

Editor's Comments

Another summer is just around the corner, with great cycling and good weather (we hope) about to be enjoyed by all those venturing out awheel.

There seems to be so many rallies and cycling weeks available that it is difficult to decide which to go to. I want to go to them all, but even though I'm now fully retired, just don't have the time. So many overlap, or are at different ends of the country it's impossible to fit them all in.

However, I have decided on two definites. The Kirkpatrick MacMillan Rally is in Dumfries and Galloway, an area of southern Scotland to which I have never been, so that's booked. Having just purchased a small caravan in order to extend my camping season (I was actually in it over Christmas) I am not going to travel all that way without spending some time in the Loch Lomond area and possibly the Western Isles. With the current political goings on as the General Election approaches, I may by then need a passport!

The other cheque already posted is for the CTC Birthday Rides which this year are based on the edge of the Lake District in Penrith. This week long celebration of the CTC's birthday moves around the country and has been in Leicestershire twice. Many Leics & Rutland CTC members go every year and friendships with others from the rest of the UK are renewed. Those we don't know soon become new friends.

I can't go without commenting on the continuing surge in interest in cycle racing that is sweeping the country. Once again Yorkshire stunned the world with the massive turnout to see the Tour de Yorkshire. 1.5m people is the estimate! How can we convert that interest into cycle touring?

Dave

INDEX

<i>President's Page</i>	2
<i>New Members</i>	2
<i>Secretary's View</i>	4
<i>Frank De La Rue</i>	5
<i>S Leicestershire</i>	6
<i>Charnwood Generals</i>	12
<i>London to Paris</i>	14
<i>Mince Pie Report</i>	11
<i>30km & Freewheel</i>	16
<i>Your Contribution</i>	17
<i>Mince Pie update</i>	18
<i>York Rally</i>	20
<i>Alan Jones</i>	20
<i>Mick Arnold</i>	21
<i>Technical Topics</i>	22
<i>Sulley Rides</i>	23
<i>Award Winners</i>	23
<i>Wednesday Ride</i>	24
<i>Birthday Rides</i>	24
<i>How things have changed</i>	25
<i>What's On (from)</i>	29
<i>Cafe News</i>	36



photo Dave Binks

From The President

Peter Witting

Thanks to those who have stepped up to the mark to keep our local Group events going, regardless of changes at our club head office. When I watched the BBC TV comedy W1A about the workings of the BBC, I couldn't help wondering if our club operates in a parallel fashion at Guildford: All political correctness and equality of opportunities for all to ensure our Charity qualifies for Government largesse!

So thanks again to our Secretary Ray Clay for organising our prize presentation at the Black Swan at Shepshed. The move to a Saturday lunchtime gave me the opportunity for a pleasant ride from Kibworth. Maybe others could do something similar next year. Thanks also to John Allen for arranging that all the awards were duly presented. And of course congratulations to the award winners.

Our events have had quite a shake up this year. Dave Grimshaw successfully handed over the Sulley rides and we had 66 riders take part (report elsewhere). Ron Johnson has brought the Offroad ride forward to June 7th, so will it be dry and dusty or traditional mud? The June Challenge Rides have been replaced by the National Forest Ride over 70 miles on July 19th; thanks to Keith Lakin for promoting this new event. I'm looking forward

New Members

Since the last Cycle Chat we have had 20 CTC members either join the club, or choose to become part of our Leicestershire & Rutland Group. We welcome them to the Group and hope they will join in our local activities.

These newcomers are located as follows, and full details are available from the Membership Officer to local groups of the club should they wish to invite them to join our activities.

- Hinckley 9
- Loughborough 5
- South Leics. 5
- Leicester 3



to the new route. Although we lose the Audax in June, it should be back next year, again organised by Tony Davis. Tony is planning to ride the 1200Km. Paris-Brest-Paris Audax in August. Best of luck!

Finally I hope to see as many as possible on my President's Ride on 2nd August. The route is unchanged from last year.

See details elsewhere, but the start is 9.30am from Kibworth Beauchamp, School Road, where there is a free car park (postcode LE8 ORZ).

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Ray Clay's "Secretary's View"



I thought the lunch/prize presentation at the Black Swan in April went OK although I had hoped it would be better supported. In recent times we've had a dinner but I thought we would try a lunch. This meant that there would be the opportunity for a cycle ride to and from the venue. Peter Witting set a good example and cycled over from Kibworth. The function was a bit later in the year which meant some members couldn't make it. I have had a request to try a skittles evening again next year. This has been quite well received in the past. Various awards were presented by John Allen including photographic competition, and various events. The Hames Centenary Year Award was presented to Jean Lakin, a worthy winner for all the work she does for Leicestershire CTC.

Unfortunately, the demise of Loughborough CTC is now settled having been confirmed at the recent Extraordinary General Meeting. The outcome was inevitable with the lack in interest in weekly rides and arranging social functions. The only club interest was the Mince Pie Run which has now been transferred to CTC East Midlands to organise. Brian Hinnners and I are planning to take a back seat but I suspect some Loughborough CTC members will still give support. A donation has been made to CTC East Midlands Region to set up the Mince Pie Run and a cheque given to Intandem, a local group, affiliated to the CTC, who take out visually impaired people on tandems.

I'm pleased to say that the Loughborough Wednesday rides are still going. We have recently been joined by Keith Lakin who is getting back into cycling on his new bike. Weather permitting, we usually have 5 or 6 riders assembling at Outwoods Drive and we decide on the venue on the day. There follows a potter to a coffee stop and home for lunch travelling at the most, 20 miles. If readers are interested in joining us, please give me a call.

I'm looking forward to joining John Allen's "Back to the Fuschia Rides". I shall probably only attempt a 25 mile route but there is a good choice.

Also, a must for me is the Cyclists' Memorial Service on 17th May at Meriden. This is an annual event that I try not to miss. Unfortunately, it does have a habit of raining!

Ray Clay

Frank De La Rue

Tim Young brings us sad news of the passing of Frank De La Rue.



“We lost Frank De La Rue in February. His photo on his 90th Birthday was in Cycle Chat recently - see picture. This was used on his church service pamphlet at his funeral and his family was very grateful that we had done this for him. There were quite a few cyclists present which was held at St. Mary’s Church in Queniborough. He died peacefully at home in his sleep. He was a hell of a card in his day.”

Frank was a life long member of Leicester Forest CC and used to run his own jewellery and watch business. When he retired he kept his watch testing instruments and was still testing and certifying the accuracy of timekeepers’ watches right to the end.

Cycle Chat is the quarterly magazine of the Leicestershire & Rutland Cyclists’ Touring Club

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All contributions are welcome, send them to The Editor who reserves the right to amend copy for legal or production reasons.

Contributions should be in “MS Word” or similar, or neatly handwritten. Typed copy, CDs or flash drives are also welcome (CDs and drives will be returned). Please ensure Excel tables and PDF files are legible on an A5 page size. Photos, in .jpg format, with the photographer’s name and permission are welcome.

All contributions should be accompanied by the writer’s name, address, telephone number or e-mail. If not stated, the photos are by the article’s author. We try to acknowledge photo copyright whenever possible. If there is a problem, we apologise and ask you to contact us immediately.

Views expressed in letters, articles or editorial are not necessarily those of the Leicestershire & Rutland CTC.

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South Leicestershire Winter 2014, Spring 2015 and other random musings

Tony Davis

The Winter article arrived too late for the last edition, so is included in this one.

Sunday 12th October

This was the last Sunday for a while that we were able to access Catthorpe via the lane from Shawell. This lane was being temporarily closed due the redevelopment of the Catthorpe interchange where the M6 and A14 meet. It was a foggy morning but twelve of us braved the weather for coffee and cake in the rather chilly Manor Farm Tearooms at Catthorpe. Dave Mann and Shane Blower headed home for lunch. Shane was suffering after effects from a flu jab. These two probably had fewer problems getting lunch than the other ten of us.

Our originally planned lunch stop was still closed for refurbishment. So our next choice was a canal-side pub called the Lord Nelson at Braunston.

Jayne and I had solved the teething problems with the tandem and really enjoyed the rolling ride from Catthorpe to Braunston. The landlady happily took our orders for lunch explaining there may be a short delay as they had a christening party that afternoon. However it appeared that the chef may have “thrown the toys out of the pram” as our money was refunded so we moved on to the White Horse at Welford. This is one of those pubs which only do roast dinners on Sunday. When we plan to use this as a lunch stop Neil usually rings a day or so ahead so that they can get some bread and do sandwiches with meat from the roast. Unfortunately as we hadn't given notice it was roast or nothing.

Sunday 9th November

This was Remembrance Day so Jill Stocks, Shane Blower and Stephen Lake were going to join us at lunch but we still had 10 at the Broughton Astley start. Jayne & I, Neil & Judy, Gill Lord & Norman, Alan Hartshorne, Jim Gerrard, Mick Harvey and Ben Vivian.

Wendy Hoxley and Peter Witting were waiting for us at the Greenhouse Café. Tables were rearranged to accommodate us all. When we headed off for lunch at Clipston Wendy left us to return home.

We went through Foxton, Lubenham and Marston Trussell then climbed Dick's Hill to Clipston. Neil had called in at the Bull's Head during the week to try it out and asked the bar staff if they could do sandwiches on Sunday. They said yes, but unfortunately they failed to say that they were fully booked that Sunday.

We set off in the direction of Welford but had a change of heart and decided to visit The Red Lion at Sibbertoft. Andrew & Sarah Banks were welcoming, so phone calls were made to the Remembrance Day bell-ringers aiming for Clipston. We had fourteen at lunch which is a good turnout in November.

Unfortunately 11 out of 14 went down with a bug afterward. The source was the subject of much speculation but could not be isolated.

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Sunday 15th November

Jayne and I were only out to coffee at Naseby for the best cakes in the midlands but still managed to clock up 45 miles in 3½ hours. I might have worked off half of the calories I consumed.

18th – 20th November

Peter Witting and I joined three others for a few days riding in Snowdonia. Two were from the local Thursday Group, Richard Jones and Shaun De Clancy, and the third was a former work colleague of Shaun's. We stayed at the Barclays Bank Rambling and Climbing Club hut in Llanrwst. The weather was quite reasonable for the time of the year and we did three rides of 99km, 76km and 51km. As the rides got shorter they got hillier!

The long ride was a complete loop around Eryri (Snowdon), via Capel Curig, Bethesda, Waunfawr and Beddgellert.

The second day started with a climb onto a hill ridge followed by a descent to the sea at Colwyn Bay where we visited the JD Wetherspoons for coffee and a second breakfast. We rode the toll road round Orme Head to bring us to our lunch stop at the Albion in Conwy. Our return route followed the Conwy valley back to Llanrwst.

The last day was a shorter ride but all hills. We rode via Pentrefoelas for coffee, Ysbyty Ifan, down the beautiful valley through Penmachno to Betws y Coed for lunch. In Penmachno Shaun spotted a Sparrowhawk bringing down a jackdaw. We stopped to watch as seemingly every jackdaw in the area gathered to squawk in protest and mob the hawk. Then hawk was undeterred until an old lady walked close by and scared it off its kill.

In summary, the scenery was magnificent, the company good and beer excellent, especially at the Albion Ale House in Conwy.

6th December

While Peter was doing his presidential duty at the Carol Service the rest of the South Leics group had coffee at The Malt Shovel in Market Harborough followed by lunch at the Bulls Head in Arthingworth.

19th December

We held our Christmas meal at the Chandlers Arms at Shearsby, which was well attended. The usual suspects were joined by Barbara Witting, Dave and Pauline Mann, Richard and Jane Gorman and Jim Gerrard. It had all the elements of a good evening out, food, good company and beer, always a good selection at the Chandlers Arms.

28th December

Jayne and I were away skiing so missed the first visit to the Head of Steam. This is a new pub in Lilbourne which a friend had raved about but we missed this visit. Peter, Neil, Judy, Jill Stocks rode to the Old Vicarage at Naseby for coffee and cakes. They were joined by Gill Lord and Norman who drove as the roads were icy. Sounded as if the cakes were as good as ever and the four riders were treated by a beer festival at the Head of Steam.



4th January

The roads were very icy so Jayne and I arranged with Jill Stocks and Shane Blower to meet for coffee at Catthorpe and walk to the Head of Steam at Lilbourne to make up for missing it the previous week. Very nice it is too.

18th January

On the Tuesday night before this ride Stephen Lake said “Where are you really going to for lunch this Sunday? You never actually go to the posted lunch venue.” My reply was “It’s the Chandlers Arms this week – I’m sure that won’t change.” A day or two later I heard from Peter Witting that the Chandler’s Arms was closed for refurbishment so we did have to change and picked the Wharf at Welford which hasn’t let us down yet.

25th January

The local run of club reliability rides started with the Welland Valley ride from Husbands Bosworth. Neil and Judy rode along with Jayne and me on the tandem. Jill Stocks, Shane Blower, Mick Harvey and Ivan Waddington also rode. We tried to stay together as a group which worked fine once Jayne and I realised that we couldn’t sit on the front otherwise we pulled away. The Welland Valley Reliability Ride follows a lovely route once you get away from the Lutterworth to Market Harborough road. We felt that we improved the route with a minor diversion to the Buddhist café at Kelmarsh. This is a ride which has been held in desperately cold conditions in the past but we had a great day out.

Sunday 8th February

I dragged my 1966 Claud Butler out for a change. We were family visiting in the afternoon so Jayne picked me up in the car from the coffee stop in Market Harborough. The ride was a good leg loosener after riding a 200k Audax the day before.

Sunday 15th February

A chilly day where the sun threatened but never quite had the strength to burn off the mist and warm up the air. The usual suspects were joined by Richard Gorman and Ben Vivian at Broughton Astley. The dry forecast several others out on their



bikes resulting in 14 riders out to coffee at the Brandon Marshes Visitor Centre café. Peter Witting and Stephen Lake rode direct to the coffee stop and we were also joined by David Mann. He was back temporarily from working abroad before making a longer term move to France. As well as the usual selection of touring bikes and road bikes, Rob was on his trike and Jayne and I were on our tandem.

After crossing the River Avon at Wolston then shortly later the A45 we were into the quiet Warwickshire lanes. The teething problems on the tandem continued with a broken spoke. The rest of the group waited for us and we were soon on our way again. Lunch was at the excellent Green Man at Long Itchington. Peter took a short cut to make sure he was first at the bar. He was a happy man when his cider was fetched from the cellar!

The pub doesn't usually do food on a Sunday but Neil had phoned ahead and sandwiches, sausage rolls, and vegetarian spring rolls with dips were awaiting us in the function room.

We followed our usual route home with Stephen and Peter peeling off not far from the start and the rest of us going via Birdingbury and Lawford Heath.

Sunday 22nd February

This ride was severely shortened after discussion at coffee. We had battled our way south to Catthorpe into a really strong headwind. The forecast was for rain later. So we chickened out and had lunch at the Head of Steam then got blown home by a combination of wind and rain.

Sunday 1st March

This Sunday was the David Sulley ride. For a change the weather was pleasant and a small group of riders including Jill Stocks, Jayne and I enjoyed the 50km ride with a coffee stop at the Greenhouse café at the Langtons. Other South Leics riders completed the 70 and 100k versions.

Tuesday 7th April

Some Cycle Chat readers will be aware that Steve Abrahams began an attempt to break Tommy Godwin's 1939 record of 76,065 miles in a calendar year on the 1st January this year. Steve is a member of North Bucks Road Club and the CTC as well as being a prominent member of Audax UK. His attempt was avidly followed by many cyclists, particularly through the "Yet Another Cycle Forum" (YACF), an

internet discussion forum. Members of this forum noticed that his route frequently passed through the quaintly named village of Marsh Gibbon. Someone posted that Marsh Gibbon was a typical English village with a pub, church and a post office. This was followed up with the queries "Does the church have bells?" and "Are there any bell ringers on YACF. A plan was hatched to ring a quarter peal, that is a sequence of ringing comprising of at least 1250 changes, for each quarter of the year that Steve successfully completed.

Unfortunately on the 29th March Steve was involved in a road traffic accident resulting in a broken ankle. At that point he had already ridden 16,888 miles and was 2,524 miles ahead of Tommy Godwin's mileage at the same point. We decided to go ahead with the quarter as a celebration of his achievement to date. Four members of YACF and a cyclist friend of mine who lives near Milton Keynes met at Marsh Gibbon on Tuesday 7th April to ring a quarter peal.

It was lovely to have quite a few other AUKs ride or drive out to show their support of this event which is presumably a bit unusual in AUK circles? The captain of the local church bell ringers was also very pleased to welcome us and was pleased that we rang a 1/4 peal successfully on their bells. Here is the information to be published in the 'Ringing World', the official journal for bell ringers world wide.

Marsh Gibbon, Bucks. St Mary the Virgin

Tuesday 7 April 2015 in 45 mins (14cwt)

1260 Grandsire Doubles, 1 M. David Briggs, 2 Timothy G. Hughes, 3 Denise A Hughes (C), 4 Phil M. Haslam, 5 Anthony J. Davis

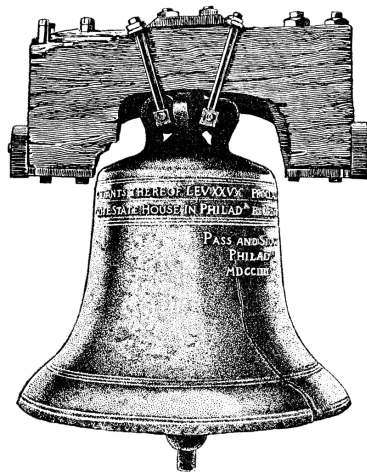
In celebration of Steve Abraham cycling 16,888 miles in 88 days as part of his "One Year Time Trial" which has included 60 visits to Marsh Gibbon!

First Q, (1).

Further details about Steve Abraham's ongoing attempt to break Tommy Godwin's record can be found at www.oneyeartimetrial.org.uk

Sunday 26th April

We have just returned from our spring trip to Mallorca. It was our first outing on the tandem for a while and tired legs from the trip meant that we left the rest of the group at Wistow. We called in at the garden centre while they went on to Scraftoft for coffee and Market Harborough for lunch.



Charnwood Generals' Report

Martin Bulmer

brings us an update on what the Generals have been up to.

Late winter and early spring saw the Charnwood Generals pressing on through most of the weather.

The lanes between Ashby and Burton hosted a number of our rides, with Barton Green being one of our regular lunch stops. As is often the case at this time of year the weather occasionally thwarted our plans. It always pays to have a "plan B" up one's sleeve. Some rides, such as mine in February and Keith Tilley's in April, were attended only by the leader, but nevertheless, a good time was had by all; after all, we were in the best of company!

On a cautionary note, watch those wheel rims; they gradually wear thin, as one member found out to his cost on a ride to Whittington recently. Luckily he was not travelling at his usual breakneck speed, so the defect was detected and his ride curtailed without serious mishap. Time to call in the rescue party. Other than that, the rest of the riders had a great time! This incident reminded me of the time when it happened to me a few years ago when I was about 30 miles from home. The first thing I noticed was a regular rubbing from the rear brake. Thinking it was just some asymmetry of the brake blocks I reached back and jiggled the cable until it stopped. The rubbing soon returned though and I decided I needed to stop and investigate. When I saw the sliver of metal coming away from the rim I knew my ride was over. Many rims have "wear indicators", in the form of a continuous groove around the braking surface. When the groove no longer shows, the rim needs replacing.

Editor's Comment - the rim had worn so thin with repeated braking that it was no longer able to contain the pressure of the inner tube and tyre and was in effect "exploding". This is irreparable.

Our 64th Anniversary was marked by a short ride followed by our Anniversary meal at The Ferrers Arms, Lount. Thanks go to president Peter Gale for organising this successful event which also incorporated our annual Prizegiving. Pete presented the prizes to the winners, starting with certificates for County events. The Bill and Brenda Randon memorial trophy for leading veteran was won by Joe Butler, as was the Charnwood "Best All Rounder" rose bowl. Keith Lakin, Charnwood secretary and county vice-president, won the club shield for participation in county CTC events, and Lyn Gale won the ladies' cup. The winner of the Joe Upton memorial trophy for Club person of

the Year is decided by secret ballot among Charnwood committee members, and this year it was won jointly by husband and wife team Lyn and Peter Gale. With the hardware duly apportioned, attention turned to dividing the "software" - the cutting of the anniversary cake, provided by Jean Lakin.



Joe Butler, Pete Gale



Lyn & Pete Gale, John Allen

two away as I write this, so we should have plenty to report in the next edition of Cycle Chat.

Keith Lakin, Pete Gale



**The deadline for the next issue of
Cycle Chat is 1st August 2015
That edition will cover September, October & November**

A London to Paris Ride last October

by Tony Davis



Stephen Lake is an occasional rider on Sundays who works in London. Matt, one of his colleagues had recently had an operation to fix a torn

anterior cruciate ligament. In order to celebrate being given the all clear to start doing more prolonged exercise he planned on attempting to ride from London to Paris in 24 hours. Stephen and I were invited to join him along with another colleague James and David who Matt had met on another sports event.

We met up outside Stephen's workplace ready to ride at around 4pm. Our aim was to arrive in Paris by 4pm on the Saturday after taking the Newhaven to Dieppe overnight ferry. I understood that in preparation for the London Olympics the mayors of London and Paris had agreed to create a cycle highway from London to Paris. This ride proved to be an interesting comparison of the political and social mindset in the UK and France. We left London in the rush hour along a cycle superhighway which turned out to be a strip of blue paint along the left hand side of the A24. We didn't really get into countryside and after we had passed the M25. At this point the signposted route sent us along a bridle path which was rideablejust. We diverted to follow an alternative route by road, finding some really pleasant lanes to ride as the sun went down. We ended up following the A275 for quite a long time but it was reasonably quiet and alternative routes would have added a lot of distance and climbing. On the way from London to the ferry the signposting of the London to Paris route was inconsistent and used bridleways which may be fine in drier weather but were inconsistent with reasonably brisk travel. We reached the ferry terminal at 9.45pm in plenty of time for our crossing having completed around 100km. We were allowed straight on to the ferry which was a good thing as the terminal's café had sold out of food. We bagged some comfy chairs then headed straight to the restaurant for a good feed.

The ferry docked at Dieppe in the very early hours on Saturday and we disembarked into a gentle drizzle. We'd travelled a few hundred metres

before it became clear that we needed waterproofs. We followed the signposts and picked up the traffic free cycle path. This path was along a disused railway and the surface was pristine blacktop tarmac. Where the route crossed a road the road had to come up a ramp over the cycle path so that the cycle path wasn't interrupted by bumps. This route continued for 52km before we ventured out into the lanes. We could see ongoing work to extend this cycle path as we crossed the old railway at various other points on our route.

In Forges Les Eaux we stopped for breakfast. The café didn't do food but suggested that we visit the bakery opposite and bring our food into the café. When we left there was enough daylight for us to dispense with lights and the cloud cover was breaking.

There were a few minor disputes over route finding. This was because the organiser had picked a route including some D roads which were downgraded N roads, arrow straight and heavily trafficked and not really suitable for group riding. We compromised by trying to follow minor roads where we could. Gisors was our lunch stop.

On the western outskirts of Paris we came across an area which seemed to be a town populated completely by travellers. We had to make a diversion of a few km as there was a traveller camp built across the road with gates on. This clearly hadn't existed a year or so previously as at that point we were following another rider's gpx track.

At 4pm on the Saturday we were in La Defense which is at the western end of Avenue Charles de Gaulle, in sight of the Arc de Triomphe. We lingered at the Arc de Triomphe for a few photos then headed on to our hotel.

We dropped our bikes off at the Gare du Nord on the way in preparation for our return trip by Eurostar. We had covered 300km in around 24 hours including London rush hour, a ferry crossing, several meals, a few p*****s, a blocked road and finding our way into an unfamiliar city.

The UK approach to creating the cycle route seemed to be quick, cheap and ineffective while the French approach was slow, thorough and expensive.



30 Mile & Km Rides & Freewheel

Jim Gerrard reports

With the weather forecast a few days prior to the weekend of the rides indicating a wet and windy Sunday, this may have deterred riders as numbers were well down on last years turnout. As what rain we were to get passed by over night, after a cloudy cool start we enjoyed bright sunshine though out the day including the afternoon free wheel.

Being out on part of the routes a few day before the event and taking heed of numerous warning notices of road gritting works I made a last minute minor route change to the km ride bringing riders back through Market Bosworth and Cadeby rather than Sutton Cheney. As it happened I need not have bothered as work hadn't started by the week end and we still had a few hundred metres of fresh grit leaving Market Bosworth.

Most roads in the area seem to have warning notices up and it appears that we are soon to disappear under a coat of Leicester grit!

Nine riders completed the 30 mile route which had a new route this year as the previous coffee venue of Sheepy Shack is no longer available.

The route took us out to the Tibet café at Twycross Zoo and although a bit pricey you can sometimes see the snow leopards through the large display window. Not this time though as they failed to appear! We had to make do with the leaf carrying ants while washing hands in the loo. (Again behind a display window).

Riders included Steve Ralphs with his daughter Jasmine on a tandem and a rider

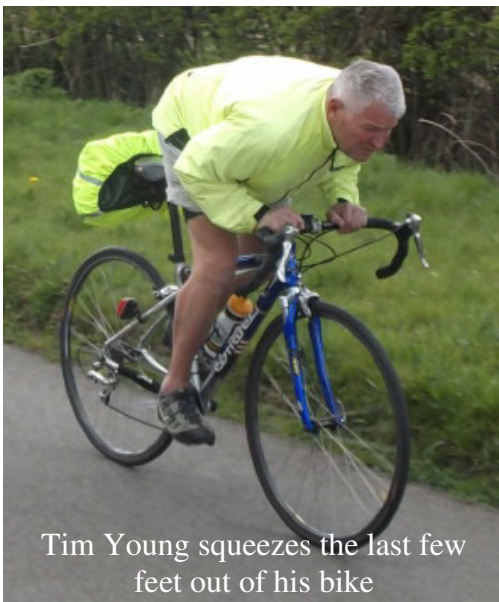
from Rugby, Brian Griffiths who usually rides with Nuneaton CTC.

Three riders completed the 30 km route, Pearl and Betty from Charnwood section and Caroline Talbot from the Lutterworth area.

Coming back through Market Bosworth the square was busy with a farmers market and also a few small steam engine vehicles in attendance.

Chatting to the 30km riders on our return it appears they had coffee at the Bosworth Water Park which judging by the crowds in Bosworth was a good decision.

Following lunch refreshments at the various venues available in Thornton



Tim Young squeezes the last few feet out of his bike

we managed to raise the required number of riders for the afternoon free wheel which included a passing cyclist who we persuaded to have a go.

The free wheel again organised as usual by Keith and Jean Lakin on the nearby Stanton Lane was eventually won by Tim Young for the second consecutive year even though most riders made several attempts to get in the reckoning. The full results are shown below as recorded by Keith.

Thanks again to the Keith and Jean for the well organised free wheel with Keith both organising and riding.

Thanks also to the Hillside Nursery for the use of their frontage and café facilities.

Results Of Freewheel.

- | | | |
|----------------------------------|------------------|--------------------|
| 1. Tim Young | 2. Martin Bulmer | 3. Steve Ralphs |
| 4. Nick Tudor-Jones | 5. Jim Gerrard | 6. Paul Kinsley |
| 7. Keith Lakin | 8. Mick Gould | 9. John Hartshorne |
| 10. Jasmine Ralphs (Junior Lady) | | |

We need YOUR contribution

Cycle Chat is written and edited by volunteers, not paid correspondents. Your 75p per copy hardly even covers the cost of printing and posting, it certainly doesn't leave enough to pay anyone.

Without sufficient input from our members and readers (you), Cycle Chat will just fade away. Don't just leave it to others all the time.

We need items from YOU, yes YOU!. Anything with a loose connection to cycling is welcome. Your best/worst ride; your best/worst route/cycling holiday; your favourite or worst bit of kit; a recipe that would be particularly appealing to other cyclists; tips; things to avoid; photos with a cycling content (not just views); reminiscences of bygone days; letters of praise, or complaint; requests for info; etc, etc; or anything else that springs to mind.

Don't worry about your spelling or grammar; that is easily corrected by the editor who will also do the layout and make it look really good on the printed page.

With most having access to a computer, writing a story is easy, you don't have to do it all in one go. A good technique is to write down the bare bones, then go back and gradually fill in the details over the space of a week or two, thus letting your subconscious work away in the background.

Yes, we ARE interested in your contribution.

See your name in print!

Please send whatever you have to davebinks@ntlworld.com

Loughborough CTC and Mince Pies

Like many good things, it all started from a small beginning. Over thirty years ago Jessie Hay invited a few cyclists home for pre Christmas tea and mince pies. It was a popular gesture and Jessie was to generously repeat it during the following years. The numbers increased and the Mince Pie Run,



as it became known, soon outgrew Jessie's front room and developed into an annual event, now held at Belton Village Hall. It's really a 'meet up' of several cycling groups who organise their own individual runs, all descending on Belton the Sunday morning before Christmas. And it's become a tradition. Up to three hundred cyclists arrive to enjoy hot drinks and refreshments, and of course to catch with friends and maybe exchange a Christmas card or two.

The event was adopted by Loughborough CTC. Since Jessie's passing it was organised initially by Pam and Fiona Cottle, then for the past eleven years by Ray Clay and Brian Hinners, not forgetting of course the hard working team of around a dozen volunteers who turn up on the day to help out.

Naturally no event of this nature would be complete without a charity raffle. In recent times the raffle moved up a gear when Derrek Willans trawled round the local cycle shops and encouraged them to donate much appreciated prizes, adding to those offered by members. Rainbows has been our selected charity for the past eight years. This year, topped up with our retained funds, we donated £650. And over time the Mince Pie Run has raised a total of £1,743 for the charity. Such is the generosity of our members!

But sadly, Loughborough CTC (a formal member group) has not fared so well as the MPR. It has been difficult to attract younger members, and although there are many veteran cyclists amongst us who still love to pedal the Leicestershire lanes, groups have become fragmented and most riders no longer cycle with a CTC registered group. Attendance at meetings has also fallen and there are few willing to take up office on the committee. So, as the current committee members step down, it was decided to

dissolve the formal member group and pass on the organisation of the MPR to others. East Midlands CTC kindly offered to manage the event in the future and this offer was accepted at an Extraordinary General Meeting held on 18th March. Loughborough CTC however is still set to continue as an *informal* member group, affiliated to Leicester CTC.

Such informal groups do not require a management committee, but neither are they permitted to hold monies in the name of the CTC. So to keep these funds, which local cyclists generated, within the local area, the outgoing Loughborough formal group elected to make a number of further donations; £800 to support Intandem, a local voluntary organisation which helps disabled cyclists to enjoy cycling, £225 for Cycle Chat towards printing costs for the next three years and the remaining account balance of around £450 to East Midlands CTC as an advance to cover the costs of the next Mince Pie Run.

So that's it for us. But you might still catch some of the regular crew serving the teas on that Sunday before Christmas. Old cyclists just keep on pouring and pedaling.

Brian Hinnners and Ray Clay



Nigel Bilsborough, the main organiser of InTandem, the group that takes out visually impaired on tandems, accepts the £800 cheque from Ray Clay



The York Rally Returns on 20-21st June 2015.

After an absence of a few years, this great gathering of cyclists at York has been rejuvenated for 2015.

There will be a selection of traditional Rally activities (rides, grasstrack racing, saddlebag and auction sales,

live music from the Foresters) as well as new attractions in the form of a 'Pedal Power Invention Convention' and Cyclo-Cross racing, and more! There will, as in previous years, be a traditional campsite on site with separate areas for lightweight and motorised campers.

Full details are on the website <http://www.yorkrally.org>

Alan Jones

Chris Steiner of Nuneaton CTC has written on their website

<http://www.nuneatoncycleclub.co.uk/>

“It is with great sadness that I have to report the passing of Alan Jones. Alan was a long-time member who was riding with the club when I joined around 1990. He was a stalwart of the Sunday rides but I chiefly will recall the many happy hours I spent in his company on Wednesday evenings. The Wednesday rides were a short snappy summer ride from the town to a series of pubs we patronised year-in - year-out. When the rides eventually ended a group of us continued to meet on Wednesdays throughout the year. It was one of the highlights of my week - I enjoyed Alan's company enormously. Sadly his health inevitably caused him to have to suspend his beloved cycling. Yet he never gave up the hope that he would surmount his physical difficulties and he would mount up again. I'm glad he continued in that hope. He was a kind and very loyal man who showed great concern for his friends and family. I, for one, will miss him greatly.

His funeral took place on Monday 27th April at 11:00am at Polesworth Priory.

Alan's daughter Helen asked those attending to wear an item that was colourful - in keeping with cycling tradition.”

Mick Arnold

1930 – 2015

Mick Arnold was one of the “Regulars” with the South Leicestershire CTC; that’s when he wasn’t marshalling for the Welland Valley CC. Mick died in February aged 85 after a short illness. He had always lived in South Leicestershire and knew every road and track, since he was also a keen rambler. He was known as “MickNav”! He raced with the Welland Valley CC well into Veteran category, being a member for over 65 years! He was always ready to help out at events; likewise with the CTC.

Mick toured abroad, including the Dieppe Raid, and even climbed Mont Ventoux at 70! On two occasions he won the oldest rider trophy in the 3 Valleys Randonnee. Mick was always willing to help out with his skills as a mechanic: My bike stand was modified so that it would take bikes with mudguards. And he was always keen to advise if he thought you were being over-optimistic! Mick was a purist who eschewed motor-assisted rides, preferring to enjoy the time on the bike. Mick will be sadly missed by all who knew him.

Peter Witting



Technical Topics

by Peter Witting

Seatpacks

Our CTC magazine “Cycle” (note the absence of “touring”!), reviewed 4 brands in April/May. These bags strap behind the saddle; they don’t need bag loops on the saddle or any other form of support. So they are increasingly popular with new cyclists using “sportive” bikes. Well I can add my two-pennyworth!

I’ve used Carradice Super “C” saddlepacks for some years, with no problem. Ideal for day rides in summer where 8 litres is adequate. Robust and good value. I’m now using an 11 litre saddlepack made by Apidura. The smart design in grey contrasts with the black duck cotton of Carradice. It is significantly lighter than the Carradice; but at £80 it is more than double the cost. The roll-top fastening makes it more flexible than the Carradice when stuffing additional items inside. They also offer a medium size to take some overnight kit and a large for longer trips!

These seatpacks need up to 8 cms. of seatpost and 20 cms. clearance from saddle to tyre; so not suitable for very small riders with low saddles.

Short Shorts - Assos Factory Outlet and Endura

Last year I explained that most shorts are too long if you are under 6 foot tall. Assos had discontinued their shorter length leg option; I was too late to find any left in the shops. Then I discovered that regular length F1 Mille bibshorts were still available direct from the Assos Factory Outlet and at discount prices! So what happens when they run out of stock? The June Cycling Plus revealed that the Endura FS260 Pro SL offer Standard or Long leg lengths. Priced some 20% less than the Assos, they got an excellent review.



Repeat prescription

Last summer I tried Reimann P20 sunscreen while abroad. Apply before you set out, for 10 hour non-greasy protection. It does what it says! Spray or liquid. Check their website for appropriate Sun Protection Factor.

Sulley Challenge Rides 2015

The first day of spring, and a sunny morning with a strong westerly wind saw 66 riders depart from Lutterworth to set off on the Sulley Challenge Rides. The largest number, 29, were attempting the full 100Km route; most stopped at Sweethedges farm tearoom before riding back into the wind from Tilton-on-the-Hill. 11 rode to Medbourne before returning through the Langtons on the 70Km route. 21 riders chose the 50Km route, testing the capabilities of the Greenhouse Café at East Langton, before turning at Church Langton to return to Lutterworth. The shortest route of 20 miles was ridden by 5 riders. 63 completed their ride successfully.

Among the riders were Tony & Jayne Davis of South Leics. CTC on their tandem, Rob Clark-Monks, also South Leics., on his trike, and one rider who completed the hilly 100kms on a 72 inch fixed – chapeau! Good to see local CTC stalwart Morgan Reynolds complete the 50Kms as probably our oldest rider, while 10 year old Danielle Kelly from Walcote was our youngest. A family group including 3 juniors were the last to finish; but they had stopped at Foxton Locks for a carvery lunch!

Thanks are due to Dave Gair for opening up the Wycliffe Hall, then marshalling the riders at the start and finish. Also to John Cox who handled the signing-on process, and to Jean & Keith Lakin who provided the hot drinks for riders throughout the day, which was much appreciated. Luckily the forecast rain, accompanied by sleet, held off 'til everyone had finished. Thanks to Dave Grimshaw who handed over all the documentation from last year, and to all who made it a successful event.

Peter Witting

Leicestershire & Rutland CTC Award Winners 2014



2014 Awards not announced in previous edition.

- **Best All Rounder** - The Open Road Trophy - **Peter Witting.**
- **Ladies B.A.R** - Soar Valley/Dennis Heggs cup - **Gill Lord.**
- **Junior B.A.R** - The Kibworth cup - **Amy and Jasmine Ralphs.**
- **Medals:- Bronze** - **Tony Davis.**
- **Clubperson of 2014** - The Seager Trophy - **Ray Clay.**
- **Lady Clubperson of 2014** - Hames Centenary Award - **Jean Lakin.**

Timothy Young tells of a recent Wednesday group ride.

We met at Trocadera. Elevenes at Choo-choo's. Lunched at The Horseshoes PH at Asfordby, a real old fashioned English pub, nice food, good prices and very friendly.

The photo shows us outside Choo-choo's café at East Goscote on 15/04/2015.

L to R-

Graham Smith,
Pete Coombes,
Dave Smith,
George Lawrence,
Colin Fields,
Rod Harpem.



The CTC Birthday Rides 2015 - Penrith

Once again the CTC is celebrating it's Birthday with a week long series of rides and other activities 19-25 August.

This year the base is at Penrith, Cumbria and the location is ideal for cycle touring with rolling countryside nearby and more challenging topography over the hills. There is also an abundance of attractions, tea rooms and country pubs to choose from, and for those with an interest in railways there is the Settle to Carlisle line. Stately homes nearby include Lowther Castle, 4 miles south, and Dalemain, ten miles southwest of Penrith.

There is a choice of accommodation ranging from camping to your choice of luxurious Hotels.

Full details are on <http://www.birthdayrides.org/>

Many Leicestershire & Rutland CTC members attend - are you going to join us this year?

How things have changed.

Dave Binks continues his looks back at the old kit we used to use.

Computers (bike)

Computers hadn't been invented, except for the one used to break the "Enigma Code" machine used by the Nazis during WW11, so the closest we had to today's gadgets was the "Cyclometer" made by Lucas that was a small mechanical counter. This bolted to the front axle and a small nut and bolt fixed to one of the spokes struck a star shaped wheel on the end of the meter. The star wheel slowly revolved and the gears inside the meter converted the revolutions into miles covered. There was no method of setting them. You just had to buy the one for your wheel size, so their accuracy was only approximate. You read the distance via a little window on the meter.

The unit made a ticking noise when in motion, so anyone who used one was soon nicknamed "Ticker". Huret, a French company, did sell a large unit that mounted on the handlebars and a worm drive cable from the front wheel drove a speedometer and odometer in the same way as was used on cars, but they were heavy and bulky.

Most people just estimated the distance from a map (those coloured paper things with wiggly lines - remember them?) and guessed at speed based on how long it took them to go from point A to point B.

Today's gadgets that tell you distance, speed, average speed, time of day, time lapsed, temperature, total height gained, directions, power output etc, were beyond the wildest dreams of even a madman.



Saddles

All saddles were made of leather, of which Brooks was the most famous brand. There were various shapes and types to suit the different type of rider, narrow track saddles, wider ones for ladies, sprung ones for the sit up and beg town rider. They were invariably brown.

Although a lot of people swore their leather saddle was really comfortable, a lot also swore at their saddle. They had to be "broken in" in a more

painful way than you need to break in a new pair of leather shoes, were heavy, affected by the rain, would leave a mark on your trousers or skirt, and you had to occasionally apply a dressing to them. They would eventually get so misshapen you had to throw them away and start the breaking in process all over again. I recall reading that Tommy Simpson, a top professional racing cyclist was most upset that his saddle had been lost in a fire. The loss of the bike was of no consequence, it was losing the saddle that most grieved him.



The choice of saddle types, materials (usually based on a plastic core), shapes, weights, designs and colours available nowadays means there is something for everyone. But unlike the leather ones which moulded to your shape in time, if the saddle doesn't suit you from day one, it never will because it won't change its shape, so beware when choosing a new saddle!

Carrying luggage

Whilst the modern cyclist carries as little as he possibly can and often not even enough (no cape or even a spare sometimes!) this was not always the case. For an awfully long time, the saddlebag was a permanent attachment on most bikes and held a full size cape, extra clothes, spare tube and puncture outfit, tools and sandwiches etc.

The younger, faster element didn't use the saddle bag, but instead used to carry their spare and puncture outfit (or tubular tyre) and tools inside a rolled up full size cape. The whole thing would be fixed vertically under the saddle using a spare toe strap (see "Pedals"). If you were really flash, you would "borrow" a small Walls' ice cream



advertising banner from a shop selling ice creams. These were made from a type of PVC that was ideally suited as a protective cover for your cape etc.

The small seat pack that is very popular today just did not exist. All but the most hard core of racing saddles had a pair of slotted eyes at the rear to allow the straps from a saddlebag to pass through. These eyes are now not normally fitted, the rider who desires them having to use some other method to support the bag.

The material for the saddle bag was always a very tough type of canvas (called "Duck" for some reason), and has withstood the test of time, although some are now appearing in nylon or PVC.

Handlebar bags were unknown in British cycling circles, only ever appearing on the continent.

Of course, the leisurely ladies' bikes were often fitted with a wickerwork basket at the front, but no self respecting club cyclist ever used one.

Panniers were rare, and only used by diehard touring cyclists on camping trips.

Seat pin

The seat pin used to be just the tube between the frame and the separate clamp that held the saddle on top of it. This clamp was a notched design, that meant I could never get it quite right. It left the saddle either pointing up or down, never what I wanted - level.

Campagnolo was, as far as I can recall, the first to invent an integrated seat pin/clamp and this was great, because the clamp held the saddle securely, but allowed it to be infinitely adjusted to achieve the perfectly level saddle I craved, It was also lighter.

Pumps

Pumps have changed and are generally better now. The early ones were long ones, which is still the best, but required a length of flexible hose to connect between the pump and the valve. This almost invariably leaked, thus losing the effectiveness the long pump had given. It also took time to screw and then unscrew from the pump/valve. Then Campagnolo invented a little gadget that screwed permanently into the end of the pump and even put some horns on it to allow it sit in the angle formed at the bottom bracket. This simply pushed direct onto the valve and thus saved time, plus it didn't leak!

It's interesting to see that some of the modern short pumps (the laws of physics dictate they are still not as good as a long one) have re-introduced

the flexible hose, but better engineering has reduced the leakage to virtually nil.

Lighting

The early bike lights were mostly dynamos, either of the rim or hub type. The former was lighter in weight and gave a good light, and only dragged when in use, but slipped in the wet or snow. The latter was not such a good light, was heavier but totally reliable. It also needed to be built into a wheel. Both types needed wiring to be run between front and rear lights and the dynamo, so your bike resembled a rats nest.



Battery lights were almost a joke. The poor battery technology meant they had little power and even less life. If you left the battery in the lamp when not in use it would leak and the acid would destroy the innards of the lamp. I can remember having to always carry a spare battery when on a training ride of longer than an hour because I couldn't trust the light not to fail. The lights themselves were rattle boxes and most riders became adept at using bits of folded cardboard to keep the battery in contact with the lamp terminals.

Most front lamps had to have extra straps around them to stop them bouncing off when you hit a pothole.

Energy Bars

No such thing, at least by that title and commercially available. A bar of chocolate was the most common energy top up, and also malted fruit cake (Soreen being a well known brand), bananas, Kendall Mint Cake and similar was carried. Riders in long distance races would be handed up sandwiches with honey and sultana filling, or cold rice pudding, but the latter was more difficult to slide down whilst riding. I remember riding 12hrs time trials and my favourite was small pots containing cold rice pudding and tinned mixed fruit - delicious and it slid down easily!

Nowadays its all trace elements and scientific stuff.

To be continued

CHARNWOOD SECTION				
DATE	Start	11's	destination	leader
6 Jun		200k/100k/50k audax		Tony Davis
7		25m/16m off road challenge		Ron Johnson
	9.30 (G) Car assisted Lutterworth	Great Oxendon	Naseby	Pete
	9.30 A (E)	Beehive	Burton on Trent	Pearl
14	9.00 M (G)	Middleton	Ridge Lane	Joe
	9.30 M (E)	Airewas	Kings Bromley	Brenda
21	9.00 W (G)	Countesthorpe	Barwell	LAS
	9.30 W (E)	Thurlaston	Barwell	Pearl
28	9.00 S (G)	Mickleover	Kirk Ireton	Martin B
	9.30 S (E)	Don Amotts	Tutbury	Betty
5 Jul	9.00 (G) Car assisted Bakewell	Monyash	Monsall Trail	Keith T
	9.30 B (E)	Castle Donnington	Trent Lock	Betty
12	9.00 B (G)	Beeston Marina	Cropwell Bishop	Martin
	9.30 S (E)	Willington Marina	Aston upon Trent	LAS
19	Congerstone	National Forest Rides		Keith Lakin
26	9.00 M (G)	Nuneaton	Carlton	Joe
	9.30 M (E)	Tamworth	Polesworth	Brenda
2 Aug	9.00 (G) Car assisted Burrough Hill SK767114	Wyndham Windmill	Burton le Coggles	Lyn
	9.30 H (E)	Arboretum	Lichfield	Pearl
9	9.00 B (G)	Melton Mowbray	Old Dalby	Nick
	9.30 B (E)	East Leake	Barrow upon Soar	Betty
16	9.00 W (G)	Wistow	Dunton Bassett	Pete
	9.30 W (E)	Hinckley	High Cross	Brenda
23	9.00 M (G)	Hoar Park Nuneaton	Stoke Golding	Martin
	9.30 M (E)	Beehive	Yoxall	Pearl
30	9.30 (G)	Presidents Ride	TBC	Peter Witting
6 Sep	9.00 (G) Car assisted Burbage Common sk446953	Ryton Garden Centre	Wood Farm	Joe
	9.30 M (E)	Polesworth	Atherstone	Brenda
13	9.00 S (G)	Breaston	Horsley Woodhouse	Martin
	9.30 S (E)	Melbourne Hall	Buddhist Centre	Pearl
20	9.00 H (G)	Dobbies Garden Centre	Ansley	Nick
	9.30 H (E)	Green acres	Glenfield Co-op	Brenda
27	9.00 B (G)	Trent Lock	Gotham	Keith T
	9.30 B (E)	Kegworth	Wymeswold	Betty
The easy riders always allow ten minutes after the times stated above in case of punctures etc.				
A-Ashby Town Hall		B-Belton Church	H-Heather Church	
M-DFS at Measham		S-Lount X roads	W-Bagworth village Hall	
C-Coalville Halfords				
Secretary: Keith Lakin, 12 Thorborough Road, Coalville, LE67 3TH 01530 451573				
(E) Easy riders leisurely rides of 20 to 40 miles from start				
(G) General rides for the more enthusiastic: contact Lyn 07779 794317				
For a Wednesday potter call Pearl on 07980 755226 for details				

The Editor apologises for leaving out Charnwood's Runs List from the Spring Edition.

Leics & Rutland CTC Events 2015

See elsewhere for details or contact organiser

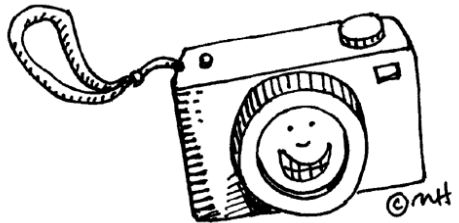
This info is issued in good faith, but sometimes many months before the event. You are advised to check with the organiser nearer the date.

Date	Event	Contact
	Heart of the Shires 200k/100k Audax CANCELLED	Tony Davis 01455 202876
# Sun 7th June	25m/16m Off Road Challenge	Ron Johnson 01530 230476
# Sun July 19th	70mls National Forest Ride (replaces the Challenge Rides)	Keith Lakin 01530 456719
TBC	LCA Over 60's Reunion	Eileen Johnson 01530 230476
Sun 2 nd August	President's Ride	Peter Witting 0116 2792867
Sun 15th Nov	AGM & Photo competition	Keith Lakin 01530 456719
Sun 6th Dec	Cyclists' Carol Service, Kibworth	Peter Witting 0116 2792867
Sun 20th Dec	Mince Pie Meeting, Belton	TBC

denotes the event qualifies for CTC Tourist Competition

This year's Theme for the Annual
Photographic Competition is

WILDLIFE



So next time you are being chased by a big dog, be sure to get a shot of it as it sinks its teeth into your leg, or better still, into someone else's leg! If you can't find a dog, a seagull carrying off your fish and chips whilst seated at the quay side, or a big bull attracted by your red jumper will do. Even a close up of a big fat bee stinging you is OK!

Judging will take place at the Annual Photo Competition being held in conjunction with the AGM on Sunday 15 November. More details of how to enter will follow later, but in the meantime, get snapping.

PRESIDENT'S RIDE

Sunday 2nd August 2015

Start 9.30am Kibworth Beauchamp, School Road.

Free car park (postcode LE8 ORZ)

Your Leics & Rutland CTC President, Mr Peter Witting, invites you to join him for 26 miles of the best Leicestershire countryside in good company.

Coffee at the Greenhouse Café, East Langton (on B6047 ¼ mile north of A6 island)

Lunch at Shearsby: Picnic on the green or enjoy the Chandler's Arms, CAMRA County Pub of the Year since 2009!

If you can't be there for the start, join us along the way - all Welcome!

mailto:peterkwitting@hotmail.com

Tel: 0116 279 2867



WANTED

Your photos

As I hope you have noticed, more photos are appearing in Cycle Chat but we constantly need more. The advent of digital photography has made taking, manipulating, distributing and reproducing the images easy these days, so there is no excuse for not giving your work a wider audience.

If you have some cycling related shots that would be suitable for publication and you would like to share, email them to davebinks@ntlworld.com

Images must be in .jpg format (every digital camera does that automatically) and I must have both the name of the photographer and his/her permission to use it. I am particularly keen to see work that has been shot in vertical format because then it can be used on the front cover!

To keep costs down, only shots printed on the outer covers are in colour, but I can convert any others to black & white.

South Leicesters Summer 2015

Contact Neil Dixon 0788 9854459

DATE	TIME	START	ELEVENSES	DESTINATION	COMMENTS
31-May	09:15	BA	Crick	Long Itchington	
07-Jun	09:15	BA	Brandon Marsh	Grandborough	
14-Jun	09:15	BA	Naseby	Chapel Brampton	
21-Jun	09:15	BA	Kelmarsh	Lilbourne	May need to bring your own lunch! Father's Day
28-Jun	09:15	BA	Naseby	Welton	
03-May	09:15	BA	Stapleton (Greenacres)	Lullington	
05-Jul	09:15	BA	Scraptoft	Market Harborough	
12-Jul	09:15	BA	Medbourne	Shearsby	
19-Jul	09:00	Congerstone		National Forest Rides	for details See Cycle Chat or http://www.ctc.org.uk/event/national-forest-ride
19-Jul	09:15	BA	Catthorpe	Welton	
26-Jul	09:15	BA	Stapleton (Greenacres)	Church-End Brewery	Bring your own lunch
02-Aug	09:15	BA	Langton Garden Centre	Presidents Ride	Lunch at Shearsby
09-Aug	09:15	BA	Naseby	Chapel Brampton	
16-Aug	09:15	BA	Launde	Market Harborough	
23-Aug	09:15	BA	Kelmarsh	Swinford	A late elevelenses or early lunch probably. Lunch @BeerHouses
30-Aug	09:15	BA	Crick	Little Brington	
06-Sep	09:15	BA	Brandon Marsh	Long Itchington	
13-Sep	09:15	BA	Naseby	Shearsby	
20-Sep	09:15	BA	Medbourne	Foxton Locks	
27-Sep	09:15	BA	Kelmarsh	Welford	

Leicestershire & Rutland CTC
Off Road Challenge
25 or 16 mile

Sunday 7th June 2015

HQ Bagworth Community Centre – Map Ref 448-082
Station Road, Bagworth, Leics, LE67 1BH

Start Time; 9 – 10.00am. Map required OS 140

Pre entry cost £3 Senior; £1 Junior: on the day £4 Senior: £2 Junior

Entries to:- Ron Johnson, Rosedene, Park Lane, Bagworth, Coalville,
LE67 1BB, tel 01530 230476

Leicestershire & Rutland CTC
110K and 40K RIDES

Sunday 19th July 2015

H.Q at Congerstone Village Hall 8.30am & 9.30am
O.S. Sheet 140 Grid SK 368 - 054
maps required O.S. Landranger No 128 & 140

8.30am Start for 70mile/110K - The National Forest in Bloom

9.30am Start for 25mile/25K - Riding the Humpbacks (canal bridges)

Entry 110K Adult £4 - Junior £1 (under 18 on 1st March)

Entry 40K Adult £3 - Junior £1 (under 18 on 1st March)

Routes available and Map on display at start

Contact Keith Lakin Tel 01530 451573 email
Lakin5112@virginmedia.com

Note - 110K cafe stops at Newborough and Fradley Junction

Leicester Easy Riders

Contact Dave Smith for more info on 0116 2417091

Date	Start	Meet	Destination	Leader
Jun 7	9.30	BXR	Desford Bird Sanctuary/Mkt. Bosworth	B Daxini
Jun 14	9.30	SO	Gt. Bowden/Waterloo Farm/Church Langton	R Bilston
Jun 21	9.30	SMBS	Goscote Nurseries/Rothley Station	J Mills
Jun 28	9.30	WHS	Frisby Sailing Centre/ Dove Cottage	D Smith
July 5	9.30	So	Gt.Bowden/Waterloo Farm	R. Bilston
July 12	9.30	So	Medbourne/Lyddington/Tilton	C. Field
July 19	9.30	Gcup	Cosby/Wood Farm Brewery	A.Tokeley
July 26	9.30	H.P.	Goscote/Quorn Station	R.Barber
Aug 2	9.30	Smbs	Thrussington/Eye Kettleby	J Mills
Aug 9	9.30	Gcup	Ullesthorpe/Welford/Saddington	D.Smith
Aug 16	9.30	Smbs	Mountsorrel/Loughborough	R.Bilston
Aug 23	9.30	Bxr	Greenacres/Mkt.Bosworth	C. Field
Aug 30	9.30	So	Tur Langton/Waterloo Farm	N Delves
Sep 6	9.30	Whs	Tilton/Gt.Easton/Ch.Langton	D.Smith
Sep 13	9.30	Gcup	Thurlaston/Carlton	B.Daxini
Sep 20	9.30	So	Medbourne/Braybrooke	A.Tokeley
Sep 27	9.30	Bxr	Thornton/Mkt.Bosworth	R. Bilston



<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>	<u>Contact</u>	<u>Telephone</u>
30-May	Sat	Nuneaton Library	Short ride	TBC	
04-Jun	Thur	Astley Book Farm	Half day	Chris Taylor	02476 741276
06-Jun	Sat	Nuneaton Library	Short ride	John Bonner	02476371835
11-Jun	Thur	Bulkington Library	Half day	Terry Pittam	02476 328748
13-Jun	Sat	Nuneaton Library	Short ride	Ann Jenkins	01455 212565
18-Jun	Thur	Dobbies GC	Half day	Eric Rowland	02476 371687
20-Jun	Sat	Nuneaton Library	Short ride	Mick Cooper	02476 371409
25-Jun	Thur	People in Action	Half day	Angie Fisher	07824808788
27-Jun	Sat	Nuneaton Library	Short ride	Les Proctor	02476 395079
02-Jul	Thur	Upton Barn	Half day	Morgan Reynolds	01455 844883
04-Jul	Sat	Nuneaton Library	Short ride	Neil MacMillan	07999770085
05-Jul	Sunday	Weddington Social Club - Family Fun Ride			
09-Jul	Thur	Cafe Creme	Half day	Bill Hayward	02476370087
11-Jul	Sat	Nuneaton Library	Half day	Bob Percival	07921 258927
		Bob is doing a longer ride out to Middleton Hall.			
16-Jul	Thur	Community Cafe	Half day	Mick Cooper	02476 371409
18-Jul	Sat	Nuneaton Library	Short ride	John Bonner	02476 328748
23-Jul	Thur	Morrisons	Half day	Bob Allen	02476748688
25-Jul	Sat	Nuneaton Library	Short ride	Chris Steiner	01455 213927
30-Jul	Thur	St. Marys Church	Half day	John Cooper	01455 850532

Cafe News

The Thornton

Martin Bulmer brings news of a new hostelry.

After today's 30 mile meander, a few of us went to "The Thornton" which used to be a working men's club, but is now being operated under personal licence so membership is not required, and all are welcome. There is a small outdoor seated area, and a bar & snug (with fireplace) that looks as if it will be cosy in the winter. They are happy for people to bring their own picnics, and may also be supplying food in the near future. It is run by the North-Eastern couple who used to have the Bricklayers a few years ago, and their Mince & Dumplings was unbelievably good.

"The Thornton" is half way between the newly refurbished "Reservoir" pub (which used to be called "The Topsy Fisherman/Puffing Billy") & the Bricklayers Arms. It's on the same side as the Bricklayers.

David Grimshaw has also found a new tea/coffee/snack/meal stop in Barwell.

"Jack High" at Barwell Indoor Bowls Club, Kirkby Road, Barwell. (Entrance opposite the park on Kirkby Road and the building is in the far RH corner). Telephone 01455844683.

Full range of food at a reasonable price. Plenty of room for bike parking. Busy carvery on Sunday lunchtime so a phone call first if you are going to turn up for coffee or to book a meal, but the owners do not see this as a problem. Open 9am - 2pm; 6pm - 9.30pm. Large eating area and conservatory. This can be a busy site on some Saturdays because it is next to Barwell Football ground.

Lakeview Cafe (Fishing Lakes on Landyke Lane near Scalford.)

There is yet another change of ownership here in this very basic, but still cyclist welcoming cafe. As far as can be ascertained, opening hours remain unchanged; basically from early (7am?) until about 2pm.