yes
R. Bates	No	48 M. Barnes	Yes
H. Bond V	No	KEIGHLEY VELO/ CROAD AUTOMATICS	No
J. Rawnsley SV	No	49 D. Lawson SV	No
S. Bond	No	KENDAL A. C.	No
I. Ferguson	No	50 P. Bland V	No
BROUGHTY VELO C.R.T.	No	51 R. Croft	Yes
L. McNulty	No	KENILWORTH WHEELERS/ MIKE VAUGNE CYCLES/ CANON UK	No
BURNLEY C.R.T./KILBLAZE/ MCLEAN/WHITTAKER CYCLES	No	52 G. Townsend	No
M. Horrocks	No	53 I. McDonald	Yes
BUXTON MOUNTAINEERING CLUB	Yes	KENT VALLEY R. C.	No
P. Denver	Yes	54 A. Evans V	No
CALDER CLARION	No	55 P. Dawes V	No
S. Burton V	No	56 A. Stubbs	No
J. Blankley SV	No	57 G. Barton	No
G. Masson GV	No	58 A. Martin	Yes
D. Dunbar SV	No	59 A. Eadington	Yes
T. Lee SV	No	KINDERSPORT C. R. C.	No
CARDIFF AJAX C. C.	No	60 I. Craig SV	No
S. Glasston	No	LANCASHIRE R. C.	No
CHESTERFIELD COUREURS/NESS	No	61 F. Loftus	No
T. Gould	No	62 P. Walkington	No
CLAYTON VELO/ WHITEHEAD WOOD	No	LANCASTER C. C.	No
J. North V	No	63 A. Dent	No
M. Gornall	No	LEAMINGTON C. & A. C./ CLIFT CLEAN AIR	No
J. Belcher	Yes	64 R. Gardner	No
CLEVELAND COUREURS	Yes	65 M. Cotterill V	No
R. Murphy	Yes	LEICESTER FOREST C. C.	No
COALVILLE WHEELERS/STEER	No	M. Cotterill V	No
M. Turner	No	VELO CLUB LINCOLN/ METHERINGHAM CAR SALES/ IMP SPORT	No
COLCHESTER ROVERS C. C.	No	66 D. Worsdall	No
N. Pears SV	No		
COVENTRY OLYMPIC/WIMET/ REYNOLDS/WOLBER	No		
G. Clements V	No		

67 M. Gill	Yes	105 D. Griffiths SV	Yes
68 R. Parker V	No	106 A. George V	Yes
69 J. Jackson	No	RUTLAND C. C.	No
70 B. Renshaw J	No	J. Hall SV	No
71 M. Bethell	No	SCUNTHORPE R. C.	No
72 J. Bethell GV	No	107 M. McInerney V	Yes
73 J. Pennell V	No	SELBY C. C.	No
74 N. Fletcher	No	109 K. Carr	Yes
75 S. Deaville	No	110 S. Boothman	Yes
76 T. Kendall J	Yes	SEVERN R. C.	No
77 I. Cotton	Yes	111 V. Darling	Yes
MANCHESTER VELO	No	V. C. SNEYD	No
78 A. Wright	Yes	112 D. Baddeley	No
MANCHESTER WHEELERS/ TRUMANN'S STEEL	No	SOUTHERN VELO	No
79 K. Broadbent	Yes	113 J. Chisnall	No
MARPLE WHEELERS C. C.	No	SOUTH PENNINE R. C.	No
80 S. McDonald	Yes	114 P. Goodburn	Yes
MEDWAY VELO C. C.	No	115 G. Hiser	Yes
81 K. Brooks	No	116 J. Rosser	Yes
MERSEYSIDE WHEELERS	No	117 J. Miroslaw	No
82 E. Manning	No	SOUTHPORT R. C. C.	No
MID ANGLIAN C. C.	No	118 M. Wilkinson	No
83 P. Turner	Yes	119 K. Bladon	No
MILDENHALL C. C./DAIRYTIME	No	SOUTH YORKSHIRE R.C./ ERIC GILBERT CARPETS	No
84 M. Pendleton	No	120 P. Gilbert	No
85 N. Chambers	No	STAFFORD R. C.	No
NEWBURY R. C.	No	121 J. Brown	No
86 D. Canning V	Yes	STEVENAGE C. C. / MULTIGRAPHIC	No
87 D. Hubbard	Yes	R. Godfrey J	Yes
NORFOLK OLYMPIC/TUCKSWOOD MOTORS/CSI/VELO SPORT	No	88 M. Parkins V	No
89 R. Canavan	No	NORTH LANCASHIRE R. C.	No
90 J. Nolan	No	91 R. Beresford	No
NORTON WHEELERS/ RON HARRISON-HOYA	No	92 D. Bradbury	No
91 R. Beresford	No	93 M. Rowson	No
92 D. Bradbury	No	94 J. Harrison	Yes
93 M. Rowson	No	OXONIAN C. C.	No
94 J. Harrison	Yes	95 R. Newton	No
PAVONE/CYCLE WORLD/ SKINWEAR/ZEUS 2000	No	96 S. Armitage	No
96 S. Armitage	No	PEAK CYCLE CENTRE	No
97 S. Burney	No	98 B. Holden	No
PENDLE FOREST C. C.	No	99 P. Hartill	No
100 K. Smith	Yes	PITNEY BOWES MARKING SYSTEMS	No
RIBBLE VALLEY C. R. C.	No	101 M. Wilding	No
101 M. Wilding	No	ROYAL NAVY C. R. C.	Yes
102 A. Spiby	Yes	RUGBY R. C. C.	No
103 T. Jinks J	Yes	104 C. Payne	Yes
104 C. Payne	Yes	105 D. Griffiths SV	Yes
		106 A. George V	Yes
		RUTLAND C. C.	No
		J. Hall SV	No
		SCUNTHORPE R. C.	No
		107 M. McInerney V	Yes
		SELBY C. C.	No
		109 K. Carr	Yes
		110 S. Boothman	Yes
		SEVERN R. C.	No
		111 V. Darling	Yes
		V. C. SNEYD	No
		112 D. Baddeley	No
		SOUTHERN VELO	No
		113 J. Chisnall	No
		SOUTH PENNINE R. C.	No
		114 P. Goodburn	Yes
		115 G. Hiser	Yes
		116 J. Rosser	Yes
		117 J. Miroslaw	No
		SOUTHPORT R. C. C.	No
		118 M. Wilkinson	No
		119 K. Bladon	No
		SOUTH YORKSHIRE R.C./ ERIC GILBERT CARPETS	No
		120 P. Gilbert	No
		STAFFORD R. C.	No
		121 J. Brown	No
		STEVENAGE C. C. / MULTIGRAPHIC	No
		R. Godfrey J	Yes
		ST HELENS C.R.C./THATTO CYCLES /LINIAN CRANES	No
		123 D. Rogers SV	No
		STOCKTON WHEELERS	Yes
		D. Tilley	Yes
		WALSALL ROADS C. C.	No
		A. Sorrell SV	No
		WEAVER VALLEY C. C.	No
		126 K. Gowans	No
		127 J. White	No
		WREAKE VALLEY C. C.	No
		128 M. Cowlyn	No
		WYRE FOREST C. R. C.	Yes
		129 D. Pountney	Yes
		ZENITH C. C. / JULIES CYCLES	No
		130 P. Lewin	No
		131 A. Reid	No
		132 G. Barnes	Yes
		133 A. Watson	Yes
		ZODIAC C. R. C.	No
		134 N. Orrell SV	No
		135 S. Johnson	No
		136 C. Jackson	No
		137 I. Watts	No
		138 R. Howarth	No
		UNATTACHED LEAMINGTON	No
		139 M. Smith	No
		LADIES V. C. YORK/ DENISON INSURANCE	No
		140 H. Brooke	No

TURI MANZ (R.V. Wetzikon/Assos Switzerland)

My impressions of the 3 Peaks Cyclo-Cross.

In 1981 I was invited by our National Trainer with two other Swiss riders to take part in a race in another part of the World. With mixed feelings and a breath of adventure, we sat down in the aeroplane, direction Yorkshire. The Swiss competitors from 1980 had already told us terrible stories about this cyclo-cross. Through the warm welcome and the friendly atmosphere during the whole stay, we felt that we were at home. The inspection of the course with John Rawnsley made a great impression and was a great help for the race. Three hours to labour through moor, rocks, heather, more rocks and a few ordinary road is an impression of great beauty. The elation after an endless long climb to have reached the Peak at long last, the marvellous view over these endless moors, the journey down to the valley, then to the next Peak, the loneliness in the Dales of Yorkshire as well as the connection of human, bike and mountain is buried deeply into my heart. Without the help of my friends from Bradford R.C.C. and the required luck of racing, I would not have won the race, I was especially delighted to be the first foreigner to win the race. After the second place in 1982, I will be there this year for the third time; I am looking forward to seeing the 3 Peaks, the Pen-Y-Ghent Café, my friends from Bradford R.C.C. and of course the other competitors and the public.

BRUCE PETO (Farnborough & Camberley C. C.)

I took up Cyclo X in 1977 at the age of 35 after a mediocre career of running I had not owned a racing bike since my school days. I entered the 3 Peaks before I had ridden an event, I had watched a couple and thought that straight bars would be easier to control. I brought one of Keith Hanson's old bikes and put straight bars on it. Two weeks before the 3 Peaks I rode my first event and came fourth, I came 43rd in the 3 Peaks and a month later 11th in the National Veterans improving to 8th last year. Still getting funny looks at my straight bars I think they were an advantage descending Pen-Y-Ghent at speed and are still suitable for some courses, I ride mostly drops now. I ride only cross and don't touch my bike between February and mid July, running tens and half marathons to keep fit.

Riding the 3 Peaks is an experience I will never forget the sense of achievement on finishing the course and the scenery cannot be equalled. You feel you are challenging the course and nature as well as the other riders. You also feel grateful to the helpers and marshalls who make it possible, specially those on the summits (I think I would rather ride).

I will always remember in 1978 when the mist came down bringing visibility down to about ten yards the voice of Ian Jewell, not sure which way to go, shouting 'is anybody there'.

Most of us at the finish say 'never again' but we still enter, this year will be my fourth. I wish we had something like it down south. It is an eight hour journey for me but well worth it because this race makes the normal races seem easy. I hope to improve on my 33rd position of last year.

SIMON GLASSON (Cardiff Ajax C. C.)

This is the 3rd year I have entered the 3 Peaks and hopefully not the last. When in 1981 I first rode I was encouraged to do so by Mark Hillier, a fellow cyclist who had started me at cyclo-cross during the 80/81 season. Although I had covered greater distances over mountains on foot, I had never cycled over such a course before. Luckily, for the four months prior to the event I had been doing other sports as well as cycling which helped my overall fitness. Arriving at the start of my first 3 Peaks, I was amazed to see how many people entered for such an arduous event. There seemed to be a lot of 'fame' involved in riding the 3 Peaks, regardless of the finishing position. It seems there is a sort of 'addiction' to the 3 Peaks which makes me enter as soon as possible every year. At 1982's event I was better prepared than the previous year, having ridden the W.C.A. 12 hr. T.T. in an attempt to help my stamina; it seemed to work, along with the favourable weather, as I finished with a second class certificate. This year I have a new bike and hope to improve on this result and continue to ride in this race, which is the highlight of my year's racing, for many years to come.

MIKE PARKINS (East Anglian C. C.)

I first rode the 'Three Peaks' in 1976 at the age of 34. I believe I was the first participant from Norfolk. It's flat back there, so that first climb of Whernside came as a bit of a shock; it still does. I always decide long before the top that I'll never do it again, but once you're on the way down the agony of going up is soon forgotten. I did 4 hours 1 minute at that first attempt and am still trying to break 4 hours. The one time I was well up on schedule was in 1981. It had rained all the way, my wool shorts were waterlogged and kept falling down when I was off the bike. Despite pedalling hard for several minutes on the road section back through Horton, I could'nt get warm and decided that was no state in which to take myself up Pen-Y-Ghent so I reluctantly retired. In seven attempts I have roasted in the sunshine, been lost in fog, injured near the top of Whernside, dodged a rockfall on Ingleborough, fallen in a peat bog on Pen-Y-Ghent, been over the handlebars nine times in one event, punctured three times coming down Pen-Y-Ghent Lane, come down Whernside with no seat and Ingleborough with only one shoe. Like 95% of competitors, I've no chance of winning but the challenge remains, who knows, maybe this year I'll put in a clear round and crack that 4 hours.

THOSE AMAZING YOUNG MEN

A blustery rain-sodden Sunday, 27th September 1981, witnessed the coming to age of the most gruelling and demanding of all physical competitions - the 21st Andrews BMW International 3 Peaks Cyclo-Cross Race. On a course demanding 25 miles of cycling and 5 miles of running over wheel-stopping peat bogs and ankle-snapping boulder beds, the field of 183 streaked off from a drizzly Horton by road to Ribbleshead to tackle the 2,414 feet of an invisible Whernside. The cloud base at 1,000 feet appeared to create more problems for the support teams than the riders.

The hurtling descent into a fierce head wind and torrential rain down to Chapel-le-Dale gave way to undulating tarmac as far as Skirwith where the bike of leader Stuart Towers suffered a fatal attack of metal fatigue. This lost him his 2 minute lead and other valuable time changing to a heavier and less suitable road machine.

cont.

BOSCO

"THE ELECTRONIC OFFICE"

BOSCO,
139 Sunbridge Road,
Bradford BD1 2NU
Tel. Bradford (0274) 726783.

THOSE AMAZING YOUNG MEN

The stony Fell Lane took them past Crina Bottom to the soggy struggle up "T'Hill". Ancient Britons in graves around their camp on the summit of Ingleborough (2,373') must have stirred in disbelief at the strange pageant and put it all down to a bad dream - as some of the competitors were beginning to think.

The descent to Selside found 2 Swiss riders ahead of the field, with John North of the England team in third place, sporting a plastered broken arm (not to mention a mud-plastered rear aspect). Return to Horton signified not the end of the race, but the start of the last cruel assault - the top of Pen-Y-Ghent (2,273').

The first man over the line was the Swiss Arthur Manz in a time, remarkable in the circumstances, of 3hrs. 9mins. 2secs. His team-mate Karl Haslebacher followed, only 10 seconds ahead of John North who was succeeded by Arthur Zeigler assuring the Swiss team of the International Team Trophy. The next four places were taken by P. Webster, P. Brooks, F. Loftus and the unfortunate Stuart Towers.

Nineth place, and the Junior Championship went to 17 year-old Tim Gould of Matlock. The sole Canadian rider, D. Phillips, came in a respectable 25th, and the club team prize went to the Bronte Wheelers, with the Northern Wheelers runners-up. First of the Veterans was Ian Craig the 1963 winner, while Jim Blankley took the Senior Veterans' prize.

Because of severe weather conditions and the risks of exposure, the police and rescue teams brought forward the elimination time to disappoint a number of riders, but in all 110 finished the course. Outstanding performances were registered by John Rawnsley, winner of the first cyclo-cross in 1961, and Neil Orrell, each competing in his 21st race. John Rawnsley has now achieved an astonishing 86 circuits of the 3 Peaks, either cycling, walking or running. He intended to compete in the running race 2 weeks later.

cont.

THOSE AMAZING YOUNG MEN

Admiration for these "amazing young men on their flying machines" is unlimited. To lay out £300 for a cyclo-cross bike, to do all the necessary training and preparation, to undergo the punishment of the relentless weather the spiteful terrain, and physical demands undreamt of in any other sport displays a dedication, if not a masochism bordering on insanity that demands respect and admiration.

It is significant that a growing proportion of the participants are also well-known in the fell and mountain running arena. And this is only one qualification for participation in what is appropriately designated "The World's Toughest Cyclo-Cross Race"!

LAURIE FALLOWS, October 1981

Prepared in this abbreviated form for "The Great Outdoors"
(pressures on space prevented publication)

LES McINULTY (Broughty Velo C. R. T.)

Riding in the 3 Peaks Cyclo-Cross is a unique experience and it can vary tremendously from year to year depending on the weather (or occasionally a change of course). It is always a challenge just to finish within the time limits, especially at your first attempt. It is always an exciting, unpredictable race because so many things can go wrong - like wrecking your frame or wheels on a descent or in a hidden drainage ditch; all the more worrying if you have no helper with a spare bike. I am usually praying that my single steed will survive all the pounding of the fast descents, especially the cart track down Pen-Y-Ghent which seems like the 'death of a thousand vibrations' I enjoy the 3 Peaks more than any other cyclo-cross, it involves careful navigation good knowledge of the route or following John Rawnsley the organiser who rides and finishes the event every year. On my three previous attempts, I have still to find perfect weather; 1982 was probably the best conditions for a while (overcast so not too hot on the climbs) but I could have done with anchors to stop the bike from almost being blown over my head by the gale force winds on the three summits. 1981 was a year when the riders got soaked by heavy rain and it was hairy trying to keep on course in the low clouds. 1980 was a great year for spectators in the baking hot sunshine but not for the riders unless you had a helper with a drink every mile. If you are riding without a spare machine, anywhere on the course the adrenalin is flowing all the time because you know that one bad crash can ruin your chances of finishing. I have had my share of bad luck; in 1981 descending Ingleborough I lost the bolts of my seat pin and my saddle fell off with near disasterous consequences for my future prospects of fatherhood. Hoping that friends or spectators might have spare bolts, I ran two miles down to the road then lost 15 minutes trying to find spare parts. It was pouring with rain and I became cold once I stopped racing, some spectators suggested I should give up, but they do not understand, do they! I said to them "Not likely, after travelling all the way down from Dundee to compete". Another five minutes delay to fix spare bolts on with frozen fingers with help from spectators and I was on my way again. The delay caused me to slump from 26th to 60th position, that is how changeable fortunes are in this race. In 1980 I must have lost a lot of salt through the heat because my legs suddenly started to cramp up on the road section before the last peak (Pen-Y-Ghent); only quick thinking and on-bike leg massage saved me from being D.N.F. that year. Energy giving food is a problem for a race of this duration, I find chocolate Kendal Mint Cake is best for instant energy and easy digestion. This year I hope that luck is with me and that I will jump at least three places on last year's effort to finish in the top twenty for the first time. A great course and well run event. My results 1980-50th, 1981-50th, 1982-23rd.

INDIVIDUAL WINNERS

1961	J. Rawnsley	3-21-35	1969	J. Atkins	2-51-58	1977	E. Stone	2-40-18
	Bradford R.C.C.			Coventry R.C.			Bradford R.C.C.	
1962	H. Bond	3-20-08	1970	J. Atkins	2-46-55	1978	E. Stone	2-50-35
	Bradford R.C.C.			Coventry R.C.			Ron Kitchen/ Sun Tour	
1963	I. Craig	3-28-20	1971	E. Stone	2-37-33	1979	E. Stone	2-40-00
	Lune R.C.C.			R.B.M.			Ron Kitchen/ Sun Tour	
1964	H. Bond	3-00-05	1972	C. Wilkinson	2-45-45	1980	J. North	3-00-16
	Bradford R.C.C.			Bronte Wheelers			G.B.-Bronte Wheelers/ McManus & Poole	
1965	J. Bell	3-14-34	1973	B. Davies	2-56-50	1981	A. Manz	3-09-02
	Bradford Wheelers			Ron Kitchen			Switzerland- V.C. Bauma/Assos	
1966	H. Bond	2-57-21	1974	B. Davies	2-50-40	1982	E. Stone	3-12-10
	Bradford R.C.C.			Ron Kitchen			G.B.-Andrews Bros BMW	
1967	H. Bond	3-14-27	1975	B. Davies	2-52-18			
	Bradford R.C.C.			Ron Kitchen				
1968	T. MacDonald	3-07-51	1976	J. Atkins	2-48-12			
	Keighley St. Christophers C.C.C.			Viscount Shimano				

TEAM WINNERS

BRADFORD R. C. C.
1961-62-63-64-65-66-67
68-69-70-82

KEIGHLEY ST.
CHRISTOPHERS C. C. C.
1971

**BRONTE WHEELERS/
McMANUS & POOLE**
1972-73-74-75-76-77
78-80-81

**RON KITCHING/
SUN TOUR**
1979

1961 to 1979 Race Distance
40 Kms.

1980/1981 Race Distance
47 Kms.

1982 Race Distance
50 Kms.

1982 TOP TWENTY

1	E. Stone	G B.-Andrews BMW	3 12 10
2	A. Manz	SWITZERLAND	3 13 39
3	C. Huber	SWITZERLAND	3 17 27
4	S. Towers	G.B.-Bradford R. C. C.	3 22 30
5	P. Sleaford	Norton Wh./Ron Harris	3 28 39
6	F. Loftus	Lancashire R. C.	3 29 07
7	P. Webster	G.B.-Bronte Wh./McM&P.	3 29 19
8	C. Cracknell	V. C. Olympia Sport	3 29 33
9	W. Wittweiler	SWITZERLAND	3 30 26
10	R. Beresford	Norton Wh./Ron Harris	3 32 40
11	M. Gornall	Clayton Velo/Whit. & W.	3 35 21
12	A. Evans	Kent Valley R. C.	3 41 35
13	D. Lawson	Keighley Velo/Croad A.	3 43 19
14	I. Craig	Hyde Olympic	3 44 42
15	P. Jebb	Bradford R. C. C.	3 45 11
16	S. Burton	Calder Clarion	3 46 28
17	K. Sabiston	Ryton Cheviot/B. Times	3 47 47
18	J. Rawnsley	Bradford R. C. C.	3 47 53
19	A. Leheup	Matlock C. C.	3 47 54
20	J. Parker	Horwich C. C./Part. Cyc.	3 49 46