

CYCLE CHAT

Autumn 2017

**The quarterly magazine of the Leicestershire and Rutland
Cyclist's Touring Club county group of CYCLING UK
the UK cyclist's organisation**



Editor's Thoughts

As I hope you now realise, this year is the 120th Birthday of the Leicestershire and Rutland Section of the CTC. A joint celebratory tea was held with Notts DA and a report and photos are inside.

To mark the fact that this year is something special, we have decided that a FULL COLOUR version of Cycle Chat is justified. I hope you enjoy seeing the photos etc in their full glory.

I have looked around for some info on the early days of this great club of ours and found quite a bit, in fact far too much to include, but have selected a few random snippets on pages 25 - 28 and hope you find them as interesting as I did.

I have just returned from a 6 weeks' cycling holiday in northern Spain where I visited the mountainous area called the "Picos de Europa" and discovered why its called that - it has lots of peaks!

From there I moved to the Pyrenees before joining a cycling group travelling south from Geneva in the north to Nice in the south, on the "Route des Grandes Alpes" which really lived up to its name as it goes over virtually all the major climbs in the Alps.

One day we climbed the Col de Galibier and there were campervans already claiming their spot for when the Tour de France went over it a few days later. I did actually go back over it in the car the day before the Tour came through and it was chaos with every scrap of space beside the road taken up by campervans and caravans all flying flags and mascots. I thought it was madness, but the thousands there would not have agreed with me!

Dave Binks

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From The President

Neil Dixon

I am writing this edition in Normandy, near Mortagne au Perche, while attending this year's 'Semaine Fédérale Internationale' of the FFCT, the French equivalent of Cycling UK' Birthday Rides. Signs on the roads warn drivers of the 10,000 cyclists taking part. Once again I'm impressed that such a large gathering can be undertaken largely through the goodwill and hard work of several thousand volunteers in the local region, a demonstration that the French seem to be much more civically minded than we are.



Photo by Ray Clay

Each time I attend this event, it's possible to note which way trends are heading in cycling. When I first attended, most French cyclotouristes rode classic steel framed bikes with large handlebar bags. Now it's almost exclusively carbon frames. The new trend this year seems to be electric power. I've no problem with this when the rider is obviously old or infirm, but when people younger than myself start passing me up hill with electric bikes, it's definitely cheating. Another interesting thing is that very few French riders use a GPS for navigation, or to record their ride.

Golden Wedding Congratulations

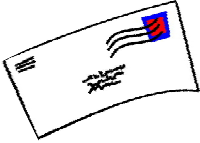
John Allen has pointed out that Ray and Penny Clay celebrated their golden wedding anniversary on the same day as our "120th"

A card was signed by all present and delivered to the couple later in the day.

CONGRATULATIONS !!



Letters



On behalf of all Lincolnshire CTC members I wish to congratulate both Leicestershire CTC and Nottinghamshire CTC on reaching 120 years – long may they continue. Lincolnshire CTC is relatively “young” in comparison.

Tim Newberry,
Chairman Lincs CTC

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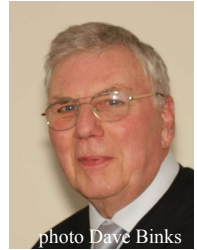
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The Secretary's View

Ray Clay



What a shame I missed the 120 year celebration of the Leicestershire and Rutland CTC at Stonehurst Farm on 2nd July. My excuse was that the date clashed with my silver wedding anniversary celebrations down in Wiltshire, my wife's home county. (I'm a Suffolk person).

I gather that the 120 year anniversary was very well supported. The event was a joint venture with Nottinghamshire CTC. It was a very nice thought to subsequently be given a card which many signed, and some delicious cake made by Jean Lakin.

I thought the Back to the Fuchsia ride was quite well supported in spite of the weather forecast. As it turned out, it rained first thing but it wasn't a bad day weather wise. As usual, the event was organised by John Allen. Usually, Keith Lakin gives John a hand but, on this occasion, Keith wasn't feeling too good. John had registered the event with National Office who responded with goodies to give out to the participants. I recommend the tea and cake at the Thornton Nurseries.

Our President, Neil Dixon, will be leading his ride on 24th September and it is hoped it will be well supported. He will be riding in the Welford area. No doubt details of the start point and routes can be accessed off the Leicestershire and Rutland CTC website nearer the time.

Again, unfortunately, I had to miss the cyclists' service at Meriden. My cousin from Capetown was over here for a fleeting visit so we met up in Deal. Incidentally, it was the first time I had been to Deal and I was very impressed. I gather the weather was very good at Meriden this year and our Councillor, Jaki Lowe, has put photos on her blog. Harry Childs from Birmingham had organised the Meriden event. Sadly, he died recently and he will be greatly missed.

Our cyclists' carol service is due to be held on Sunday 10th December. Details haven't yet been finalised, but, currently, we are looking at Norton Juxta Twycross. I've been in touch with the vicar and she seems very supportive.

I had to go to Loughborough railway station recently to collect some tickets. Out of interest, I picked up a leaflet called "CYCLE POLICY taking your bike by train". I haven't put my bike on a train for years but it certainly doesn't look easy, especially if there are more than two of you. I'm reminded when, some twenty years ago, a group of us just put our bikes on the train at Derby to Penzance for our LEJOG trip with no trouble at all.

NEW MEMBERS

Peter Witting reports:-

Since the last Cycle Chat we have had 21 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.

- Loughborough 8
- Leicester 6
- Charnwood 3
- Rutland 2
- Nuneaton 2



**The deadline for the next issue of
Cycle Chat is 1st November 2017**
That edition will cover December 2017, January & February 2018

Technical Topics

by Peter Witting



Thread Locking

We usually apply grease to bolts when refitting to the bike. It helps to prevent corrosion, and makes subsequent removal easier. But it can make it easier for the bolts to become loose and fall out when riding!

That's why thread-locking is applied by manufacturers, particularly to chainring bolts. So when replacing them it is wise to apply a similar product. Loctite 222 seems to be the go-to product. It's quite difficult to find in shops; I had to buy online for £6.60 + P&P; but 10mls lasts many years! There are other thread-lockers, but Loctite 222 is low-strength to facilitate dis-assembly.

Dangerous Zip-Tie failure

For those with old-style cycle computers, the transmitter is usually held on to the forks via zip-ties. And it seems they don't last forever, as I found out. Luckily it was when left in the sun that the zip-tie split, leaving the transmitter to slip down the forks. Could have been nasty if it failed while riding! So now I'm replacing the zip-ties as part of my annual service. And also make sure they are the largest size to fit the unit, as smaller thicknesses are more likely to fail.

Hearing Aid Users

For cyclists riding with hearing aids, wind noise can be a constant issue. Just normal riding speed can create a roaring noise. Some folk simply remove the hearing aids, then have to fit them at the refreshment stop. The latest NHS hearing aids are branded Oticon; and Oticon make a Bluetooth streamer. It is expensive to buy, at around £180, unless your job makes it necessary under NHS guidelines. It can link your hearing aids directly to Bluetooth appliances such as smartphones etc. But on the bike it can be used as a volume control, and to largely eliminate the wind roar. Much more convenient than removing the hearing aids, then refitting.

Back to the Fuchsia Rides – May 15th

John Allen reports:-

Heavy rain until the 8am start put off a few riders no doubt but we still had 19 riders on the day.

Pride of place must go to Terry Davies of Chester and North Wales CTC. Terry had not got a car so hired one to get him to the event – in pouring rain he arrived at Thornton Nurseries, “The Fuchsia Centre” before the start, then rode two routes totalling 50 miles before loading his hire car with several bags of compost at the nurseries then drove back to North Wales – there's dedication for you boys!

Thanks to Ray Clay for helping me on the day and also to John Smith and family, proprietors of the nursery, for wonderful hospitality.



As this was deemed one of the national “Challenge Rides” all will have received draw stringed jiffy bags, feeding bottles, special certificates and medals with “Back to the Fuchsia” ribbons.

List of riders with distances ridden

Mike Smith	Leics and Rutland CTC	122 miles
Terry Davies	Chester and North Wales CTC	50 ..
Steve Ralphs	Leics & Rutland CTC	127 ..
Robert Boalch	..	70 ..
Mike Gould	..	70 ..
Lyn & Pete Gale	(Tandem) Charnwood CTC	55 ..
Alan Hartshorne	Leics & Rutland CTC	66 ..
Nick Tudor-Jones	Charnwood CTC	25 ..
Martin Bulmer	..	42 ..
Neil Dixon	South Leics CTC	62 ..
Norman Castle	..	62 ..
Judy Dawson	..	62 ..
Jayne Davis	..	62 ..
Jill Stocks	..	62 ..
Ian Spence	..	62 ..
Bob Powell	..	62 ..
Gerald Sessions	Leics & Rutland CTC	45 ..
Vic Baines	..	DNS but donated entry fee



Circling the River Hull

by Lyn Gale

All the pictures were taken by Pete or Lyn Gale, Jim Gerard, or Martin Bulmer..

The May Bank Holiday saw the Charnwood Section having a week away in the East Riding of Yorkshire, with the Easy Riders on a campsite near Hornsea and Margaret and Roland close to Beverley. Martin and Jeanette, Jim and Pauline and Pete and I were

based at an old converted (and very creaky) Grainery (yes, that is how the spell it) at High Farm Country Park, Routh.

Pete and I made a slight diversion on the way there, to cycle over the Humber Bridge and back, but we had all arrived by 5pm, made the barn look lived in by 6pm, and Pete provided the evening meal of Persian style chicken by 7pm.

The first day was Pete's turn to lead the ride, staying east of the River Hull. We headed left out of the site and along the very necessary cycle path that goes alongside the very busy A1035 to Leven. Here we left the traffic behind, the sun came out and we rolled along the gently undulating lanes through Catwick and Little Hatfield before joining the final, or starting miles, of the Trans-Pennine Cycle Route along the old railway bed into Hornsea and a visit to the Floral Hall Café on the sea front. After sussing out where we were going in the evening to meet up with the Easy Riders, we left Hornsea, catching a glimpse of the Mere before heading northward westerly



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via Bewholme and North Frodingham to The Butcher's Dog in Driffield. The Butcher's Dog is a one room micro brewery, with the beer meeting the expectations of Jim and Martin and with Pete and my ginger beer being served in jam jars with handles. The return journey, into a very bracing headwind, saw us crossing the Hull for a short detour via Skerne before crossing back over the Hull and through North Frodingham and Brandesburton to Routh.

That evening we used the cars to go back to Hornsea to meet Dave, Brenda, Pearl and Soo at The Marine for dining, drinking and chatting.

Sunday dawned and it was lovely and sunny, but very, very windy. Martin led the ride, this time going west. The ride to elevenes, being wind assisted, was quick, going right out of the drive, along the cycle path to cross the River Hull then skirting Beverley to the north where we joined cycle route 66. This wound its way through the very pretty villages of Cherry Burton, Etton and Kiplingcotes, climbing slowly but hardly noticing, to drop down off the edge of the Wolds following a lovely little rounded valley into Market Weighton. After a very fine breakfast at the Wicstun Café we used the Wolds as a windshield to go through North Cliffe, South Cliffe and North Cave. A time trial was in progress here and we had many bikes whooshing by us with their solid wheels, sleek helmets and head down riders, though there was a tell-tale sign of what we were in for when seeing them on their return as they struggled against the wind. Turning left at Gilberdyke meant we were crossways to the wind along flat roads reminiscent of the fens. After fighting our handlebars for the four miles to get to Blacktoft, a moment of



panic ensued when a for sale sign was spied by the pub, fortunately this was the house next door in the same grounds! The pub is right on the banks of the Humber, which had white horses on it, and provided a welcome break from the wind. A plate of chips and the beer some of us had gone for fortified us for the return journey and boy was it windy.

We were now following route 65, along the banks of the Humber, through Faxfleet to Broomfleet. Just like the fens, hardly any hedges and very flat, the wind flat in your face acted more like a brake than the motor it had that morning. A sunny corner in Broomfleet, where a seat was ideally positioned using a house as a windbreak gave us respite, before we continued into the

wind to reach South Cave and the climb up onto the lower reaches of the Wolds. Back through Walkington (too late for the café), into Beverley across its common and brilliant view of the Minster, crossing the Hull via Weel Road and back to the cottage. Jeanette had been shopping and made a lovely roast beef dinner for us all, whilst we just went on, and on, and on about the wind.

Monday was a day off the bikes, to ensure that the non-riders amongst us got some time with their partners, and so that we could meet up with Margaret and Roland. So a trip to RSPB Bempton Cliffs was in order where some of the viewing points are accessible for Roland's chair. It is an amazing place, as you approach the cliffs it is quite quiet (though windy when we were there) but as you get to the cliff edge the noise becomes quite deafening from the mix of gulls, gannets and guillemots shrieking and whirling, in a dance only known to themselves, as they approach the cliffs to roost and feed their young. It is also a known site for Puffins, but only Martin and Jeanette caught sight of one, alone amongst the swirling mass of birds. That evening we walked down the drive to the local pub to have our meal and refreshments, with a great sunset presenting itself during our return and the snooker World Championship final for those that were interested.

Tuesday was Jim's ride and we were heading up into the Wolds proper with a lunch destination of Sledmere. After discussion the previous day, and a physical check by Pete and I in the car, Jim had to alter his afternoon route, due to the crossing of the Hull that



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he had planned to use being a private road and therefore not available to us. So we used the reverse of Pete's afternoon route to Drifffield, where we visited the Bike Cave Café, a mix of a bike shop and café and, once the cook had arrived, a lovely breakfast was provided. Martin and Jim then had senior moments, just about to cycle off when they remembered they hadn't paid – though the café must be very laid back as the bikes were parked inside and they had witnessed the manoeuvring to get them out. Leaving Drifffield we climbed up onto the Wolds, then used an extremely steep and rutted track to arrive opposite Sir Tatton Sykes Monument, a monument 120 feet high and perched on the top of Garton Hill. We then went into Sledmere itself, an extremely attractive estate village with many monuments, a large stately home and a very nice pub. Whilst we waited for Jeanette to join us we were made welcome and had some very prawn sandwiches.

The return journey saw us dipping down and up a sharp valley before swooping down back to the relative flat river plain at Wetwang, then joining cycle route 1 along the lovely undulating lanes to Leconfield. As we got to the edge of Beverley a quick stop for a cup of tea was in order, before returning along the cycle path, crossing the Hull, back to the cottage. Pauline and Jim provided the evening meal, a hearty and tasty helping of lasagne, finished the day nicely.

Wednesday was another day off the bikes. Pete and I went with Margaret, Roland, Jim and Pauline on the train into Hull. Hull is the European City of Culture for 2017, and whilst we were there the weeping window of poppies was an exhibit. Pete and I saw them at the Tower of London, but the smaller exhibit is no less impressive and thought provoking (it has only just been and gone from Derby). If you have not seen it I recommend a viewing, it is currently in Cardiff. Jim and Pauline then went their own way, whilst Margaret, Roland, Pete and I went to The Deep, a large aquarium on the

banks of the Hull and Humber. It is a very well thought out aquarium with a large central tank that you see from many angles containing graceful rays, all sorts of sharks and myriad of other fish. The route goes gradually down, with the final return being a glass sided lift going up through the main tank, all accessible to Roland's chair. After a spot of lunch we meandered round the harbour and streets of Hull before returning back to Beverley on the train.

Thursday was my ride. This time we were going south east. After looking at the wind direction, which once again had picked up, I revised my route slightly and we set out through Long Riston, New Ellerby and Flinton before stopping for elevenses at The Spotted Duck Tea Room at Flitling. This was an example of a local farmer not being able to sustain the farm in the old traditional way and who has added the Tea Room, a small brewery and lodge site in order to be viable. After another very good breakfast, we followed the little lanes, sheltered by high hedges, through Danthorpe and Elstronwick to our lunch destination of Hedon. We were supposed to be visiting another micro pub, but arriving at 12.30 found it didn't open until 1. We just had to visit the "big" pub next door, which was followed by a later visit to the little one (and much nicer it was too). Leaving here, as it was the last ride of the holiday, an afternoon tea stop was in order. Leaving Hedon by way of Preston and Sproatley we visited the tea room at Burton Constable Hall. When we are back in the area with more time the Hall is on the list for a proper visit, as it looked to be a very interesting building, but time was not on our side, so the facilities of the café were as far as we got. We then got a wind assisted ride home via Old Ellerby, Skirlough and Meaux back to the cottage for a meal, packing and already reminiscing before leaving the next morning.

The area around Beverley is a lovely place for cycling, with quiet lanes, a variety of terrain, the sea close by and some great places to visit. Well recommended, but just be aware of the limited crossings of the River Hull.

The Weeping Window



A Scottish Tour including a few islands

by Judy Dawson

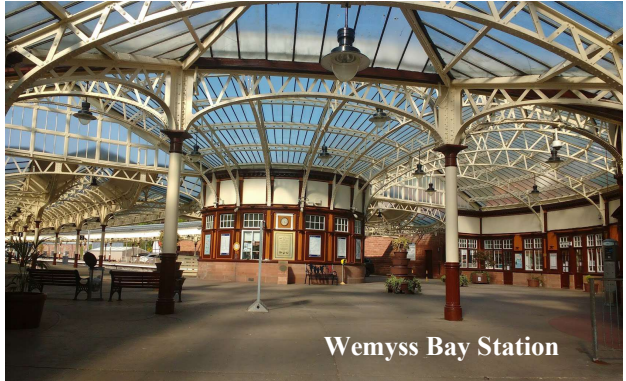


We plan our tours on the basis that we are looking for a holiday and not exhaustion. We like to have plenty of scope for coffee stops, lunch stops, a few gardens and maybe a paddle. We book a mixture of bed and breakfast and hostels in advance. Our experience of Scotland is that there is a shortage of accommodation in some parts. This holiday was booked in February 2017 for a departure date of early May 2017. In some towns and villages our first choice of bed and breakfast was already fully booked. We use booking.com and read the reviews. Some locations had only one reasonably priced option. On this trip we were advised by the bed and breakfast owners to book evening meals if we wanted to eat early. We found that restaurants were very busy. We used lots of Caledonian MacBrayne ferries which provide an excellent service to the Scottish Islands at a very reasonable cost. These do not need to be booked, provide excellent food and in May were almost empty. We book train tickets and bike spaces on the trains well in advance in order to get a good price. We travel from Coventry rather than Leicester because it involves fewer changes and the tickets are a lot cheaper. Parking in side

streets in Coventry near the railway station has been problem free, but we avoid the area immediately outside the station because it has a resident's only parking scheme.

Day 1 - Coventry to Rothesay, Isle of Bute

We took the train from Coventry to Glasgow. With a 10.42am departure it is a civilised start time from home and it's a direct service to Glasgow with no changes. At Glasgow we changed platforms and took a local train south to Wemyss Bay.



Wemyss Bay Station

The railway station at Wemyss Bay is a delight with curving platforms, glass roof, station bar, bookshop and cafe. The ferry terminal is immediately adjacent to the railway station and Caledonian MacBrayne operates a frequent ferry service from here to the Isle of Bute. We stayed in a bed and breakfast in Rothesay, overlooking the ferry. There is a backpacker's hostel in Rothesay and a choice of restaurants, cafes and shops. By 6pm I was relaxing in a roll top bath with a fantastic view of the bay from the bedroom window. Rothesay has a castle and Victorian tiled toilets.

Day 2 - Rothesay to Tarbert

Before heading north we took a short trip south to a wonderful sunken fernery at Ascog. The A844 on the Isle of Bute clings initially to the shore of the Firth of Clyde. It is beautiful. Follow it further south and you will find the National Trust for Scotland property Mount Stewart. We hadn't enough time for Mount Stewart but we enjoyed the fernery. We retraced steps past Rothesay and stopped for coffee at the post office in Port Banatyne. From here it was north to leave the Isle of Bute at the ferry point at Colintraive. The Isle of Bute provided a good introduction to touring with weight on board because it was largely flat. After arriving at Colintraive we had to choose between the A886, the new main road option or the old road that clings to the side of Loch Riddon. The old road has some challenging tarmac, some steep ups and downs and some wonderful views. There was nowhere on route for a cafe stop for lunch so we stocked up on cheese and oat cakes in Rothesay and stopped by the side of the river near the Clachan of Glendaruel

for a picnic before the big climb of the day on the A 8003. It is a well graded climb with a lovely viewpoint that is worth stopping at. The descent to the cafe at Tighnabruaich is great but there is another climb. We were aiming for the ferry at Portavadie which took us over the water to Tarbert. There are several bed and breakfasts in Tarbert. It is still a very busy fishing port with an excellent seafood restaurant called Starfish, a fish and chip shop and a few useful shops. You can watch the boats unloading their catch on the quayside.

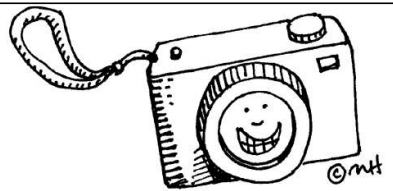
Day 3 -Tarbert to Islay

It is a short ride from Tarbert south to Kennacraig on the A83. We allowed plenty of time because we needed to buy ferry tickets before we got on the ferry. The ferry leaves the mainland at Kennacraig and arrives at Port Ellen on Islay two hours later. We chose a 10am ferry. I had never been to Islay and although I knew that the island was famous for its whisky distilleries I had no idea about the scale of the industry, the amount of money it brings to the Island or the number of men on group tours. A shot of a choice whisky will leave you £300.00 poorer. We had booked two nights of accommodation on Islay because by the time you get there it is lunch time and it's a big island to explore.

From Port Ellen we headed east towards Kildalton Cross. The first few miles have a tarmac cycle and pedestrian pathway running parallel to the road. It serves to provide access to 3 distilleries. With a stiff headwind and some serious short climbs and descents it wasn't an easy ride and having passed lush woodland, peacocks and deer we opted to sunbathe on a beach out of the wind. Think white sandy beach, no midges, and crystal clear water. We retraced steps to Port Ellen then headed north on the B8016 to Bowmore. Islay is full of contrasts, vulnerable to high winds and has unexpected scenery.

This year's Theme for the Annual
Photographic Competition is

TRANSPORT



Lots of ideas for this one, bikes, cars, trains, planes, feet(!) etc. but I bet you'll have more, better ones.... Judging will take place at the Annual Photo Competition being held in conjunction with the AGM later in the year on November 18, 2017. More details of how to enter will follow later, but in the meantime, get snapping.

Day 4 - Islay. We stayed in Bowmore

It was windy so we headed northeast to Bridgend to walk in the woods between Bridgend and the Islay woollen mill (famed for making the tartans for the movie Braveheart). Dense bluebells and fresh May foliage looked glorious and it was very sheltered. The woollen mill is operated by an old man and his son using ancient machinery. We then set out on the bikes from Bridgend to explore as many tiny little roads as possible. The B8017 and the B8018 are lovely single track roads and very narrow. Loch Gruniart cuts south from the north coast of the island, providing a fantastic wetland habitat for birds and the birdlife on Islay is something special even to a non birder. We flew over to Saligo Bay with a tailwind, past Loch Gorm and stopped at the cafe at Kilchoman Distillery.

Bed and breakfast is in short supply on Islay and is very expensive. We ate well with great seafood but the island is not a budget option.

Day 5 - Islay. Bowmore to Port Askaig and then ferry to Colonsay

There is a direct main road (the A846) from Bowmore to Port Askaig but we took the more challenging, quieter route which meets the main road at Ballygrant. We saw no traffic and lots of varied scenery.

The ferry service to Colonsay is operated by Caledonian MacBrayne and only available from Islay in the summer. Colonsay is a tiny, privately owned island with a population of just over 100. I wanted to see the famous gardens and the wonderful white sandy beaches. We had booked into the backpacker's lodge which is a lovely hostel with a large well equipped kitchen, hot showers, inside toilets and a pretty garden. As we left the ferry we were handed information on shop opening times. There is a hotel, brewery, bookshop, petrol pump, school and church on the island. The one tarmac road requires lots of use of bottom gear. We spent time on the beaches, sunbathing, paddling and doing a bit of yoga. We



Backpacker's Lodge, Colonsay

admired huge expanses of bluebells, had tea in the laird's gardens, looked at glorious rhododendrons and went to the hotel for dinner. The weather was fantastic but there is not a lot to do on the island if the weather is bad so beware.



Day 6 - Colonsay to Oban

Colonsay is linked to Oronsay at low tide and you can walk across to look at the remains of the pilgrims' occupation on the island. Now only sheep benefit from the rich grazing. Colonsay and Oronsay have a micro climate affected by the Gulf Stream. It has lower rainfall than the mainland. We were content to ride around the island exploring bays, paddling, relaxing and chatting to other people at the hostel. The ferry for Oban left at tea time and it's a fantastic ferry ride with wonderful views of the Paps of Jura and the south coast of Mull. We had booked bed and breakfast in Oban and there is plenty of choice of both hostel and bed and breakfast accommodation in the town.

Day 7 - Oban to Ford

The A816 provides a direct well graded route south to Ford but it's an A road with traffic, we had cycled the route before and we wanted to see both sides of Loch Awe so instead we headed off early going East down Glen Lonan. Ford is a tiny village at the south end of Loch Awe with one bed and breakfast/ guest house. It is a sharp climb out of Oban. We were following Sustrans route 78. We reached Taynuilt in time for coffee. We knew that there was an excellent cafe in Taynuilt but unfortunately it was closed as was the hotel so we pressed on down to Kilchrenan on the B845. Lengths of new tarmac soon fizzled out but we were buoyed up by regular signs telling us that we were getting closer to the Kilchrenan Inn. It is a recently refurbished pub with rooms and good food. We knew that the next sec-

tion of Sustrans route 78 would be hard because I had looked at the profile on the internet when planning a previous trip and decided it was too hard to do at the beginning of a touring holiday. I wasn't wrong. It was harder than anything I met in Corsica or Provence. The tarmac is rough, the gradients are punishing, there were rare views of the loch, lots of forestry commission trees, dappled sunshine under trees made it difficult to see the big holes with enough warning to avoid them and the steep downhill sections meant that the loaded bike was going very fast. We both decided that whoever had decided that the Sustrans route should run that way must have been mad. We rested halfway along Loch Awe at the cafe at Dalavich before pressing on to our guest house at Ford. The only guest house at Ford had variable reviews. I had received no confirmation of our booking so in Oban I rang ahead to check that our booking was ok and that there would be an evening meal available. We were the only guests, there was plenty of hot water available, the sheets were clean, the food was good but the building does need some investment. The couple who run it lease the building. They were the kindest of hosts with a genuine welcome.

Day 8 - Ford to Tyndrum

We enjoyed a fantastic ride north on the west side of Loch Awe. The single track road has enough dips and climbs to give variety but without the dragon spine profile of the road on the east side of Loch Awe. It has fantastic views of the loch, some lovely gardens and travels mainly through deciduous woodland with glades of bluebells in May. A two hour ride from Ford took us as far as Portsonachan Hotel on the shore of the loch for the smallest piece of cake ever served. There



Judy looks out over Loch Awe



were fabulous views from the terrace. At the north end of the loch the road meets the A819. There was very little traffic. We knew that we had to ride a short section of the A85 before heading off on the B8074, another single track road following the River Orchy. The River Orchy is a delight so we stopped to sunbathe and picnic. When we reached the Bridge of Orchy it was a short ride south on the A82 to Tyndrum. The A82 does carry some heavy traffic but it has fantastic views of the huge landscape and the marching ants with their walking poles who walk up the West Highland Way which runs parallel to the road. Tyndrum has hostel accommodation, bed and breakfasts, two railway stations, a couple of average eating places and lots of people who are walking the West Highland Way. We stayed in Tyndrum because it had a railway station that gave us a choice of trains into Glasgow.

Day 9 - Tyndrum to Coventry

Apart from leaving a bag on Tyndrum railway station it was a trouble free ride with Scotrail to Glasgow along a fantastic railway line, followed by a trouble free ride from Glasgow to Coventry with Virgin. It was our first holiday in Scotland without sight of a raindrop. We didn't even see many clouds. We didn't meet any midges either!

Photos by Neil Dixon or from the internet.

Celebrating 120 Years in Style

John Allen tells us about the Celebration.

It does not seem like 20 years since Leics and Rutland CTC and Notts CTC had a joint Centenary Event that took place based on the village of Hose in the vale of Belvoir – it was 1997 and what a year that was.

- Hosting the National Birthday Rides,
- A President's ride following the route of the first ride accompanied by CTC National President Phil Liggett and his wife Pat,
- A Centenary Dinner at The Belmont, Leicester,
- "A Centenary of Cycling"- a book on our long history,
- A carol service at St Mary de Castro church in the heart of Leicester – phew!

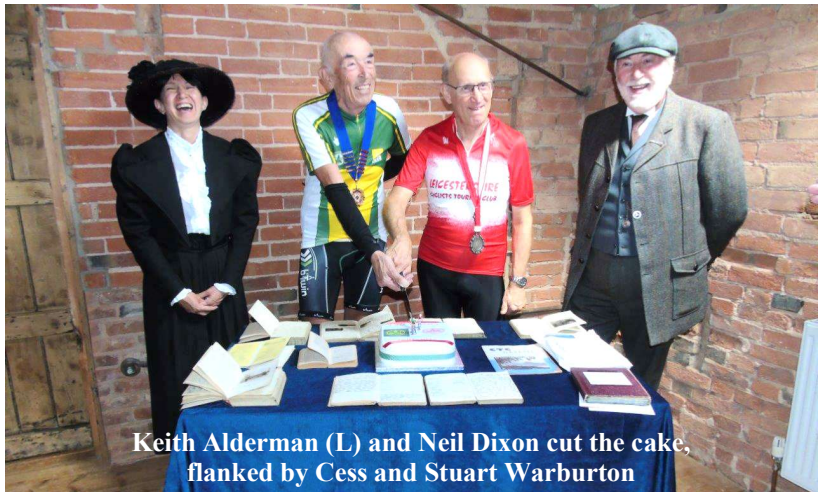
So for 2017 it was suggested by Notts CTC that we have another joint celebration but this time something different using Stonehurst Farm, Mountsorrel with its plethora of cycling memorabilia and other transport items.

We had no idea what the turnout would be but it turned out to be far bigger than expectations, and on a glorious day, on July 2nd.



Demand for slices of Jean Lakin's delicious "Birthday Cake" outstripped supply and many noble members volunteered to forgo their portion so others could have some – what a wonderful gesture and greatly appreciated.

Our 14 year old grandson, Adam, designed the top of the cake which included the two "winged



Keith Alderman (L) and Neil Dixon cut the cake, flanked by Cess and Stuart Warbuton

wheel” logos of of both county CTC groups – or in Notts case – a picture indeed! The Desford Lane Pedallers Veteran Cycle Group readily agreed to come along to give the event some 1897 flavour – they were fantastic and our grateful thanks.

Stuart Warbuton and his wife Cess dressed in 1897 attire, Stuart in Tweeds – jacket, coat waistcoat (complete with “chain and Albert”) and knee britches, whilst Cess wore a long dress, blouse and large bonnet – a far cry from today’s lycra!

After the cutting of the cake they flanked the two county CTC presidents Keith Alderman of Notts and our own Neil Dixon – both wearing their respective chains of office.

They also brought a display of 1890 cycles – some six in number but more of that later.

We also had on display a selection of items from the archives including old CTC handbooks and Gazettes, runs books maintained by the sections, both before and after The Second World War and a 1905 Bartholomews/CTC map of the area with a veritable spiders web of railway lines and no motorways.

Both organisations shared the cost of complimentary cups of tea and coffee and that wonderful cake, plus the hire of the room.

All in all a very enjoyable and unique event and my thanks go to the organiser Terry Scott, secretary of the Notts CTC and Jean Lakin and Adam Tsang and all who supported this anniversary get together and the staff at the farm.

There are two old vitrified enamel CTC signs at the farm indicating the establishment is “CTC Approved” – it certainly was on July 2nd!

The 1890 cycles on display were:-

- 1893 Humber mark 2 – gents
- 1894 gents safety cycle
- 1896 Singer – pneumatic tyres
- 1897 Harris cycle company (Coventry) – ladies cycle
- 1897 MC (Chicago) model 38
- 1898 Ladies quadrant – shaft drive



Cycle Chat 22

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Meriden Memorial Service, 2017

Jaki Lowe's photos of the recent Memorial Service commemorating those cyclists of both World Wars killed in action are shown below.

In the 1880s, Cyclist Battalions were formed and regarded as a very efficient way of getting troops from one place to another, the alternative being horses with all the care that they needed. Cyclists were employed in combat, but in WWI conditions of trench warfare they were generally found to be ineffective. In 1918, however, with the deadlock of the trenches overcome, cyclists once more proved invaluable for reconnaissance.

During WWII, folding bikes were used by paratroops.

The Memorial is on the village green in Meriden, Warwickshire, chosen because of its location in the centre of England.

John Allen, accompanied by other members from Leicestershire, laid a wreath.





Leicestershire & Rutland CTC 120 years old in 2017

By Dave Binks

The report by John Allen on pages 20 - 22 reflects the fact that our County Groups were founded in 1897, 120 years ago this year.

Obviously none of the original members are around to tell us about those days, but the records are still available.

I have had a quick look on our website :-

<http://ctclrhhistory.blogspot.co.uk/2012/12/how-it-all-began.html> and reproduce some of the items shown in those pages.

The Cyclists Touring Club was founded on 5th August 1878 and although Leicestershire members were active in the formative years of the club - it was not until 18 years later that a Leicester section was actually formed.

This was "to allow the 317 members of the area the opportunity of becoming personally acquainted". Membership had increased from 186 earlier in the year and now included 52 ladies.

As a result of an appeal, local CTC members met on Saturday 19th September 1896 at the Tram Terminus, London Road, Knighton, for a ride to Glen Magna, Wistow and Kilby. Fifty members, including 16 ladies, were met at Wistow Park by Col. Sir H. Halford Bart. Who was himself a new member of the CTC. A commemorative photograph was taken with Sir Henry in the centre. Unfortunately he was seated on his horse rather than on his bicycle, but nevertheless he was warmly greeted.

Another run took place on Saturday 3rd October 1896 when 60 members, several of whom were ladies, met at Belgrave Church to ride up Mowmacre Hill to Thurcaston, and then on to Loughborough before returning to Leicester via Quorn and Belgrave.

A meeting of Leicestershire members was held at the Wyvern Temperance Hotel on Wednesday 17th March 1897 during which various items were discussed, and subsequent letters etc. showed enthusiasm to form a district association in the county of Leicester.

As a result, at the monthly National CTC council meeting, held at the George Hotel, Shrewsbury on Saturday 14th August 1897, the CTC Council resolved - "Item, 165 - That the council do hereby sanction the formation of a district association for the county of Leicester" Incidentally, items 166 and 167 were also resolved for Nottingham and Lothian (Scotland) respectively.

Other snippets picked at random include:-

Bernard M'Quillin became secretary in 1913 and continued as such for the next 11 years. When he stood down, in 1924, the DA bought him a lightweight bike which cost £3. He was a real character, keeping brake blocks in his pocket to stop them wearing out and putting on two pair of shorts to hide the holes in the first pair.

In 1920 a rally was held at Normanton on Soar the following proposition was passed :-

"That this gathering of cyclists emphatically protests against the continued imposition of the purely war-time Lighting Regulations made under the Defence of the Realm Act, involving the carrying at night of a red rear light by cycles and the lighting up of both lamps one half hour after sunset; and calls upon the Government, in the name of the great majority of cyclists and pedestrians in this country, to cancel such regulations forthwith and so restore the pre-war lighting laws."



How different to today, when many cyclists are using red lights at the rear during daylight hours!

Notable events include:-

1924: Saw the beginning of many of today's DA standard events. The first map reading and first 120 miles in 12 hours.

1928: Golden Jubilee Year of the CTC. 3rd March. The CTC Round Britain Relay Ride came to Leicestershire. Their team, four men and one lady experienced torrential rain between Uppingham and Leicester and had serious tyre trouble. They were congratulated on keeping the ultimate loss of time down to 11 minutes.

1930: Active sections - Hardriders, Generals, Socials, Sunday Half Day.

1931: Camping section formed.

1932: Hinckley section formed, secretary Mr C Wells.

1933: Cycle Chat first published. - See outside rear cover for a reproduction of the first cover.

1934: Sections now active: Social, Loiterers, General, Camping, Thursday evening, Tandem and Hinckley.

1935: Intermediate section formed.

1938: Formation of photographic section. Secretary TW Seager.

1939 - 1945: During the Second World War there was a strong determination to keep the DA going, although so many members were in the forces. Rides were held, as contributors to this book make clear.

1947: DA Golden Jubilee. Melton section formed.

1951: Festival of Britain. Celebrated by a Festival of Cycling at Fort Dunlop.

1952: Shepshed section formed and then merged with Loughborough section one year later.

1953: Coronation year: Eighteen members rode overnight to Harrogate for the CTC AGM and memorial unveiling. A DA camping section formed.

1955: First of 'Cyclists Special' rail excursions. Birmingham and Midland DA met the train at Worcester and led various paced and distance rides.



1957: DA Diamond Jubilee: Ride to retrace the original route to Wistow Park and Shearsby.

1960: London cyclists arrive at Great Central Station on a 'Cyclists' special to join runs led by Leicestershire DA members.

1962: DA form a racing offshoot - the Bradgate RC. In 1969 CTC membership was no longer required and so this club severed official links with the DA.

1972: First AIT rally to be held in Britain lasting a week. Organised by Ken Pepper/Graham Preston Third Birthday Rides, but first outside Godalming, incorporated into above rally.

1978: CTC Centenary Year. Round Britain relay ride.

1982: Loiterers and Photographic section make a decision to continue as a section, following the death of their secretary Alan (Buster) Haywood. First town twinning visit to France by Charnwood member, Ron Johnson .

1983: Sid Mottram, President for 13 years between 1960-76, died aged 75. Sid was a founder member of the Leicestershire Cyclists' Association and a well known Leicester cycle dealer. Lutterworth section formed. Charnwood section begin their long association with Romans sur Iserre.

1984: DA organise the Birthday Rides based at Scraptoft College.

1986: Triennial Veterans Rides.

1987: 90th anniversary year. National Dinner held in Leicester. John Allen wins BCTC final.

1989: Triennial. Vets Rides. David Sulley, founder member of Lutterworth section, died 2nd April, aged 55, while taking part in the 100/50 mile standard rides.

1990: Kim Suffolk wins BCTC final in Norfolk.

1991: Charnwood Section celebrates 40 years with anniversary tea on Great Central Railway train.

1992: Vets Triennial Rides. Kim Suffolk second overall in DATC with Ben Keetley first junior and fourth overall.

1993: Ben Keetley again takes first junior in DATC.

1994: DATC: Lyn Stott first lady; Katie Keetley first junior; BCTC Peter Witting overall winner; Kim Suffolk second place; Lyn Stott first lady; Katie Keetley first junior girl.

1995: Triennial Rides: Kim Suffolk wins the DATC, Katie Keetley - first junior girl.

1996: Kim Suffolk wins the DATC . Katie Keetley - first junior girl (completes hat-trick).

1997: Centennial dinner and prize presentation, Belmont Hotel Leicester.



A Double Celebration

Dave Griffiths from Notts DA put this piece in "Cyclonda", Notts DA's local magazine. He has allowed us to reproduce it.



The first District Association (DA) of CTC was formed in 1894, sixteen years after the creation of CTC itself in 1878. By 1896, Nottingham based members of CTC were organising rides under the title of 'Nottingham District Section', and on 15th May 1897 a meeting was held at the Mechanics Institute in Nottingham - when it was decided to seek approval for the formation of Nottinghamshire District Association. CTC Council approved such formation at its next meeting in June 1897 - together with the formation of a Leicestershire DA. The rest, so they say, is history.

It can't be many voluntary organisations, let alone two related ones, that have survived and thrived across 120 years - a period also disrupted by two major World Wars. Yet, that is exactly what has been achieved by our two local DAs - now known respectively as Notts CTC and Leicestershire & Rutland CTC. The committees of both organisations thought that this was a more than reasonable excuse for some kind of celebration.

The initials CTC have sometimes light heartedly been described as standing for Coffee, Tea & Cakes or Cafe To Cafe - and certainly most of our current riders seem to appreciate their cafe stops. Likewise, our own 'Bleasby Tea' is usually a popular event - and so it seemed to make a lot of sense to base our Double Celebration on rides that would all converge at the same cafe, one Sunday, for their afternoon refreshments stop.

So, that's exactly what we'll be doing on Sunday 2nd July. All of our rides that day, as well as those of the Leicestershire group, will be organised so as take their afternoon stop at Stonehouse Farm Cafe, Mountsorrel - at about 2.30pm. We have hired the upstairs room for this occasion and Leicestershire & Rutland CTC will be providing an Anniversary Cake. Notts CTC will also be paying for all of the riders to have complimentary tea / coffee - but you'll need to pay for any other refreshments that you may want.

Let's hope for some nice weather on 2nd July and a really strong turn-out. Even if you don't plan to join one of the organised rides, then we'd still love to see you there - preferably on a bike, but by other means if necessary.

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 what you have to say.

Please send whatever you have to the Editor. Address etc inside front cover.

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.

Printed by Teamprint, Loughborough 01509 261425

In May 1986, Earl Shilton couples Margaret & Roger Bee, and Joy & Morgan Reynolds enjoyed a tandem camping tour in Brittany.

Happy Memories

by Margaret Bee

*We used to go out cycling
Along the country lanes
I wish that we were young enough
To do it all again.*

*Don't get me wrong, we still go
Out and do our little bit
But as you've guessed, we're getting on,
But like to think we're fit.*

*When we cycled to Leamington
Tandems stacked high, but so much fun,
Caught a train to Reading station
To commence our way to the next
destination.*

*We were off to Portsmouth to board a ferry
Laughing, joking, and making merry,
Discussing again the route to take
Whilst choking over a large slice of cake.*

*We studied the maps to find where to go
And pitched our tents in St Malo.
When we were ready and settled down
We found the time to visit the town.*

*Set off quite early the very next day
When we had packed our tents away.
Wild flowers lined the country lanes
We soon forgot our aches and pains.*

*"Bonjour le vache" Morgan would cry
As the four of us were cycling by
En route to a place called Le Mont St
Michel
A place that we all knew very well.*

*The fun we had, words can't describe
When we went out for our daily rides
A holiday we will never forget
Would we like to do it all again?
You bet!*



Jersey Design Competition for Leics & Rutland CTC

It has been decided to investigate the possibility of a new design of cycle top.

If we follow the successful outcome of a design by our neighbours Nottinghamshire CTC and CTC Derby and Burton we will start with a design competition with the following criteria for ours:-

- A) Red and white (our colours since the 1920's)
- B) To incorporate the "Winged wheel" heritage symbol
- C) To display "Leics CTC"
- D) Front and back views required.

Entries to John Allen by 18 November 2017 (the date of the AGM), and will be judged by the committee.

The winning design of top to be costed prior to any production.

Entries close 18 November

The prize for the winning design is a **FREE TOP !!**



Leicester Easy Riders

Contact Dave Smith 0116 2417908

Date	Start	Meet	Destination	Leader
Aug 6	9.30	H.P.	Thrussington / Eye Kettleby / Goscote	R.Barber
Aug 13	9.30	S.O.	Foxton / Naseby / Saddington	A.Tokeley
Aug 20	9.30	S.O.	Gt.Bowden / Kelmarsh / Church Langton	D.Smith
Aug 27	9.30	GCUP	Cosby / Lutterworth / Saddington	R.Bilston
Sept 3	9.30	S.O.	Kibworth/Foxton/Tur Langton	D.Smith
Sept 10	9.30	GCUP	Ullesthorpe/Lutterworth/Saddington	C.Field
Sept 17			Presidents Ride	
Sept 25	9.30	H.P.	Heritage Centre/Pillings Lock	R.Barber
Oct 1	9.30	GCUP	Cosby/Bitterswell	C.Field
Oct 8	9.30	B.H.	Heritage Centre/Loughborough/Rothley	R.Bilston
Oct 15	9.30	BXR	Thurlaston/ Peatling Magna	A.Tokeley
Oct 22	9.30	H.P.	Thrussington/Ashby Folville	D.Smith
Oct 29	9.30	H.P.	Quorn Station/Goscote Nurseries	R.Barber
Nov 5	10.00	GCUP	Countesthorpe Garden Centre	C.Field
Nov 12			Loughborough Remembrance Service	
Nov 19	10.00	S.O.	Mystery Run	N.Delves
Nov 26	10 00	S.O.	Tur Langton	A.Tokeley

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 (not views) 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.



NUNEATON**CYCLE CLUB**

Rides Secretary Chris Taylor

02476 741276

<https://www.facebook.com/nuneaton.cycleclub>
www.nuneatoncycleclub.co.uk

Thursday rides meet at 10.30am. Saturdays 10am.
--

<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>	<u>Contact</u>	<u>Telephone</u>
3rd Aug	Thurs	Astley Book Farm	Half day	Roger Payne	07757 103139
5th Aug	Sat	Nuneaton Library	Short ride	Anne Taylor	02476 741276
10th Aug	Thurs	Morrissons	Half day	Chris Turley	07971 289464
12th Aug	Sat	Nuneaton Library	Short ride		
17th Aug	Thurs	Dobbies	Half day	Terry Pittam	02476 328748
19th Aug	Sat	Nuneaton Library	Short ride	Bob Percival	07921 258927
24th Aug	Thurs	Makins Fisheries	Half day	Bob Allen	02476 748688
26th Aug	Sat	Nuneaton Library	Short ride	Kath Proctor	02476 395079
31st Aug	Thurs	Upton Barn	Half day	John Andrews	01162 865738
2nd Sep	Sat	Nuneaton Library	Short ride	Chris Steiner	01455 213927
7th Sep	Thurs	Hill Top Garden Centre	Half day	Jim Gerrard	01455 823787
9th Sep	Sat	Nuneaton Library	Short ride	Kath Proctor	02476 395079
14th Sep	Thurs	Heritage Café	Half day	Norman Castle	1455840164
16th Sep	Sat	Nuneaton Library	Short ride	Ann Jenkins	01455 212565
21st Sep	Thurs	Astley Book Farm	Half day	Eric Rowland	02476 371687
23rd Sep	Sat	Nuneaton Library	Short ride	Bob Percival	07921 258927
28th Sep	Thurs	Morrissons	Half day	Morgan Reynolds	01455 844883
30th Sep	Sat	Nuneaton Library	Short ride	Les Proctor	02476 395079
1st Oct	Sun 10	Ambleside Club	Anniversary Ride		
5th Oct	Thurs	Dobbies	Half day	Eric Rowland	02476 371687
7th Oct	Sat	Nuneaton Library	Short ride	Chris Steiner	01455 213927
12th Oct	Thurs	Makins Fisheries	Half day	Chris Taylor	02476 741276
14th Oct	Sat	Nuneaton Library	Short ride	Ann Jenkins	01455 212565
19th Oct	Thurs	Upton Barn	Half day	Terry Pittam	02476 328748
21st Oct	Sat	Nuneaton Library	Short ride		
26th Oct	Thurs	Hill Top Garden Centre	Half day	Bob Allen	02476 748688
28th Oct	Sat	Nuneaton Library	Short ride		

South Leics Runs August - Mid December 2017

Contact is Neil Dixon 01455 209700 or 0789 985449

DATE	TIME	START	ELEVENSES	DESTINATION	COMMENTS
06/08/2017	09:15	BA	Naseby	Chapel Brampton	
13/08/2017	09:15	BA	Great Glen	Foxton Locks	
20/08/2017	09:15	BA	Kelmarsh	Swinford	
27/08/2017	09:15	BA	Crick	Shearsby	
03/09/2017	09:15	BA	Kelmarsh	Welford	
10/09/2017	09:15	BA	Brandon Marsh	Long Itchington	
17/09/2017	09:15	BA	Hallaton	Foxton Locks	
24/09/2017	09:15	BA	Welford (Mini Meadows)	Presidents Ride	Lunch Welford Wharf. For riders wanting a shorter ride meet in Husbands Bosworth at 10:15 outside The Bell.
01/10/2017	09:15	BA	Tur Langton	Keyham	
08/10/2017	09:15	BA	Kelmarsh	Shearsby	
15/10/2017	09:15	BA	Draycote Visitor Centre	Grandborough	
22/10/2017	09:15	BA	Catthorpe	Welton	
29/10/2017	09:15	BA	Stapleton (Greenacres)	Church End Brewery	Bring your own Lunch!
05/11/2017	09:15	BA	Great Glen	Market Harborough	
12/11/2017	09:15	BA	Crick	Stretton on Dunsmore	

BA = Broughton Astley

CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
03 Sep	Car Assisted			
	Bakewell 9.30	Monyash	Hassop	Keith
10 Sep	9.00 W	Broughton	Markfield	Jim
		Astley		
17 Sep		Presidents Ride		Neil Dixon
24 Sep	9.00 H	Atherstone	Stoke Golding	Martin B
01 Oct	9.00 B	Bradmore	Costock	Pete
08 Oct	9.00 A	Roslliston	Elford	Nick
15 Oct	9.00 W	Countesthorpe	Leire	Keith
22 Oct	9.00 S	Swarkestone	Newton Solney	Jim
29 Oct	9.30 M	Barton Marina	Tutbury	Martin B
05 Nov	9.30 H	Battlefield Centre	Polesworth	Lyn
12 Nov	9.30 B	Ratcliffe Marina	Ruddington	Nick
19 Nov	9.30 A	Repton	Burton on Trent	Keith
26 Nov	9.30 W	Thurlaston	Carlton	Jim
03 Dec	9.30 M	Alrewas Arboretum	Whittington	Pete
10 Dec	9.30 S	Stenson	Melbourne	Martin B
17 Dec	9.30 A	Swarkestone	Belton VH	Lyn
31 Dec	9.30 H	Twycross	Carlton	Nick

A – Ashby HSBC
M – DFS Measham

B – Belton Church
S – Lount X Roads

H – Heather Church
W – Bagworth Village H0all

Secretary: Keith Lakin, 12 Thornborough Road, Coalville, LE67 3TH 01530 451573
Runs contact: Lyn Gale 07779 794317

For a ride of a gentler nature, between 20 and 30 miles, please contact Pearl on 07980 755226 or Brenda on 07837 562487

Leicestershire & Rutland CTC Events 2017

28 July - 5 August New Forest Cycling Week*
 7-13 August Birthday Rides, Moreton in the Marsh.*
 3 Sept East Midlands CTC Forests 200k Audax
 24 Sept President's Ride *(Note date change from earlier edition)*
 18 Nov Leics & Rutland CTC AGM, Botcheston, Leics
 10 Dec Carol Service.
 17 Dec Mince Pie Meet, E Mids Region event, Belton VH, Leics*

*(not actually a L&R CTC event, but very popular)