



**The Cyclists' Newsletter of Leamington Cycling
and Athletics Club**



© Greta Spiers

Fred Dale 1912 - 2006

This issue of SPOKES is dedicated to the memory of
our longest serving member

Spring 2006

SPOKES is produced by Steve Walker, sometimes as much as 4 times a year. Any copy can be sent by e-mail (s.jwalker@virgin.net) or phoned to me on 01926 882037.

www.leamingtoncyclingandathletics.org.uk

The Editors bit - The Last of the Last of the Summer Wine

2006 started well, we had enjoyed a welcome break over Christmas, first with my Mum and Aunt staying at Tandem Towers, then over to the Norfolk flatlands to see Christine's Mum for the New Year. It was down to earth with a bump on January 3rd when Jan Ford phoned to tell me that Fred had died. I am not afraid to admit that I cried that night, I hadn't cried when my own Father died last year, I thought I had got past that, but Fred was different.

I first met Fred in 1979, at a 100 mile TT on a local course in Hampshire. Little did I realise that I would be joining his Club 5 years later. Since then, Fred more than anyone, has epitomised to me everything that is good in cycling, the friendship, the fitness and the sheer determination it takes to ride in all conditions. Fred has had a good life, and after his funeral I was pleased to meet Keith, his son. There were many cyclists at the funeral, and we watched again the TV recording with Fred, Sarge and Nev enjoying a 'short' ride in the lanes, for the benefit of the reporter. Nev's ride home was almost 40 miles...

Fred, we'll miss you, we really will. And Sarge, Nev and the rest of the cycling community who have passed on in recent times.

I am grateful for the contributions to this issue, provided by Mick Ford, my friend Greta Spiers (who researched material for the VTTA local newsletter, *Standard Times*), Alf Moore, and lastly, Fred himself.

Committee changes - Roger stands down

After several decades of distinguished service to the Club, Roger Gardner has chosen to retire from his official duties and take a back-seat, for personal reasons.

He has been at one time or another Club Secretary, President, Chairman, he has organised races and touring events, ridden road races, time trials and cyclo-cross, toured throughout Europe, in fact Roger has been a champion for Leamington C & AC for forty years or more. With Liz stoking on the back of the tandem, we have shared lots of fun riding through the lanes of England and Wales, and recently in Holland. I personally shall miss his honesty, determination and wisdom at committee meetings, he has served the Club well. Thank you Roger, from all of us.

With Roger retiring from active service, we now have a new Chairman, and a new Treasurer. Peter Chronicle has stepped into Roger's Chairmanship job, and Tony "hand over your subs" Smith will be watching the pennies from now on. I'm still doing the Secretary business, Tim Cadd and Gig Cooke are your BC delegates, while Peter C also continues with the CTT club-event organisation. Paul Preston and myself represent the Club for CTT matters. All other committee members stay on from last year, they have promised to keep their eyes on us busy-bodies.

National 25 mile Championship

Yours truly has again volunteered to promote the Blue Riband distance event on behalf of the Club and the Midlands District of CTT. The event will be on Sunday June 4th, we will be running 3 championships on one day, as in 2003. John Clarkson has kindly given the event some space on our website, course details etc., so if you have internet access, click on the club link - www.leamingtoncyclingandathletic.org.uk and see what it's all about.

F. H. DALE

By Mick Ford

Born in Banbury it was not until 1938 that he moved to Coventry, having lived for a while in Leamington. It was while residing in the spa town that his interest in running led to membership of the Athletic club. Fred became a founder member when the town cycling and athletic clubs amalgamated in 1928 to form the Leamington C & AC, and had been the last serving member of that elite band.

A gifted runner in cross country events, he won the coveted Chandler Cup in 1928 and 1931. The venture into cycling did not deter him from assisting his club in Midland League cross country events, a good way to maintain winter fitness.

Cycling was at its zenith as a pastime and as a means of transport in pre-war traffic free days. Time Trialling was the predominant activity of Leamington riders. Fred soon made his impact with long distance events being his forte. Rides of 243+ and 244+ in twelve hour trials were platforms for his 12th place in the BBAR of 1937 and 1938. A hard riding holiday in the Pyrennees accompanied by Harry Rogers and Colin Jones brought fitness sufficient for the trio to gain 5th place in the 1937 BBAR team competition. The Polytechnic 100 of 1938 gave Fred a satisfying win over a top class field, his 4.42.35 being a superb effort on a day of atrocious weather. With Ralph Dougherty on a tandem they set Midland RRA records in 1939 at 50 miles (1.47.07) and 100 miles (3.51.35). With Charlie Baines again on a tandem another Midland RRA record for 12 hours was achieved (267.25miles).

The outbreak of war caused racing to be put on hold but with the easing of the pressure of work limited activity resumed. With Fred, Norman Sargisson, George Doody and Eric Gale all employed by the same engineering company, Leamington fielded teams in local events, becoming dominant in the Birmingham League.

The arrival of three sons made family matters the first concern and heralded a break from competition. With the boys maturing, Fred was encouraged by Norman Sargisson to recommence riding and racing soon followed. A holiday / racing trip to St Johann to compete with continental riders brought pleasure and awards in plenty.

In 1980, aged 67, Fred achieved 20th place in the VTTA BAR with rides of 25 miles (1.6.4), 50 miles (2.17.7), 100 miles (4.44.13) and 12 hours (22.2.83 miles).

In 1982, aged 69 11th place in the VTTA BAR was achieved with rides of 25 miles (1.6.02), 50 miles (2.7.37) (3 mins 36 sec faster than his BAR qualifying ride in 1938!), 100 miles (4.39.30) (4 mins 4 sec slower than his time in 1938) and 12 hour (226.17 miles).

Fred's last trial brought a win in the VTTA National 100 when, in his 73rd year, he returned 5.0.35.

A long time CTC and VTTA member, Fred enjoyed touring and took holidays in Majorca, Wales and France including a number of short trips to see the Tour de France.



Cycling gave Fred an abundance of pleasure and friendships. By devoting his time and talent with help, time keeping and official VTTA posts, he enabled others to obtain similar joys. He was meticulous in all that he did. Essentially a club rider he was never ostentatious but insisted on good standards. At times, remissness of others caused exasperation but he became mellow in later years.

Keenly felt was the loss of friends which is the inevitability of passing years. Particularly felt was the loss of Norman Sargisson and Neville Gregg who were his companions portrayed on TV following a chance meeting with the lady presenter while at a tea-stop. Friends dubbed them the Last of the Summer Wine.

Seriously injured in his 80s when hit by a drunken motorist, Fred's cycling days were over – his only trips up to a couple of years ago were to the local shops and to luncheon meetings at the Church of the Risen Christ, just half a mile from his home. It was at that church that family and friends gathered to celebrate a life fully lived. Afterward at Broad Street Rugby Club for refreshments, many reminiscences were exchanged.

Although a very successful competitor in the 1930s and 1980s, Fred was a club man at heart, remaining loyal to the Leamington C&AC for 78 years, and his achievements were recognised by life membership. In his own words: "Success counts for little compared with the friendship and comradeship which exists amongst the cycling fraternity."

Photo shows Fred with Dennis Broughton and Harry Rogers

Nearly the Last of the Summer Wine

The sun was shining on a fine November day, just the day for a steady ride round the lanes. My riding during the last few months consisted of shopping trips but when it was not too cold, too wet or windy, a ride of about 6 miles each way to visit a friend.

It was on such a ride when returning home along a country lane when "bang", I was hit from behind by a car. I lay on the ground aching all over and thinking I was on the way to heaven or could it be the other place. A voice was saying "Sorry mate I couldn't see you in the sun", but perhaps it was the pints he had drunk the night before and one or two the same day. 'Don't drink and drive' did not mean anything to him.

The end result was that I spent 10 days in hospital in which time I was taught to walk with two sticks and how to get up and down stairs which was most helpful once I got home. X-rays on my head and hip showed no bones broken but the bruising on my hind quarters was described as horrendous.

Fred Dale

Taken from the Standard Times December 1998

The Last of the Summer Wine

By Fred Dale

Feature originally printed in Standard Times 1996

The arrangements for the annual pilgrimage to the South Wales Vets '50' was that I should travel by car to Eckington, leave my car at Nev's then we would ride down together to our destination at Bronllys 8 miles short of Brecon. The "Bigfella" would ride all the way there - so he said.

A phone call at 6.30am Saturday morning telling me it was raining in Cubbington and could he have a lift to Eckington came as no surprise. Why I said yes I will never know.

Breakfast at Nev's consisted of tea, cereal, eggs bacon and sausage with toast and marmalade. A discussion took place, were we going by car or riding? I lost the vote. The Bigfella said if you can go by car and take the luggage, I said if you're riding I'm riding. Why was I so bloody stupid?

We were finally on our way just before 10.30am, not bad considering that I had been up since 5.30am. My car stood on the drive with rain bouncing off the roof.

Our route took us through Upton-on-Severn where our advice to motorists manoeuvring for parking positions went unheeded. We were away from it all by taking the lane from Welland over Castlemorton common to Eastmor, usually a scenic and pleasant ride but the Malverns shrouded in dark cloud did nothing to inspire us as we free wheeled to Ledbury.

The Bigfella said that his super-lightweight cape was useless - or something like that and he would buy another one.

The stop at the cycle shop gave me the opportunity to press on alone and this saved me getting burnt off.

We regrouped at Hereford but my suggestion that we carried on riding was flatly turned down. The reply was "You can do what you want". I think that meant "We're going into the café". The most suitable was the Bus Station where pools of water left on the floor did not seem to matter much.

The rain was still bouncing off the road as we left Hereford. In spite of my wish to continue on the main road we crossed over the Wye through the lanes to Bridge Sollers and Preston-on-Wye. My moans and groans about the weather seemed to have no effect on Nev. He did not seem to mind my soaking wet feet and the water running down my neck. In contrast to the silence of the Bigfella and myself he carried out an endless conversation as we rode up the many hills around Bredwardine trying to console us that it was all down hill to Hay-on-Wye. How many times had I heard that on previous rides.

It was very unusual to pass through 'Hay' without calling in at the Café. Looking in bookshops did not appeal to us on this particular occasion. We arrived at our destination late afternoon to be greeted by our host "You must be stark raving mad", to which I quickly agreed.

The Bigfella - Norman "Sarge" Sargisson, and Nev - Neville Gregg

Alf Moore remembers

I am most probably the last of the pre-war Leamington cyclists. Mick Ford has suggested that I pen a little contribution about club life in those far off days. I hero worshipped my older brother who was a track rider with Coventry Godiva and I longed for a bike. My wish was granted on my 14th birthday when I started work, a Triumph sports machine (I wanted a proper racing bike). I was soon out on club runs and handing up drinks to the club members; many miles were covered. There were the long runs, some to the Bath Road events, leaving Coventry at 1am to ride to Speen near Newbury and then to Theale HQ. Then there was the ride home via Pangbourne and Oxford. Fred Dale and Ralph Dougherty were the new heroes. Wednesday club night venue was "Auntie's" Café on the Coventry Road at Southam. The usual run was via Dunchurch and often took the form of a road race.

Before Fred and Ralph became famous the Club had other top class riders. Jack Knifton and Geoff Broughton were still racing. Geoff, an immaculate figure always, lost his life whilst riding near to Barford. This was some time after the war. I last saw him at the National Hill Climb Championship on Dovers Hill, and before that in the RNB Portsmouth where he looked out and very miserable. It was summer 1940.

Club runs were nearly always into the Cotswolds but I remember one run to the Forest of Dean with breakfast at Tewkesbury. Our riders were long distance men but I had a wish to be a track rider. I rode on grass tracks and in the club time trials, the first being a low gear '15'. The first '25' had me caught by Ralph who did 1.2 to my 1.13. On my 17th birthday, I was allowed to have a 'Bates' frame on which to hang Triumph bits. Sadly the war started within three weeks and we were expected to work every day to produce for the engineering needs. Racing became difficult but I managed to ride some events and

gradually improved with an encouraging win on the Butts track at Whitsun 1940. It was at that meeting that Bill Maxfield beat Reg Harris in the sprint. Sadly Bill was killed in a fighter plane but what a magnificent man he was. The Coventry CCA 25 in the Spring of 1940 saw Harry Rogers beating Fred by a second. I was third to complete a Leamington team whitewash. Possibly my last TT was the Banbury Star in May 1940. We had a number of Leamington men in the event which was won by Fred Pape who was the fastest rider that season to date.

Another memory is of Fred and Ralph setting pace in the first National 'Massed Started' Championship at Donnington motor circuit. They had been in Manchester doing wonderful things on a rain-soaked shale track and should never have attempted the National the following day. It was predictable that they would suffer.

Fred made several attempts at the Midland RRA 50 and 100 records. I recall waiting for hours to offer drinks but the wind did not favour records. There was no traffic and George Doody, David Game and I played football in the Oxford Road south of Banbury. Everyone went everywhere on bikes or stayed at home. When factories closed the roads were full of hordes on bikes – all over the road. The Butts track attracted crowds similar to football masses, and bikes were parked all over the place – no one seemed to nick them.

Pre-war seems now to be idyllic but work was hard and pay poor. My wage: 6/6d (32.5p) for 52 hours at age 14 years as an apprentice, with one shilling pocket money (5p).

A highlight of January 1938 was the BBAR Albert Hall concert for the heroes of 1937. Then there was the 1939 concert and Fred was feted at them both along with the other eleven and team winners. Our club was well represented in the audience, a great time for a cycle-mad fifteen year old.

Bett and I went to a post-war BBAR concert in 1948 along with club members – we then went to a late showing of Bertram Mills Circus and missed the last train home. In the queue at Lyons Corner House, the less worldly wise asked why some ladies were walking up and down the queue! I forbore to enlighten them.

Taken to task by the works foreman for taking Sunday morning off work and not appearing until lunchtime, I became frustrated and joined the navy for a seven year stint. I kept in touch with Fred and George Doody and thus with racing news, as pressure of work eased and limited racing became possible. For my part I did not return until 1947 when I took up the sport again. 1948 was a good year and I felt full of promise but a spinal injury and then poliomyelitis took a full season out. Then plenty of second places and a few wins but a lot of fun.

Bett and I decided upon social work with emotionally disturbed children and after training, worked in a residential setting for the Oxfordshire Education Committee – no cycling for 30 years. On retiring, Fred – then racing as a veteran – encouraged me to start again. Club member Martin made me a couple of bikes and there followed a few years of competition and moderate success, in that I enjoyed it all greatly. A white van driver ended my racing but I recovered to still go riding. Now old age restricts mileage. I have enjoyed a full sporting life which has included rugby (and refereeing), swimming, tennis, squash, badminton, cross country running and the favourite – cycling. Memory is failing but I can name 27 pre war members as well as some of the running section.

Alf has kindly searched through his memorabilia to let us see a war-time TT Result Card. The practise at the time was to show the results in starting order, and the handicapper had even left the individual to calculate his time from his allowance! Alf rode the event in 1-7-59, Fred Dale did a 1-6-01 for 6th place.

Provised & Confirmed Under R.T.T.C. Regulations.

Barbury Star Cyclists' Club



OFFICIAL RESULT
of the

BANBURY OPEN 25 MILES TIME TRIAL

on the
'PEAKE' TROPHY
SUNDAY, MAY 9th, 1940.

AWARDS

1st Fished ... 5 PAPER ... 13 9
2nd ... A. BUSHMAN Warwick Road 13 0
3rd BHP. A. E. SAGE ... 10 57 48
2nd ... D. A. O'CONNOR ... 10 8
3rd ... F. R. BIRBY ... 10 43

Fastest Team ... WARWICK ROADS
A. BURNHAM, E. R. CLIBBOK, W. R. GHASE ... 3 27 22

Timekeepers & Handicappers—

**A. E. KILBY, Esq., A. W. ALLITT, Esq.,
J. RUSSELL, Esq.**

Race Secretary—

**Mr. J. RUSSELL, 4, West St., Graftonbury, Banbury
Oxon.**

Sound Types: "The Cyclist Printer," Exeter

No.	Name	Club	Hrs.	Time
1	Gardner, G. R.	Barbury Star	5	11 17
2	Peasey, K. G.	Team, C. & A. C.	6	1 30 46
3	Arlins, R. E.	Coys. R. C.	7	1 7 52
4	Reilly, K.	Roughs R. C. C.	10	1 16 26
5	Phillips, L. G.	Gabent	14	D. N. 3
6	Kerr, S. H.	Conventers O. C.	3	D. N. 3
7	Dwyer, S. N.	Coys. R. C.	24	1 10 32
8	Newman, M. A.	Bladon R. C.	61	1 12 32
9	O'Connell, G. A.	Knollys R. C. C.	71	1 7 38
10	Atkey, W. H.	Roxton & South	2	D. F. 5
11	Reger, H. G.	Leam, C. & A. C.	2	1 7 53
12	Hodges, R. H.	Witchington A. A. C.	4	D. N. 3
13	Wynne, R. J.	Barbury Star	5	1 7 0
14	Hickman, K. F.	Coys. R. C.	6	1 7 42
15	Aspin, J. B.	Orto T. C. C.	2	1 6 35
16	Garson, W.	Glor. Coy.	24	1 9 21
17	Garlick, H.	Ratburton W. B.	25	1 7 32
18	Curson, W.	Coys. C. C.	6	D. N. 1
19	Evans, P.	Leam, C. & A. C.	1	N. F.
20	Tilney, J.	Knollys R. C. C.	1	5 35
21	Barker, K. D.	Knollys R. C. C.	1	N. F.
22	Stratton, R. W.	Knollys R. C. C.	6	1 15 26
23	Stratton, L. O.	Barbury Star	8	1 9 22
24	Solih, E. A.	Coys. R. C.	12	1 5 18
25	Edie, F. J.	Leam, C. & A. C.	3	1 6 1
26	Dillon, S. F.	Dragon R. C. C.	1	1 0 3
27	Reels, B.	Warwick Roads	8	1 10 39
28	Dwyer, E.	Coys. C. C.	24	1 12 9
29	Slooten, E. S.	And. W. B.	11	1 12 12
30	Happ, F.	Conventers	5	1 13 13
31	Pirnies, A. V.	Conventers	9	1 1 50
32	Wesley, C.	Bladon R. C. C.	41	D. N. 8
33	Berry, E. V.	Knollys R. C. C.	51	5 27
34	Reels, M. A.	Coys. R. C.	1	1 8 57
35	Collie, C.	Dragon	2	1 5 26
36	Passer, J.	South, C. & A. C.	2	1 4 28
37	McIntosh, A. C.	Leam, C. & A. C.	2	1 7 50
38	Evans, C. H.	Bladon R. C. C.	6	1 12 52
39	Evans, J. F.	South, C. & A. C.	7	1 12 33
40	Reels, M. A.	Warwick Roads	7	1 10 30
41	Evans, W.	Conventers	5	2 2 5
42	Clay, S. N. S.	And. W. B.	1	3 2 5
43	Hines, L. N. W.	Coys. R. C. C.	5	1 9 3
44	Reels, M. A.	Leam, C. & A. C.	1	1 12 55
45	Reels, M. A.	Sidwell C. C.	2	1 9 37
46	Reels, M. A.	Hymer R. C. C.	4	1 8 48
47	Reels, M. A.	Warwick Roads	1	1 9 26
48	Reels, M. A.	Coys. R. C.	3	1 8 13
49	Reels, M. A.	Coys. R. C.	3	1 8 13
50	Reels, M. A.	Warwick Roads	2	1 9 26
51	Reels, M. A.	Warwick Roads	1	1 9 26
52	Reels, M. A.	Warwick Roads	1	1 9 26
53	Reels, M. A.	Warwick Roads	1	1 9 26
54	Reels, M. A.	Warwick Roads	1	1 9 26
55	Reels, M. A.	Warwick Roads	1	1 9 26
56	Reels, M. A.	Warwick Roads	1	1 9 26
57	Reels, M. A.	Warwick Roads	1	1 9 26
58	Reels, M. A.	Warwick Roads	1	1 9 26
59	Reels, M. A.	Warwick Roads	1	1 9 26
60	Reels, M. A.	Warwick Roads	1	1 9 26

Leamington C & AC Racing Events for 2006

Date	Course & HQ	Distance	Start	Notes
Sunday April 9	K3/11 Harbury	22 m (2 laps)	1000	Hilly circuit
Wednesday April 12	K3/5 Fosse Garage	5 m	1900	
Wednesday April 19	K3/10 Offchurch	10 m	1900	
Wednesday April 26	K3/15 Harbury	15 m	1900	
Wednesday May 3	K3/25 Offchurch	25 m	1900	If poor light - 10 mile TT
Wednesday May 10	K3/11 Harbury	22 m (2 laps)	1900	Hilly circuit
Thursday May 18	K10/10 Princethorpe	10 m	1900	
Wednesday May 24	K3/15 Harbury	15 m	1900	
Wednesday May 31	K3/25 Offchurch	25m	1900	
Sunday June 4	K10/25S Princethorpe	25m	1000	National Championship Juniors, Women and Men
Wednesday June 7	K3/11 Harbury	22 m (2 laps)	1900	22 Champs Hilly circuit
Wednesday June 14	K3/25 Offchurch	25m	1900	2-up TTT Champs
Wednesday June 21	K3/15 Harbury	30 m (2 laps)	1900	
Wednesday June 28	K3/25 Offchurch	25m	1900	
Wednesday July 5	K3/15 Harbury	30 m (2 laps)	1900	30 Champs
Saturday July 8	K3/10 Offchurch	10 m	1800	Open TT (Solos + Tandems) Phil Galpin organising.
Thursday July 13	K10/10 Princethorpe	10 m	1900	10 Champs
Wednesday July 19	K3/15 Harbury	15 m	1900	15 Champs
Wednesday July 26	K3/25 Offchurch	25 m	1900	25 Champs
Thursday August 3	K10/10 Princethorpe	10 m	1900	
Wednesday August 9	K3/16 Harbury	16 m	1900	Ted & Doris Trophy 4 mile run 10th?
Wednesday August 16	K3/10 Offchurch	10 m	1900	
Wednesday August 23	K3/10 Offchurch	10 m	1900	
Wednesday August 30	K3/5 Fosse Garage	5 m	1900	5 Champs
Sunday September 3	K10/10 Princethorpe	10 m	1400	Open TT (Solo event + ladies/gents 2-up) Steve Walker organising
Sunday October 1	KH6 Edge Hill	1 m	1430	Hillclimb Champs

Ted & Doris Trophy – 4 mile run, date to be confirmed.

Princethorpe 10s - Please note the different DAY of the week, this is to avoid clashing with other clubs on this popular course, and maximise the use of the roads.

Course details in brief

Notes

1. From 2006 - where the calendar states 22 mile hilly TT or 30 mile TT, we have been asked by CTT Midlands DC and Warwickshire Police to show the lap distance as part of the Course number, hence K3/11 and K3/15 are shown for these events.
 2. There is always the option to ride a single circuit of a 2-lapper or when the event is a 25 the timekeepers are quite happy for riders to opt for a 10 mile TT in stead, provided the rider is happy to start at the rear of the field. If the weather is poor, or road conditions are critical, it is at the Timekeepers' discretion to shorten or cancel any event.
-

K3/5 (5 miles out and back) Starts in Middle Lane to Harbury opposite Fosse Garage, near Rugby Club. Left onto Fosse to B4100. Turns at Harwoods House and finishes at end of lane to Harbury. HQ – Fosse Garage

K3/10 (10 miles out and back) Starts in lane by Sam Moreton's place. Heads south along Fosse to B4100. Turns at Harwoods House and finishes just past Canal bridge north of A425 on Fosse Way. HQ – Sam Moreton's farm, lawn inside the entrance.

K3/15 (15 miles circuit) Starts in Butt Lane Harbury, near Pirie Close. B4452 to A425, Ufton Hill, Fosse Way, B4100 to Gaydon, B4451 to Depper's Bridge, B4452 to Harbury. HQ – Bicknell House, corner of Bush Heath Road and Vicarage Road, east side of Harbury. 30 miles course uses 2 laps of 15 circuit.

K3/16 (16 mile circuit) Similar to 15, but Start and Finish further along Butt Lane to get extra distance for Ted & Doris event (August). HQ as K3/15.

K3/11 (Hilly circuit for 22) Starts in Butt Lane Harbury, near Pirie Close. B4452 to A425, Ufton Hill, Fosse Way to Harbury Lane X-roads, left up Windmill Hill, fork right to Bishops Itchington, B4451 to Depper's Bridge, B4452 to Harbury.

K3/25 (25 miles) Starts in lane by Sam Moreton's Farm. Heads south along Fosse to B4100, B4100 to Gaydon, B4451 to Depper's Bridge, B4452 to Harbury and A425, Ufton Hill to Fosse, turn down Fosse again to B4100. Turns at Harwoods House and finishes on Canal bridge north of A425 on Fosse Way. HQ as K3/10.

KH6 Edge Hill. Starts at the bottom (steep hill sign), finishes at the top, what did you expect?! Parking in rough layby at top.

K10/10 Princethorpe circuit – starts just past Princethorpe caravan park, along Rugby Road to A45, left towards Coventry, turn off through Ryton to Oxford Road and finish a half mile past Princethorpe towards Marton. HQ on bend past caravan park, park on wide verge on south side of corner.

Fred's Records

1937	30 miles Tandem	Ralph Dougherty & Fred Dale	1-05-40
	50 miles RRA Tandem	Ralph Dougherty & Fred Dale	1-47-07
	100 miles RRA Tandem	Ralph Dougherty & Fred Dale	3-51-35
1939	12 hours RRA Tandem	C Baines and Fred Dale	267.25 miles
	Birmingham-London and back	C Baines and Fred Dale	8-57-23
	Birmingham-Bristol and back	C Baines and Fred Dale	6-50-17
1984	VTTA Tandem 50 - 60yrs	Fred Dale & Nev Gregg	2-14-09

VETERANS TIME TRIAL ASSOCIATION

Birmingham and Midland Group

Year 2006

£1000 TIME TRIAL POINTS SERIES

DATES FOR QUALIFYING EVENTS

Saturday	8 th April	10mile	K3/10
Saturday	27 th May	10 mile	K48/10
Sunday	28 th May	23mile	K48/23
Saturday	1 st July	30mile	K41/30
Sunday	6 th August	25mile	K16/25
Saturday	16 th September	10mile	K33/10

Points Series is open only to Veterans (over 40 years) who are members of the VETERANS TIME TRIAL ASSOCIATION.

Local Group - **Birmingham and Midlands** Yearly membership subscription - **£14**

Secretary – Alan Colburn Tel 01886 888575 e-mail: alancolburn@aol.com

Treasurer – Greg Smart 01788 547466 e-mail greg.smart@tesco.net

Small Ads

- *A 24 inch road frame (no guard eyes). Unknown make but bears a label 0245 Ishiwata Hi-tension butted tubes forks and stays. Complete with a single chainset. Bright red, unused since respray.*
- *A pair of traditional sprints (28/28). Mavic GP4 on Campagnolo Record. Dusty but reasonable condition.
No payment required.*
- *Does anyone have a tandem (sturdy; touring type) they no longer use that they would be willing to loan or even donate to Warwickshire Association for the Blind? The ancient Peugeot that people may occasionally have seen PCC piloting with a WAB stoker has suffered a terminal frame failure and WAB would very much like to acquire a replacement. Please contact PCC if you can possibly help.*

Peter C. Tel 01926 426778