

Hallo Everybody

Here we are with the latest edition of Winged Wheel which I hope you enjoy. How have you coped with the awful wet weather that we have had so far this year? We have certainly had a few wet rides and we have also decided not to go out at all a few times as, unfortunately, we didn't think we would enjoy it! Here's hoping for a better Spring and Summer.



We have some interesting pieces in this edition and my grateful thanks go to everyone who has contributed. I have been editing Winged Wheel since 2020 and I think that it's time to hand over to someone new. If you are interested, please don't hesitate to get in touch and we can arrange to meet up and I will tell you all about it. I am certainly no computer whizz kid but I have enjoyed it and it's very satisfying when it goes well!

Judy Scott

Editor

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Presidents Ramblings

I am approaching the end of my second three-year term as president of this wonderful club of ours. Like it or not the Cyclists touring club I joined back in 1965 has changed almost beyond recognition. Although I mourn the loss of the old club, I think Cycling UK is more appropriate in our modern times. If we as a Club are to follow the lead of Cycling UK, then we need to move with the times. Before the coming AGM the committee will be considering some of our governance and in particular the service constraint that applies to the President's post and the appropriateness of the title in the more modern organisation of Cycling UK. Any changes that arise from the deliberations will need to be included in the agenda and endorsed by members at the AGM, so do come along and have your say.



I was instrumental in getting the 3-year limit applied to the post of President. At the time I believed the fear of getting stuck with the job, was holding back volunteers. Clearly, I was mistaken, it would seem potential volunteers are either constrained by age or by other pursuits or commitments. This has led to a situation where a dozen or so members have been serving on the committee in the various roles for many years.

New Blood is badly needed for the health of the group, without which I see the inextricable decline and dissolution of the group, when it can no longer meet the minimum requirements of Cycling UK or group members.

I am sure each of the committee members would explain what is involved in their particular roles within the group, so if you would like to know more, please ask.

As I write, I am a little frail, because of my recent sudden change in circumstances. I will have a lot to sort out so, this means, no matter what the outcome of the AGM I will almost certainly not be standing for re-election or volunteering for any other post.

Stay safe and happy cycling.

Maurie Parish

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Secretary's Notes

I'm writing this on a mild day in mid-March, the sun is shining and it's dry! Spring at last (it did rain overnight though).

As you should know by now, our 2026 AGM will be on Tuesday 28th April at 7:30pm, in Ipswich Sports Club on Henley Road. I'd like to appeal, yet again, for you to come along. If you fancy volunteering to help on the Committee, even better! You can get an idea of the jobs we do to run the club in my email about the AGM.

In particular, and apart from the posts becoming vacant this year, I'd like to encourage someone to join the Committee initially as an observer but with a view to taking over as Minutes Secretary, i.e. someone to take the minutes at our meetings and so take some of the workload off myself.



Here's another picture from our Spring Tour to the Canterbury Area last April. It's on the website, but no harm in reproducing it here. This year a reduced number are venturing further afield to Holland in the week before the AGM, let's hope for some decent weather.

John



Sunday Rides Ramblings

I mentioned in the last Winged Wheel that I would be standing down as Sunday Rides Coordinator at the AGM in May so this is my final ramble. I have been thinking about how the Club, and life in general, has changed since I occupied a similar role in the 1960's. I was the Rides Secretary for the "Suffolk District Association of the Cyclists' Touring Club" which has become "CTC Suffolk a Member Group of Cycling UK". I still consider myself, first and foremost, a CTC Member.



The major difference is the average age of regular riders. In the mid 1960's the average age was probably early to mid - twenties; I was the ripe old age of 23 when I "retired" as Rides Secretary in 1967 and I wasn't the youngest regular rider. To prove my point, compare John Bryant's picture of a recent club tour to Kent with Mike Moody's pictures from 60 odd years ago shown later in this issue. I am too tactful to be specific but, I think it is fair to say, nowadays most of our regular riders are retired. Wishful thinking, maybe, that this trend could be reversed?

In the days before mobile phones and the internet, when most people did not have a phone at all (yes it was like that!) tea venues had to be booked by post. I say tea venues, because that was the fixed point of our ride for a "high" tea around 4.30/5.00 booked at a café or pub, who catered specially for us; a café open on a Sunday was a rarity. Elevenses was a chocolate bar and a flask of coffee by the roadside and lunch was our own sandwiches eaten *in* a pub. The only pub food available was a packet of plain crisps, with salt in a little blue bag, or sometimes salted peanuts, and the publican would happily let us eat our sandwiches in the bar for the price of a pint or two. Another change that has gradually come about is the length of rides, in both distance and time. Winter and summer alike we always had a proper tea stop late afternoon with a proper meal, rather than a brief stop for tea and cake, often not arriving home until 8 o'clock in the evening. The only concession to winter was a 10 o'clock start.

As I wrote in my article in the last Winged Wheel, youth hostel weekends appeared regularly on our Rides Lists as, unlike today, there were plenty to choose from within our cycling range. A regular feature was our annual Christmas party at a local youth hostel – I remember Colchester, Blaxhall and Naughton Mill – all now gone. Another highlight of the year was the formal Annual Dinner and Prize Presentation which has gradually faded away. Times and attitudes have changed, though not always for the better. But that is only my opinion!

Enough of the past, we need to look to the future. A fairly new and regular rider, Kathryn Kirton, is prepared to take on the role of Sunday Rides Coordinator. I will be gradually

introducing Kathryn to the inner workings of the role so she will be ready to take over the reins when, hopefully, she will be formally elected at the AGM.

I may have given up “official” duties but rest assured, as always, I will still be around to offer unsolicited advice to rides leaders “I wouldn’t go that way if I were you”

Happy cycling.

Michael Scott

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Suffolk Churches By Cycle: Kersey

I cycled out to Kersey in mid-February and there was a hint of spring with snowdrops and early daffodils in flower and I heard a great spotted woodpecker drumming.

St. Mary’s church tower is visible from many roads as you approach this Suffolk gem of a village. The church is in a dominant position overlooking the historic houses and the ford over the river Brett (The Splash). The blue clock face high on the tower is charming with the clock chiming on the hour.

Access to churches is usually through the south porch door but this is locked. Instead, access is from the north/village side. However, do have a good look at the south porch with fine flint flushwork and internally an intricately carved wooden ceiling.



On entering the church it is light and airy as there is a lot of clear glass. The church is evidently well loved and maintained to a high standard.



During the Reformation (1530’s) the church and contents suffered damage. Items thought to represent idols were targeted with destruction of stained glass, heads sawn off the angels on the double-hammer beam roof, the faces on the font carvings literally de-faced. Wall paintings were covered over and a shrine destroyed.

One great survivor and a treasure of the church is part of the original (rood) screen, a painted panel depicting prophets and kings, including St. Edmund (second from left, holding an arrow).

Parts of wall paintings have since been revealed again.

Recently an attractive modern style shrine has been installed towards the front of the church and is once again bringing pilgrims to Kersey.

To the right of the panel are remains of the original font, estimated as twelfth century. Other historic stone fragments are kept behind protective perspex panels.

Always remember to look up. You will see two distinct ceilings, the south aisle with wooden carved hammer beams and the north aisle exhibiting locally popular pargeting with thick plaster patterns plus a wooden carved green man in a central position.

It is nice to see a local organ made by Bishop & Son of Ipswich.

There is a ring of eight bells and in a case of nominative determinism there is a peal board in the bell tower showing two ringers with the surname of "Bellman"!

There is no fine carving on the pews as there are none. Instead there is comfortable seating which can be reordered to cater for a variety of events in the church. There is an example of fine wood carving in the form of the eagle lectern, dating from the 1500's.

It is said that the intricate stone carving around the internal arches between the aisles is incomplete due to the onset of the plague (Black Death).

The church continues to be adapted over the years with quality stone flooring fitted throughout, the installation of a kitchenette and a toilet.

There is also an interesting selection of souvenirs to purchase.

For cycling refreshments you will find The Bell Inn in the village or continue out and downhill to The Miller's Kitchen at Kersey Mill.

When cycling near Kersey I am always tempted to take a detour to admire the village.

Derek Worrall



Colin Kindred 1945 – 2025

Colin first raced in the red, yellow and black colours of the Suffolk Roads before joining the Wolsey Road Club and CTC in 1966.

Over the years there have been very few jobs that Colin did not do for the Wolsey RC, Club Secretary for 17 years, Racing Secretary, Treasurer, Timekeeper and Vice President. With the CTC Suffolk DA he was Runs secretary from 1967 to 1972

He did not drive so always had to cycle to events, often staying overnight to be ready for the early morning starts.

He was part of the team, with Mick Pepper and Morrie Bachelor when the Wolsey won the National 12 Hour Team Championship in 1981. Colin with Mick Pepper cycled up from Ipswich the day before the RTTC Prize Presentation in Derby during a very heavy snowstorm, showing their dedication. Without a doubt, the Wolsey have taken a big knock this year with the loss of two of its National Champions and two of its most important officials.

Colin was a cyclist of two halves, one a keen, competitive racing man and the other a regular CTC club rider, and tourist riding throughout Britain and abroad. In later years he suffered from several illnesses which restricted his cycling and his third love of long distant walking which hit him hard. His throw away comment when asked if he had been walking lately "I only did 12 miles yesterday"

He will be greatly missed by several generations of cyclists in East Anglia mainly for his Time keeper role and to those who knew that behind his gruffness he was a true friend and cyclist.

Ken and Maureen Nichols

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Something I missed from my "Ramblings" earlier in this issue which is inserted here to fill a space. Here are the top ten most regular riders in our Sunday Rides Attendances "League Table" as at the end of February, with one month of the year to go.

- | | | | |
|---------------------|------------------|------------------|-------------------|
| 1. Judy Scott | 2. David Caston | 3. Derek Worrall | 4. Philip Hancock |
| 5. Margaret Hancock | 6. Michael Scott | 7. Andy Terry | |
| 8. John Warren | 9. Ian Harland | 10. David Barton | |

We no longer award an Attendance Competition Trophy but their support for club rides deserves to be recognised none the less.

Michael Scott

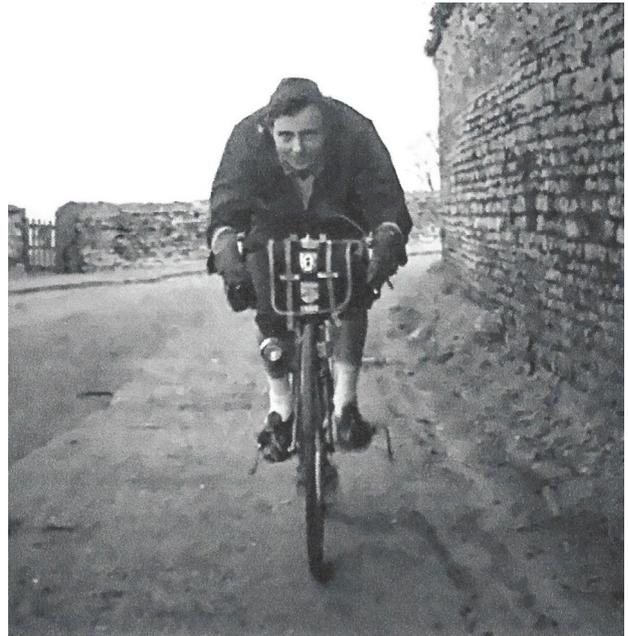
Lovely nostalgic pictures

By Judy Scott

Some of you may remember Mike Moody who used to ride with the club back in the 1960s.

He sent some lovely photo's to Maureen and Ken and he has kindly allowed me to put some into this edition of Winged Wheel.

This one is John Gardiner, son of Wink Gardiner.



Above is, I think, a really special picture. It shows Cindy Angel who married John Blackmore and they now live in Scotland. To her left is Jim Long, behind him is Colin Kindred with Derek Amner in front and Herman Ramsey holding a camera and Wink Gardiner with the pipe. I

think it's Dave Incoll between Colin and Herman. If anyone knows who the young man with the bobble hat is I would be very interested to hear.

Here is Michael Scott mending a puncture. Yes it really is him!



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Bike Insurance

In recent years when I have been able to add a new bike, I have made a point of adding it to my household insurance.

So, having added an e-bike in January of this year, I told my insurance firm when the household insurance renewal came up in February of the addition, providing the make, model, frame number and value. This prompted a question from them: "would I like to insure the bike away from home?" Naively perhaps, I had wrongly assumed that insuring my bikes meant that they were "insured" wherever they were. Wrong!

The standard insurance was for theft from the garage where I keep them.
For just £15 per year additionally, I was able to cover theft anywhere in Europe (using the geographic term, as we are part of that continent).

Is it worth checking what insurance cover you have on your bike(s)?

Richard Atkins

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Hadleigh

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Ian Lovelock, a regular Audax rider, sent in the following piece about the Tour of the Stour Audax which may well be of interest.



Starting and finishing at
Dedham Primary School,
Parsons Field
Dedham
CO7 6BZ

200km starts 08:00
100km starts 09:00

Entry £10 online at:

200km GTdS

[https://www.audax.uk/event-
details/calendar/13818-
grand_tour_de_stour](https://www.audax.uk/event-details/calendar/13818-grand_tour_de_stour)

100km TdS

[https://www.audax.uk/event-
details/calendar/14320-
tour_de_stour](https://www.audax.uk/event-details/calendar/14320-tour_de_stour)

The King Visited Dedham this year but was a tad to early for the Tour de Stour rides

Challenge yourself to go that bit farther - 200km Grand Tour de Stour & 100km Tour De Stour AUDAX Rides Saturday, 11 April 2026

Come ride the Stour — where quiet lanes, big skies and great company make every kilometre a pleasure.

Set off into the gentle beauty of the Stour Valley on one of our Audax adventures, starting from Dedham Primary School, just 8 km from Manningtree Railway Station. From the first turn of the pedals, you'll discover a day of rewarding cycling — unhurried roads, memorable landscapes, and plenty of café stops to keep spirits high.

Grand Tour de Stour — 200 km

A truly immersive journey through the Dedham Vale Area of Outstanding Natural Beauty. Leaving Dedham, the route winds gently upstream through peaceful villages and tranquil Suffolk lanes to the very source of the River Stour at Wrattling Common, on the Suffolk–Cambridgeshire border.

Turning downstream, you'll follow the river all the way to its estuary at Harwich. Along the way, a short detour rewards



Sunset on restored HMS
Ganges mast at Shotley

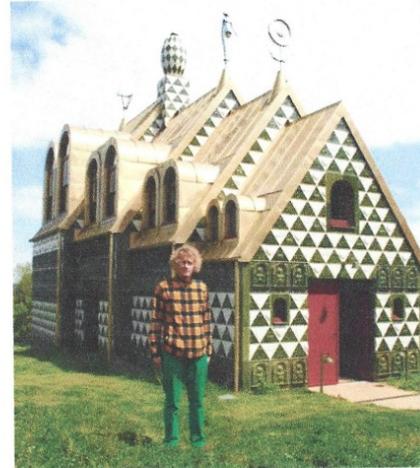
the curious with A House for Essex by Grayson Perry — a wonderfully eccentric landmark. In Harwich, pause to take in sweeping views across the water towards HMS Ganges, steeped in maritime history.

The return leg follows National Cycle Network Route 51 via Great Bromley, bringing you back to Dedham, where Constable's The Ascension watches over the village church — a fitting finish to a grand day out.

Tour de Stour — 100 km

Shorter in distance but every bit as enchanting, the 100 km ride explores the southern edge of the valley before heading deep into Suffolk's heartland. From Dedham, roll towards Long Melford, home to Melford Hall, once linked to Benedictine monks and later the Hyde Parker family, with royal connections and visits from Beatrix Potter.

Quiet lanes lead you on to Boxted and then to the welcoming market town of Clare. Here, the remains of Clare Castle sit beside the old railway station — an ideal spot for refreshments and a breather before the return leg. The ride loops back via Long Melford, famed for its appearances in Lovejoy, and follows those classic Stour views home to Dedham.



House for Essex at Wrabness



Experience views of the Stour on your route

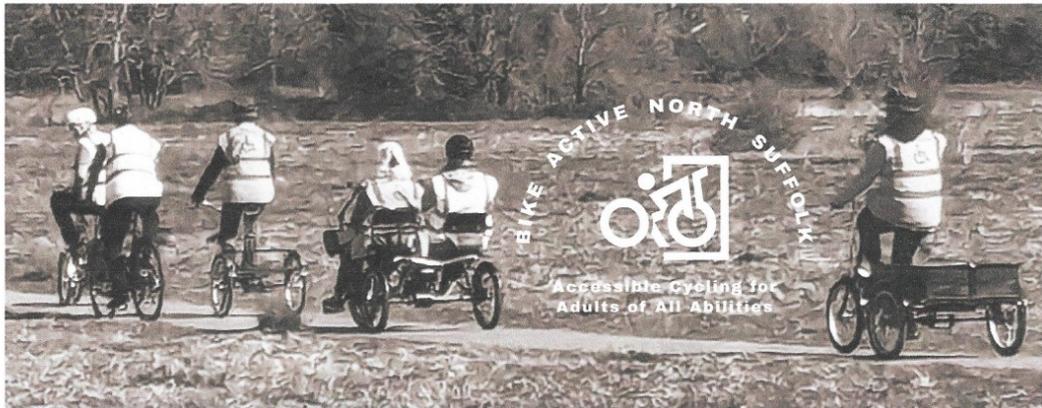
A warm finish

Whichever distance you choose, you'll be welcomed back by Cycle Club Sudbury with tea, coffee and well-earned snacks — a chance to swap stories, relax, and savour the day before heading home.

Whether you're chasing a long-distance challenge or a beautifully paced day in the saddle, the Tour de Stour rides brings out



A pretty little place to stop!



Case Study: Sheila

For Sheila, BANS cycling sessions have been life-changing. After struggling with mobility and health issues, Sheila wasn't sure she could even walk to the sessions.

"I didn't expect to do it, I got pushed into it"

Once Sheila got on a bike that suited her, she found a new sense of freedom.

"It was like a new start, a new life... I pedalled and found that I could pedal better than I could walk."

The rides have helped Sheila regain confidence, improve her mobility, and reconnect with people.

"It's not just the bike ride, it's the people I've met... we've become friends. It's kept me out of a care home."

"People offer me lifts and I say, no, I want to walk. By cycling and meeting people, it's kept me on my feet."

Now 83, Sheila describes herself as one of the fittest in the group.

"I literally walk home buoyantly... it's pure joy,"



'The Story So Far

About BANS

Bike Active North Suffolk (BANS), based in Halesworth, Suffolk, promotes cycling as a gentle form of exercise in a beautiful rural environment, benefiting both physical and mental well-being and combating social isolation.

100% delivered by a dedicated team of trained volunteers, BANS specialises in providing adapted cycling opportunities for any adult with a disability or differing needs.

We utilise a range of adapted bikes, carefully matched to each client's individual needs, ensuring a comfortable and enjoyable experience.

2025 In Numbers

- 51 Ride Sessions Organised
- 104 Client Rides Delivered
- 96% of clients gave us the **highest** experience feedback score
- 100% Volunteer-Delivered Service
- Over 500 volunteer hours supporting client sessions in addition to the countless trustee hours 'behind the scenes'
- 3 affiliations achieved with national bodies - British Cycling, Cycling UK and Wheels for All
- 4 brand new cycles & 2 shipping containers for secure storage purchased through a combination of successful funding applications, fundraising & sponsorship events
- Our cycle fleet count now totals 16 cycles, covering a wide range of abilities



Case Study: Mike

For Mike, who had a stroke in 2021, joining BANS has been transformative.

"I came home from hospital unable to walk a single step."

Cycling had been a regular part of Mike's life, but after the stroke regaining independence was difficult.

"It was always my ambition to be able to get back on the bike."

Using a semi-recumbent trike with specialist foot and hand adaptations, we have been able to help Mike fulfil his ambition and aid his rehabilitation.



Case Study: Pat

Pat's experience reinforces the social and well-being impact of joining our rides.

"It is needed by a lot of people my age who don't get out very much. You've got to get out and meet people... it's easy to sit down and do nothing, but you mustn't."

"It's important that you get out in the countryside, and we're lucky to have it on our doorstep."

Pat is unable to cycle independently but one of our co-piloted trikes makes participation possible.

"Somebody's next to me on a dual-control bike. I haven't got a lot of strength to pedal...I haven't quite got on to one on my own yet, but I'll get there."

Contact us today to find out more!

BANSuffolk.co.uk | info@BANSuffolk.co.uk



The above contribution was sent in by David George from Bike Active, North Suffolk. CTC Suffolk are considering making a donation to this worthwhile charity. They are always looking for volunteers from our members in the area.

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Bring your own containers or purchase reusable ones

WHERE TO FIND US

We are mobile so please check our website for details of locations and times of our markets and pop-up shops

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[www. Choose refills.co.uk](http://www.Chooserefills.co.uk)

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A good ride, courtesy of a motorist!

During my ride on Sunday March 8th, I paused in a south Norfolk lane, between Gt Moulton and Wacton, to eat an energy bar.

A motorist stopped and asked if I was lost. Having assured him I wasn't, we got into a friendly conversation (obviously not a cyclist hater!), him asking me how far I had come etc. When I mentioned I had been to the Angel cafe in Diss, he told me of a "good" cafe at Tibenham airfield. I thanked him and said I would keep it in mind. I kept my word. When considering my ride for the following Sunday, it struck me I could do a good one based on it, which would include some first-time lanes.

I set off at around 7.45 am. Initially, I followed the A146 (early on a March Sunday morning it was quiet) to Worlingham and then the 'old road' into Beccles. From Beccles, I took the

B1062 to Bungay, which, as I previously explained, was known colloquially as 'Bungay hills' in the Lowestoft Wheelers' hey-days. They are a total of 6 and are challenging hills for east Suffolk. The most challenging direction is probably easterly, as it involves climbing the steepest hill, the Watch House out of Bungay. This morning, I descended it. In my younger years, I thought nothing of them. Nowadays, I approach them lethargically. I always feel a temptation to wimp out by taking the alternative flat lanes route through Geldeston. So far I've resisted it, and on this occasion I was especially pleased I did. I thought for a 72-year old, I was tackling them well, so felt good about myself. Maybe, I now won't feel lethargic about them.

From Bungay, I continued on the B1062, through Flixton, to turn left onto the old A143, through Wortwell, to Redenhall, just east of Harleston, from where I took the lane to Starston. It includes a short stretch of shared pedestrian/cycle path, which used to be the road. My guess is Norfolk County Council wanted to stop motor vehicles using such a narrow lane, possibly as a result of concerns from locals. From Starston, I followed the B1134, through Pulham St Mary and Pulham Market, which for 50 years was the venue for the Norwich Cycling Association's annual carol service. Sadly, it abruptly stopped after the 'golden anniversary' year. My understanding is the local community felt they could no longer accommodate it, although I've never ascertained why. For most years, the service was in the afternoon, followed by refreshments in the village hall, provided by the local ladies. However, for about the final 3 years, it was in the morning, followed by mince pies in the church. That was because attendance was waning as many didn't want to ride home in the dark, and, for the same reason, many came by car (they don't make them like they used to!). Whether that contributed to the demise, I don't know. There was an attempt to continue an annual service, at Scoulton, but sadly it was poorly supported.



Back to the ride, I continued along the B1134 to The Tivetshall's. The lane to Tibenham airfield is shortly after the level crossing for the Norwich – London Great Eastern mainline, and the site of the former Tivetshall station, of which there is no longer any sign (for rail buffs, it was the junction for the Waveney Valley branch that ran between there and Beccles). I'd had a headwind, but it hadn't been especially strong. Nevertheless, I was looking forward to being 'blown' home. It was now that the wind started getting stronger, making me look forward to it even more. Also, it made the last ½-mile, along the lane to the airfield with the tailwind especially enjoyable. Nevertheless, I'd never known ½-mile to

seem so far. I started wondering if I had missed the airfield (perhaps it had something to do with thoughts of food!). I hadn't, and turned left onto the muddy, poorly surfaced and pot-holed lane to the airfield and the Cloud 9 cafe.

There is an element of first impressions can be wrong. Being in one of a set of what look like disused industrial buildings, it looks pretty basic, albeit it has obviously been smartened up, Inside however, it's rather posh. With regard to its name, I don't go so far as to say it made me feel on that, but yes, it passed my test. I had the large breakfast (surprise, surprise!), and it didn't just see me home. It very much kept me going for the rest of the day, just needing a few nibbles in the evening, mainly a packet of crisps at the pub!



For my ride back, I hadn't quite finished with the head wind. To get to the lane I hadn't ridden before, I firstly retraced to the B1134, and the wind was now very strong. Then it was more headwind for 2 miles along the B1134, to turn right (tailwind now) onto the lane, signposted "Tibenham community centre." From Tibenham, I followed another first-time lane to Aslacton, from where it was familiar lanes through Forncett St Peter to Hapton (another for rail buffs is that it included passing under one of the bridges of the former line that ran from Wymondham, through Ashwellthorpe, to join the Great Eastern mainline at Forncett). From there, it was my well-trodden route via Hempnall, Woodton, Hedenham Broome, Geldeston and Beccles. Yes, it was very much a tailwind all the way, but occasional short stretches of direction change did involve side winds.



A total of 65.35 miles. Albeit a bit shorter than I expected, the combination of a good new cafe discovery and some first-time lanes, made it a satisfying ride.

I didn't get his name, but my thanks to the motorist for his suggestion. I doubt that is something that often happens to cyclists – or am I wrong?

John Thompson

Maureen Nichols sent in an article which Phil Liggett wrote for the Cycle Magazine (April/May 2004) when he was CTC National President. The piece was rather small type and, not very clear. This is a transcript of his article which I thought was worth printing, not least as I got a mention!

“My only social engagement this year has been a most enjoyable one in Suffolk where Pat and I had a weekend with the Suffolk DA. Their annual dinner in Ipswich is a Joint one with the Wolsey Road Club.

Next day, despite cold and wet weather, 50 members enjoyed various rides at different paces, coming together at a local pub which opened specially an hour early to serve teas and cakes. It was, to me, just like the old days when I was a teenager.

The Suffolk DA exemplifies the best of CTC. Among those who deserve to be acknowledged are President Judy Long, Pete Whelan and his wife Bev, who do so much, and club illustrator (he will like this title) Ken Nichols.

With only 55,000 members, when we should be double this, CTC has to limit its ambitions when it comes to spending money. Worthy campaigns are sometimes put on ice, while other more urgent battles are fought. However, one immediate success, thanks to funding from the government's Cycling Projects Fund, is the training of instructors to CTC-approved standard so they can teach others to ride a bike safely. The first 30 instructors rolled out in February after courses in York and London, and there are more than 100 ready to follow in their wheel tracks over the next few months.

Talking of York, our Rally is 60 this year and set to celebrate in style at York race course over the weekend of 26-27th June. I hope it is in your diary and, if you have never been, that you give it a try, as I find it one of the most enjoyable occasions of the year.

Sooner still is our annual general meeting in Edinburgh on 24-25th April. Our recent innovation of making a weekend of it with rides on the Sunday and the national dinner on the Saturday evening, has helped to increase the attendance, but we would like to see more of you having a say.

Finally, I returned from Malaysia in February only to immediately have to sit down and write a talk about the sad passing of ‘Il Pirato’, Marco Pantani. This remarkable but disturbed man touched all of our hearts, leaving impressions on us with his climbing ability in the high mountains of the Tours of France and Italy. Cyclists all hope that Marco has found the peace he searched so hard for, but failed to find on earth.”

Maureen also sent in the following copy of the minutes from 1st December 1960 when the Wolsey Road Club was officially formed, following approval by the CTC Suffolk District Association. Membership of the Wolsey RC was only open to CTC members and this requirement continued for many years. We still have members who belong to both clubs and the connection between the two was very evident when the Sunday Rides had coffee at Bredfield Village Hall to coincide with the Wolsey Reliability Ride last month. Some of the founder members of the Wolsey RC are still actively involved in both clubs.

Ed.

Minutes of formation meeting held at - 19 Tranmere Grove,
Ipswich, on the 1st December 1960, to instigate a racing
offshoot of the Suffolk D.A. C.T.C.

Election of Officers: - Racing Secretary: L.W.Tyler.
Proposed by K.Nichols.
Seconded by R.Barker.

Treasurer: R.Barker.
Proposed K.Nichols.
Seconded: L.W.Tyler.

Committee Members: Chariman. K.Nichols.
Proposed by R.Barker.
Seconded by C.Etheridge.
C.Etheridge.
Proposed by M.Sispero.
Seconded by Miss.M.Scott.
Mrs.O.B.Tyler.
Proposed by: K.Nichols.
Seconded by: C.Etheridge.

A name for the Racing Offshoot was discussed and by a
majority vote was called THE WOLSEY ROAD CLUB.

Regarding Badge 8 awaiting colours to be approved by the
R.T.T.C.

It was proposed by L.W.Tyler and seconded by C.Etheridge
that the Wolsey Road Club be affiliated to the R.T.T.C.

The question of affiliating to the B.C.T. arose, but
it was decided to leave this in obeyance until a later
date.

Events for 1961 - Secretary to write to R.T.T.C. for
affiliation and events.

Subscriptions - Proposed by R.Barker, seconded by K.Nichols.
that the subscription be 7s.6d. per member per annum.
Anyone joining after 1st October of any year will be carried
forward to December of the following year.

Club Events: The committee proposed that Certificates
would be given for 1st, 2nd and 3rd placed riders.
Entry Fees - 10 miles = Members 1s.6d. Non-members- 1s.0d.
25 miles = " " " " 2s.0d.

It was proposed by the Committee to run a Freewheel Contest to encourage new members and build up club funds. Venue to be in the Semer area, starting at 2.p.m. on 22nd January 1961. Entrance Fee 1s.0d. A first prize to be given to a winning Male and Female rider.

Club runs to be discussed and settled at next meeting.

Meeting closed at 10.p.m.

Date of next meeting. 5th January 1961.

Chairman.....*K. Michole*.....
Dated-*5th 1st 1961*.....