

Cycle Chat

Leicestershire & Rutland CTC

Since 1897

Spring 2022

75p



www.ctclr.org.uk

Leicestershire & Rutland CTC Officials

This is an abbreviated list of Local Officials

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Front; Springtime Almond Blossom, Spain. Photo by Dave Binks



Editor's Thoughts

I start with an apology that the last hard printed edition (Winter 2021) of Cycle Chat went out without the usual full colour pictures on the outer covers. This was an error on my part in passing the wrong instructions to the printers. I hope I have got it right this time.

Re the future of the local organisation of the member's group for Leicestershire & Rutland, Neil Dixon, our soon to retire Secretary, has raised some very serious issues in his report. If you care about how we should proceed and are prepared to offer support, PLEASE give it some serious thought and try to attend the Annual General Meeting on 18 May. Your input is important.

At long last, overseas holidays are starting to open up again, and after a nearly two year wait, I and many other local Cycling UK and other Leicester and Nottingham cyclists were able to join other UK cyclists for a cycling holiday on the Costa Blanca just north of Benidorm. The cover page was shot on one of the many sunny warm days when the pink blossom was out on the Almond trees that are so numerous in the area. This is also a huge growing area for oranges and the orange groves cover much of the flatter land, Valencia being only about 50 miles north of here. Many of the professional cycle racing teams use this area for early season training, and can be seen flying along, and up and down the big mountains as if they have engines in their legs. To say I am jealous of their speed (and young age) is something of an understatement.

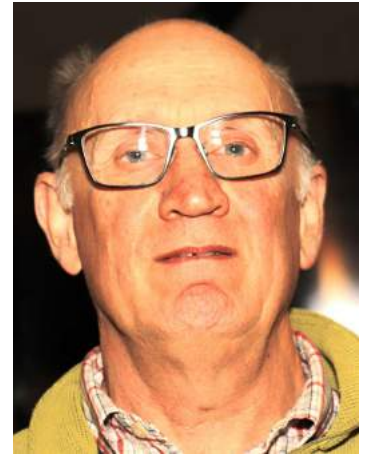
Dave Binks

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From the Secretary

Neil Dixon



Following my last 'From The Secretary', the Committee agreed at our last meeting for me to draft a resolution for the AGM, for the members to decide the future of the Group. Several options will be presented for consideration. All members will receive details before the AGM, but basically, the options are likely to be along the lines of:-

- Continue the Group as it is now.
- Mothball the Group, until such time as there is sufficient interest in continuing its activities, and committee members willing to carry them out.
- Officially terminate the Group, with individual Sections deciding on how they want to organise themselves in continuing to function. The options may be to continue as their own Member Section, form a separate club in order to function as Cycling UK Affiliated Club, or disassociate entirely from Cycling UK.

Details of the AGM will be sent to all Leicestershire and Rutland members when the details are known, but it is currently scheduled for May 18 venue unknown.

See the Group website for the latest information www.ctclr.org.uk

We Need a New Honorary General Secretary

Our current Sec (Neil Dixon) is standing down at the Annual General Meeting on May 18. Assuming the members continue with the Group organisation as it currently exists, we will need a replacement. The unpaid job is not onerous and will not take up much time and you will get an insight into how the Group operates and meet the leading lights in the local cycling scene. **Contact Neil on 0788 9854459 for more information.**

President's Notes

Jim Gerrard writes



With December now gone, January and February also by the time of this publication.

I always find December to be quite a low mileage month due to the weather and social events etc. Last December proved to be no exception with one ride curtailed due to a puncture. Unable to remove the back wheel on my 'e-bike' roadside, I had to be rescued. This was on the morning of the cancelled Mince Pie meeting, I had arranged to meet the group and finish at a favoured pub. The morning was a cold, damp and foggy one and, unable to remove the wheel as it was jammed in, I was kindly picked up and brought home. Once in the comfort(?) of the garage and more tools being available the problem was quickly resolved. I have put this down to experience and next time will try and find a brick if it happens again!!

With early morning frost and ice occurring in January this also caused rides to be abandoned. Rides have picked up since then and although cold at least it has been mostly dry of late. No doubt I will live to regret that statement! A similar thing happened late last year when I said I hadn't had a puncture for years then got two in close succession with a further two at the end of January.

Early in December, the Carol service seemed to go well although again numbers were a bit low. Reading Neil's note in the last issue I do wonder if that will be the last. Unfortunately, as feared, the Mince Pie meeting had to be cancelled due to Covid safety concerns.

On a brighter note I hope you are planning your trips and holidays for the coming year which hopefully will be allowed to occur. I know a few of our local riders have enjoyed a month in Spain during January. Looking at postings on face book they seemed to be having a good time. At the moment, all I have is our group trip to the Malvern area for later in the year. It will be good to visit this area again. I remember visiting some years ago when we stayed at the Youth Hostel.

Hopefully I will also be able to get away for a few short trips, with destinations still to be decided. Looking at my BCQ records, quite a few areas still have one or two locations still to be visited so that may help me to decide.

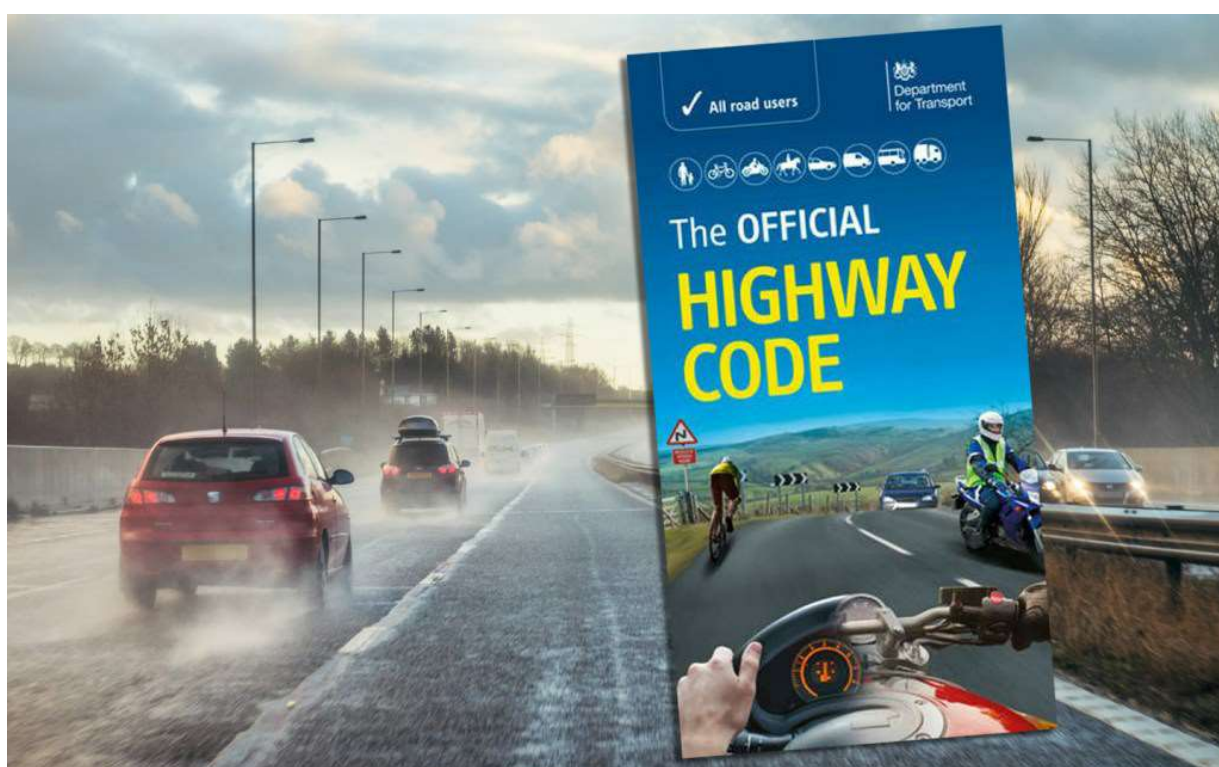
The David Sully Memorial ride will start our events of the year on the 6 March.

Venue for the rescheduled AGM and Presentation night on the 18 May is still to be confirmed but will take the form of a meal and social occasion as the lack of most events last year will make any presentations minimal.

The Meriden Memorial Service has also been set for 15 May.

There is also the possibility of a Tri-vet ride being organized for the summer but **as usual please see the ctclr.org.uk website for all up to date information.**

The recent changes to the Highway Code seemed to have created quite a bit of confusion with most of the press whipping up a storm against cyclists. As usual a bit of courtesy all round and common sense would seem to mitigate most of the problems. As would proper unbiased reporting and better information newscast and publication by the government.





Technical Topics

By Peter Witting

Reasons to be Thankful!

When I started club riding back in the 1960s, there were certain issues money couldn't resolve: Tyres that collected flints, gears that slipped and forced you out of the saddle on climbs, warm army surplus base layer clothing bought from Exchange & Mart, cape & sou'wester being the only rainwear, "never-ready" lighting, frames that were heavy and flexible when out of the saddle, racing shoes you couldn't take touring, and bearings that needed constant adjustment.

I think today's index gearing, with no compromise needed for climbing or speed, is the major development. That's due to improved spring metallurgy. When Suntour gears first offered a wider range than Campag's racing range, you had to carry a spare spring to fit at the roadside when it failed on tour! Huge differences in chain length can now be accommodated with mountain bike gearing.

I just love today's cleated shoes, derived from ski-boot quick release designs. Not only do they lock onto pedals, but can allow walking safely when off the bike. No more duck-like waddling, or sliding out of control on shiny floors. I do have nostalgia for the lightweight black leather lace-up Hush Puppies used for touring!

Tyres suffered in the late 1950s after the Suez Canal debacle. President Nasser of Egypt cut off supplies



A (n)Ever Ready lamp

to the UK of Egyptian long-thread cotton used to make the best tyres. The tyres were run inefficiently at lower pressures than today, with a soft rubber tread. Despite using “tyre-savers” to prevent flints lodging in the rubber, you still needed to weekly use a pin to lever out any embedded flints. Man-made fibres later allowed higher riding pressures, and improved rubber technology helped both grip and puncture resistance. Leaky latex inner tubes, which lost pressure overnight, were replaced by butyl. While tubeless technology has a place in fat mountain bike tyres, but I’m not sure about its use with high pressure road wheels.

Continued on page 10

NEW MEMBERS



Peter Witting reports:-

Regular readers will know that we welcome new members and list them by their location. However, due to “Data Protection Issues”(!) National Office are unable to supply any info. for this edition. However we still welcome them to the Group and hope they will join in our local activities.

By virtue of your CTC/Cycling UK Club Membership, there are no additional fees or subscriptions to pay for riding with your local group, so why not go along and try one of our group rides? Contact the ride organiser first so that he/she can welcome you on the day. You won’t regret it.

New Cycle Chat Administrators

Pete & Lyn Gale have jointly taken over the role of Cycle Chat Administrators. They will be handling all subscriptions and finances as well as actually posting your hard copies out to you.

Any queries re subscriptions, advertising etc, should be addressed to them.

Pete & Lyn’s details are : -

Address: 6 Bluebell Close,
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Phone 01530 271665 email lyntian@hotmail.co.uk

**This year's theme for the
Photographic Competition is**

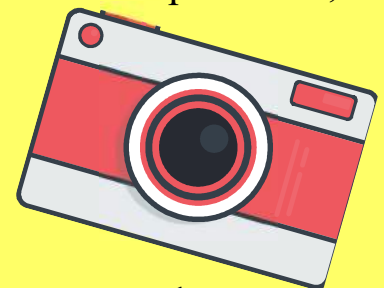
**yet to be decided, but you can start pulling together your entries to
the other categories now.**

It is expected that this year we will repeat the method used in 2021 when we were unable to hold the AGM in other than a "Virtual" form via Zoom.

Instead of requiring entries to be in print form, which would usually be on display at the AGM, we are asking for entrants to submit digital entries "on line" in .jpeg format (the usual type for digital cameras). They will then be posted on the internet for all to see, in Google Photo Albums. However, recognising that not all have access to digital cameras and the internet, hard prints can be sent to John Catt at 32 Bramcote Road, Loughborough LE11 2SA who will scan them into digital form. In this case you must include a note giving him permission to include them in the on line album. If you want your prints returned, enclose a self addressed stamped envelope.

There is no entry fee but a maximum of 4 images per category will be accepted from individual members.

The Google Albums will contain the warning that copyright remains with the photographer and unauthorised reproduction is not permitted, but there is no way that we can prevent anyone from copying the images, so entrants must be prepared to accept this risk.



CATEGORIES :-

Class 1: Pictorial (Smith Trophy)

Class 2 Club Life - to include at least three cyclists (Alan Haywood Rosebowl)

Class 3: Humorous (Sue Greaves Shield)

Class 4: Novice (member who has not previously entered a photo)

Class 5: Junior (under 18 on 31st December 2021)

Class 6: Theme of the year is yet to be decided. (George Clownes Tray)

Last date for entries 31st December 2022

Send your entries in .jpeg format (including your name and membership number) to : - photocomp@ctclr.org.uk

LED cycle lights have now reached the point where you can choose how powerful you want them to be. When Ever Ready was part of Tube Investments, the British asset-stripper owners closed down the Research & Development department, so we had to put up with their heavy and unreliably designed horrors for decades. I'm guessing that EV battery technology for cars will lead to ever smaller, lighter and more powerful cycle light batteries.



A wide range of rainwear has made the cape & sou'wester redundant. I seem to be the last cape user in the East Midlands - still the best protection in "Torrential Time"! The best jackets can now cost around £300, while cheaper items can become porous after quite a short time. I don't think we are quite there yet.

The improved comfort from cycle-specific clothing is another significant advance, but equally matched by general acceptance when walking into a pub dressed in Lycra!

Frame design has been largely unchanged, though a variety of materials can now be selected as alternatives to the Reynolds 531 steel ones. The oversized tubes, whether aluminium, carbon or titanium, have really stiffened up the joints at the bottom bracket, helping climbing.

What have I missed? Wheels can be much lighter, disc brakes are a matter of choice, and I'm still waiting for a GPS device to match my requirements! Oh, yes! Nearly forgot the mobile phone to arrange roadside collection when all else fails!



The Mavic "Death Squeal"!

No, I'd not heard of it – until it happened to me. With dry roads, I selected my summer bike (no guards), which had not been used for several months during winter conditions. I rode out to coffee to meet clubmates, then on to lunch.

Returning home, descending the steep (40mph) hill from Sibbertoft to Theddingworth, my bike let out a howl! It was somewhere between a scream and a growl. Terrified what might happen next, I halted. The howl stopped as the brakes slowed me to a halt. The bike was inspected for loose bearings, wheels spun, brakes checked – everything looked perfect. I continued, but on the next fast descent the howl returned; not once but twice before I returned home, each time on fast descents. It was the Audax Tech Facebook Group that provided the answer! - Isn't Social Media a wonderful thing!



Fairly soon folk responded with helpful suggestions to resolve a known “Squeal of Death” issue with Mavic hubs. It happens if the freehub does not get regular servicing by cleaning and lubricating! Mavic fail to warn users it seems.

Apparently at intervals, depending on usage, you need to dismantle the rear hub, then clean and lube with 3in1-type light oil. If it returns, then it's the rubber

seal or end-bushing causing the problem, having dried out (likely my problem). Greasing seems the advice, or spares off eBay! It seems to be too frequent an occurrence to justify replacing the freehub, even if that were possible with our post-brexit supply problems!

To be fair, these Mavic Ksyrium wheels are 8 years old, and never had the hub serviced. I have newer Mavic wheels, so it's now going to be an addition to my annual service. Plenty of helpful material – just Google “Mavic Death Squeal”!

Taking the P*ss

It's not just Mavic hubs that have issues; most freehubs can fail, leaving you pedalling air. Usually, it's age and wear that causes the springs under the pawls to fail. But the “Bike Hacks” advice on page 5 of the latest Cycle magazine (Feb/Mar 2022) suggests in very cold weather they can simply freeze in the open position. The solution is hot water – or just p*ss on the hub! I'm sure your clubmates would be happy to oblige! (Is it April 1st?).

Tony & Jayne Davis' photos from their recent tour of the Scottish Borders





The Summer Breakout – Part 2

Neil Dixon battles Storm Ellen

Previously...

I took the sleeper train from Euston to Currier in the Highlands, then rode 75 miles using tracks and road to Crieff.

Day 2

The next day, despite a comfortable night's sleep, I awoke feeling no more energetic than the previous evening. In retrospect, I think I had managed to badly dehydrate myself the previous day, and I was destined to take several days before recovering. I crammed in the breakfast calories, despite not having any real appetite, preparing to travel to Selkirk in the Scottish Borders, using train assistance to cross the busy central belt. I intended to pick up a train in



Dollar

Dunfermline to Tweedbank, leaving a short ride to my hotel. Having more ambition than ability, I had planned a route that would give me four BCQ clues. It didn't take many miles for me to revise my plans, cutting it down to just two. I headed out of Crieff in a SE direction on quite roads, heading for the interestingly named village of Auchterarder. I normally

use the Komoot app for planning my journeys, but on this occasion it let me down, trying to get me to cross the River Earn via a long and deep ford. A bit of retracing was required to get to Auchterarder.

At this point I thought about a cafe stop, but I felt I could push on to my intended BCQ clue at Dollar, and I was also aware that I wanted to get on my train in Dunfermline before the rush hour started. It's just as well that I did, as a couple of miles further on I met a Road Closed sign at the entrance to Glen Eagles. A few weeks earlier, storms in Scotland had caused many landslides, including the one that proved fatal for the train driver and some passengers on the line near Stonehaven. A conversation with a Contractor confirmed that the road through Glen Eagle was impassable and I had to retrace to Auchterarder. This being rural Scotland, re-routing often involves some serious extra miles (or I could have used the fast and busy A9, but I didn't fancy that). I decided to ride to the village of Dunning, and then cross the hills to Dunning Glen, and onto Dollar.

I have to say that this was a very nice road, and it would have been very pleasant on a day when I had better legs. As it was, it became a bit of a grind, and caution was required on the descent, as this road had not escaped landslide free. In several places, only the odd cone separated the road from the adjoining river. Still, Dollar, with BCQ clue and cafe were eventually reached.

From here, it was an uneventful ride to Dunfermline via the village of Saline, which was as attractive as it's name suggests. In Dunfermline, I stocked up on high energy Scottish cakes and sweets to feed me on the train journey. The BCQ clue in Dunfermline proved more difficult to find than I anticipated, as it involved finding a statue to industrialist Andrew Carnegie, situated in the middle of a large park, to which I struggled to find an open entrance, presumably because of some lockdown rule. Clue eventually answered, I went to the train station and caught my train to Tweedbank, the highlight being once again crossing the Forth Rail Bridge. From there a quite cycle route took me to Selkirk. The rest of the evening consisted of frequent checks of the weather forecast to see how Storm Ellen was shaping up, and a visit to a local Indian Restaurant. Selkirk also had the bonus of another BCQ clue.

Day 3

Any hopes that Storm Ellen would not be as bad as was being hyped up on the TV weather reports was dashed as I looked out of the window. Rain was coming down in stair-rops. I contemplated my options, of which I had three; retreat with the winds behind me towards Tweed-bank, and catch a train south via Edinburgh; take a longer ride with the tail wind to Berwick and get a train south; or continue with my plans, trying to make the most of a gap in the rain, so that I would only have a crosswind to contend with. For some reason I chose the later.

I had woken early in order to get as far south as I could before the highest winds struck later in the day. My plan was to keep as much as possible to valley roads, then crossing the high point of Wauchope Forest on the B6357 between Bonchester Bridge and Saughtree, before turning off to pass by Keider Water, then through Bellingham to my accommodation at the pub in Barrasford. As I left Selkirk in a deluge, a local workman expressed his doubts about my sanity in brusque Scottish tones. Nevertheless, the rain did start to dissipate, and the first 20 miles of the ride turned out to be reasonably pleasant, given the shelter provided by the narrow tree-lined lanes that I was using. My fears for the ride began to diminish, and the sun came out as I reached Bonchester Bridge. The mood quickly changed when I came to the sign that said that the road to Kielder was closed at Saughtree. I had no way of knowing if this would be impassible to a cyclist, but if not, it would be a wasted extra 22 miles ride to get back where I was starting from, this being an area where roads are very few and far between.

I decided on being sensible and took the A6088, so that I could cross the border at Carter Bar. I wasn't too happy with having to do the extra climbing, or having to

then use the comparatively busy A68 south from there. At least the A6088 was very quiet for an A-road, except for a couple of timber lorries passing by. The wind was not quite on my nose, but the long drag up to Carter Bar was done at about 6mph. Eventually the border was reached, where the Blue Scottish Saltire flew boldly in the gale, whilst the very torn and unrecognisable Cross of St George hung limply in the wind.



Scottish Pride



English Neglect

The A68 was not as busy as I feared, with very few passing lorries, and I made as much use of the descent as I could through Byrness, stopping at a roadside greasy spoon cafe in Rochester, where I met a youth cycling in the opposite direction from York to Edinburgh without any suitable equipment (including map). Hope he made it OK.

From Rochester I continued on the A68 for a few miles in the ever increasing winds, until I turned directly into the wind, to take the B6320 over the moors toward Bellingham. The next few miles were a nightmare. The wind was at its peak, and throw in several steep climbs, and I was reduced to walking much of the time. The hills also managed to offer lots of false tops to help keep my spirits low. Eventually though, the road began to head down toward Bellingham, though I still had to pedal the descents. The village of Bellingham is a quite popular visitor spot with lots of cafes, though I barely had enough strength left to enjoy them. From there, it was a short ride to my destination for the evening, where I refuelled with beer, shower, beer, food, bed.

Day 4

My intention originally had been to ride from Barrasford to Barnard Castle over the Durham moors, as Barnard Castle had been in the news much recently, and I thought it sounded like an amusing idea. Sadly, my tiredness meant that I knew that that would be too much for me, and I opted to return home by riding down the



Tyne valley towards Newcastle, then catching a train back to Leicester. Over breakfast I booked a train and bike space (this time via a Twitter Direct Message to LNER; every railway company seems to have its own method!) . My route would follow the Hadrian's Wall cycle route into Newcastle, and I knew that this would mainly be flat. However, I wanted to take the opportunity of collecting the BCQ clue at

Haydon Bridge with a slight detour on the way. This proved to be more difficult than planned as the clue is actually a mile uphill from the town, situated on a blind bend on an A-road. I don't know who thought that was a good idea! From there, I resorted to the main A69 road heading east for a few miles, as I could not face any more hills. After a few miles I left the main road and joined the Hadrian's route, running alongside the railway line into Hexham.

From Hexham, I followed the old main road into the tourist trap village of Chollerford, where the local cafe and deli was used for much needed coffee and cake. The cycle route then took me along pretty lanes towards Ovingham, on the banks of the Tyne. Here the route used the old railway line to Hagg Bank Bridge, which is the original design for the Tyne, then later, Sydney Harbour bridges.

From here the route continued along the railway line which was the site of George Stephenson's original wagon way (the cottage where he was born is passed on the route between Wylam and Newburn). The cycle route then proceeds through a more urban landscape, before city roads lead to Newcastle Station, and the end of my tour.

Much of the journey back was spent sleeping, and after a long wait for a connecting train at Sheffield I was very glad to get home.



A Selection of The Entries for the 2021 Photo Competition.

They are yet to be judged







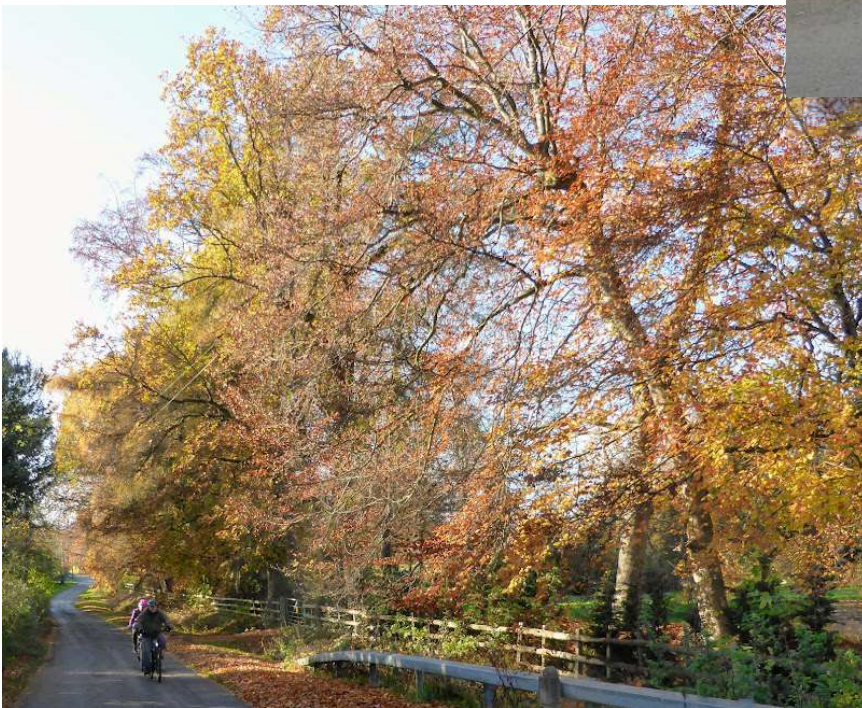
A Tyred Xmas Tree







All the photos shown from the Competition are with the permission of the photographer.





Isle of Bute to Isle of Arran

Neil Dixon & Judy Dawson's Tour, September 2021

Day 1 Leicester to Rothesay on the Isle of Bute

We left home in Leicester to catch the 9.15 am train from Leicester to Nuneaton. It stood waiting for us with hardly any passengers on board. We had booked bike spaces on this train. The journey to Wemyss (pronounced "Weems") Bay was going to involve five separate trains because Covid has meant that there are reduced services. The following trains took us from Nuneaton to Crewe (no bike reservation possible), Crewe to Lancaster, Lancaster to Glasgow and Glasgow to Wemyss Bay. The connections worked perfectly apart from the train staff forgetting to open the bike compartment at Lancaster. Neil held onto the train whilst I went to get a little man with a key and they soon came running when they realised their mistake. All the trains were almost empty. From Wemyss Bay we took the ferry to the Isle of Bute where we had booked two night's bed and breakfast in Rothesay. We were settled in our sea view room with a massive bath by tea time. Finding an evening meal was a bit of a challenge but we got fed in the end. The economy of Rothesay is fragile and restaurants are opening on a limited basis because the chefs are still hedging their bets and holding down other jobs in case another lockdown arrives.

Day 2 Isle of Bute



Mount Stewart

It isn't a large island but in past cycle tours we had not taken the time to explore the island so I had booked timed access tickets for a free flow tour of Mount Stewart. Mount Stuart is the home of the Earl of Bute. We rode along the estate road through glorious woodlands. Think big trees. We looked round the massive walled kitchen garden, admired trees, the planted fernery by the sea, rock gardens and enjoyed talking to very well

informed house guides about the family history. The marble chapel, the ceilings, the wood carvings were fantastic. A village for the stonemasons had been built on the front lawn, such was the need for large quantities of labour when the house was built. After lunch in the cafe we set out to enjoy the Isle including two dead ends that take you to a chapel and to the beach at Kilchatton. There was very little traffic and the riding was good. We were surprised to find a track pump at a viewpoint above Scalpsie Bay. We headed back to Rothesay for posh cakes from the patisserie, dinner and bed pleased that we had experienced a day with no weight of the saddle bag.

26 miles, 1770ft climbing.

Day 3 Rothesay to Kames

Leaving our bed and breakfast with a loaded touring bike was my first experience of touring for a couple of years but the bike handled well and we bowled along around Rothesay Bay to the ferry at Colintraive, glad that we weren't trying to get back to Wemyss Bay because the heavy mist meant that the ferry wasn't working. The only route off the Isle was the route that we were taking. It was very satisfying to cycle past the long line

of cars waiting to get onto the ferry and board first. With the help of coffee at the Colintraive Hotel (which also has a track pump and tools) we headed up the first hill on the A886 then turned left onto the A8003 for Tignabruaich and Kames. Our next stop was the Kames Hotel and a late lunch. The hotel has a fantastic view across the Kyles of Bute. There are very limited accommodation



options in the area so it was necessary to book hotels or bed and breakfasts and whilst booking the accommodation I had also booked evening meals wherever there was a limited number of restaurants. In retrospect I should have booked all evening meals because it was sometimes difficult to get a booking. Beyond Kames lies a single track road to Ardlamont House so having left our luggage at the hotel we set out along the road that hugs the coast. There are lots of swimming spots and wild camping opportunities. It needed to be a bit warmer for me to get into the water so we pressed on to Millhouse and back to Kames. It was far from flat but lovely riding and no traffic.

35 miles, 2400ft climbing.

Day 4 Kames to Inverary

We took the B8000 north via Millhouse to Otter Ferry and then followed Loch Fyne north. The timber extraction association and Argyll Council have funded the resurfacing of large stretches of this road. The gradients

are brutal but we saw very little traffic. We were pleased to get coffee at the pub at Otter Ferry and sit by the fire. No lunches were available without pre-booking. We were carrying some food so we found a bench overlooking Lachlan Bay then headed north via Strachur to Inverary. Stretches of the A815 and the A83 were busy and a bit boring. Neil dragged me along and we stopped for coffee at the Loch Fyne Oyster Bar. One coffee bar was closed because of staffing shortages so with all the research in the world you can't predict where you can stop for a hot drink and a rest. We had pre booked dinner in Inverary.

47 miles, 3000ft climbing.



Lachlan Bay

Day 5 Inverary to Kilberry

We set off early going south on the A83 unsure how much traffic we would meet



Knapdale Peninsular

on the road that takes lots of timber lorries to Campbeltown. The traffic is travelling fast. It was a Sunday and it felt like a bit of a crawl up some of the long steady climbs. There were plenty of long steady descents to enjoy and we found a cafe open for an early lunch in Lochgilphead. There

is also a large Co-op in the town so we stocked up with oatcakes, cheese and energy bars knowing that we wouldn't see another shop until we got to Tarbert. We had booked an "Air bnb" near Kilberry on the a. Knapdale has seen the release of beavers. It is a wild and wonderful peninsula with beaches, a tiny school with a roll call of five, lots of tough climbs, a single track road and fantastic views across the Sound of Jura. The sea glinted in the sunshine. We ate an excellent meal at the Kilberry Inn. It is a two hour tough ride to anywhere else so don't go this way without a booking.

46 miles, 2750ft climbing.

Day 6 Kilberry to Brodick, Arran

The single track road from Kilberry to Tarbert continues to rise and fall and it was tough all the way to the A83 at Tarbert. We found a cafe at Tarbert then headed south to Kennacraig. The nicely graded main road didn't last long because we were turning left on to the B8001 to cross the Kintyre peninsula. We took the ferry from Claoing Bay to Lochranza on Arran. We



Brodick Castle

We caught the ferry with seconds to spare. Missing the ferry would have meant a very chilly 90 minute wait. I was already wearing two sports wool tops and a wind-proof because the descents were so fast and chilly. It was good to rest on the ferry but we knew we had a big climb from Lochranza to Brodick. I pushed the bike part of the way and the descent to Sannox is on new tarmac but tarmac with sudden tyre swallowing holes which at 30mph was a bit scary. The last part of the ride into Brodick followed the coast so great views of waves, birds and Brodick Castle. Arriving in Brodick at 5pm proved to be too late to book anywhere to eat so had to resort to a microwave meal at the bed and breakfast, salad and fresh strawberries from the Co-op. Restaurants were again closed or full.

37 miles, 3000ft climbing.

Day 7 Brodick, Arran

We woke to low mist and rain so having parked our bikes undercover at the bed and breakfast we enjoyed a leisurely breakfast, a bit of shopping, coffee and then

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e.Mail georgehallscycle@aol.com



Ideal Holiday Home for cyclists

Situated in the sunny south west of France

The house has 2 lounges, a large kitchen, 4 bedrooms & a bathroom. In addition to the large garage, the former bakery & shop, there is a secluded courtyard with barbecue & outside furniture.

It is in the village of Argeliers with restaurants & local shops. There is a newly opened supermarket on the edge of the village. The village is surrounded by vineyards, the products of which may be bought at the local Cave Co-operative.

To the north of the village are quiet roads leading up to the Montagne Noire. For off road cycling there is the towpath of the Canal du Midi (165 miles long), tracks through the vineyards & into the hills.

Nearby historic towns include Narbonne (13miles), Beziers (17m) & Carcassonne (31m), apart from historic sites they have large supermarkets & other useful shops such as Decathlon. The nearest Mediterranean beach is 22 miles away.

For more information call Chris on 0116-230-3274, 07982-021559 or access the web site in Google enter 'La Vieille Boulangerie Argeliers'





Ardrossan ferry

walked to Brodick Castle. By the time we had looked round the castle and gardens, had lunch and walked back to the bed and breakfast using a pleasant fisherman's path at the back of the beach. We ate well and enjoyed our rest day. I would have liked to ride around Arran. The roads seem to be very quiet.

Day 8 Brodick Arran to Leicester

We caught a ferry at 9.30am from Brodick to Ardrossan. It was hard to leave Arran in full

sunshine but we had train tickets booked and a childminding commitment in Leicester. Lots of day cyclists came off the ferry to ride around the island. The timing of trains from to Glasgow don't coincide with the ferry arrival times so rather than sit on Ardrossan railway platform for over an hour we rode out along the Sustrans route 73 south along the coast, found a coffee bar and then caught the train to Glasgow from Saltcoates. Our return to Leicester again involved five separate trains and we were home for 7.30pm.

If I was planning the trip again.....

I would have built in a bit more time to see things along the route. We didn't have enough time or energy to go swimming, to visit the Kilberry Stones, to visit the open air museum south of Inverary, to ride around Arran. The gradients were tough in places but we had sought out all the single track roads that we could find. We were very lucky with the weather. We had very little wind and no heavy rain. We saw no midges. I wore everything I took except a buff which I took in case it was cold and to stop midges getting into my hair. Ferry reliability was crucial to our journey and our booked accommodation. The Cal Mac fleet is old and weather affected. When we set out I wasn't looking forward to all the train changes but it did mean that the journey was broken up by the ability to wander along the platform, use stationary toilet and hand washing facilities and buy a drink without spilling it.

Careful On Holiday

A true story, by Dave Binks

A family of four, mum, dad and two sons, were on a gentle cycling holiday in France, moving from hotel to hotel. There were nearly back to base after a week long tour. Whilst they are all riding along, the oldest son tried to put a bottle into mum's pannier bag whilst still cycling. This is quite a tricky manoeuvre as the pannier bag had closed up, so he was trying to wiggle the bottle in and open the gap at the same time, all with just one hand. The inevitable happened and he touched her bike with his handlebars, and down they both went. He hit his head on the tarmac, gashing his head which started to bleed profusely, and mum hit her face on the tarmac, causing facial injuries including a badly cut lip and a loose tooth. Dad and the other son were luckily far enough away not to be involved, so were uninjured. A passing motorist stopped, looked at the carnage and wisely decided to call for an ambulance, which soon arrived and the medics decided both injured riders needed to go to hospital. There wasn't room in the ambulance for four people and four bikes, so dad stayed with the youngest son and the four bikes and rang me for assistance in getting him, his son and four bikes back to base.

Fortunately, they were not far away. I had no other means of transport than my own bike, so rode out to meet them to assess the situation. Father and young son were uninjured, so I rode my bike back to base with them, wheeling one of the other bikes beside me at the same time. Father sees me do this and reckons he can do similar, which after dropping the additional bike once or twice, does so.

We put youngest son in the hotel room with his laptop computer and I lock his bike up to stop him riding around the town on his own, and father and I set off to ride the short distance to the hospital to see his wife and son. This is all in 30C heat!

At the hospital, mother and son were in the casualty department, the son awaiting result of a head scan, and the mother just got cleaned up. I wait 20 minutes and then tell father I need to go, and for him to ring me when they're ready and I'll arrange a taxi to collect the two injured. Soon after I got back to base, dad rings me, good news, both discharged, head scan negative (they failed to find a brain!).

I arrange a taxi, dad will cycle the short distance back to the hotel.

Soon, taxi arrives at the hotel with mum and son. Mum is telling me what

went on when she gets a call from dad, who has now fallen off his bike, thinks he has hurt his shoulder, been picked up by another passing motorist and taken back to hospital!

I leave it 20 minutes or so and ask mum if she has heard from dad. She has. Dad has broken his collar bone!

I then arrange another taxi to take me back to hospital to collect dad and I then ride his bike back (taxi won't take bikes).

Next morning, three very sore and stiff people, mum has to use a straw to drink, dad strapped up in a shoulder sling and in a lot of discomfort, son with a lump on the side of his head and stitches. Youngest son is fine.

I see them into the taxi which will take them to the station to start their journey home and breathe a sigh of relief when they go.

A couple of hours later, the hotel tell me dad had rung to ask if anyone had found their credit cards in their room because they seemed to have lost them! Fortunately, they hadn't lost them, they were just misplaced in their luggage.

Be Careful Out There!

***Cycle Chat is the quarterly magazine of the
Leicestershire & Rutland Group of Cycling UK***

Editor: Dave Binks, davebinks@ntlworld.com tel; 0116 2296015
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Advertising and distribution: Lyn & Pete Gale - tel: 01530 271665

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. Cycling related photos, in .jpg format, with the photographer's name and permission are particularly 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 Group of Cycling UK

Printed by Teamprint, Loughborough 01509 261425

THE SULLEY CHALLENGE RIDES

SUNDAY 6th^d MARCH 20122

Held in memory of David & Doreen Sulley.

This event is open to all – not just CTC members.

Entry fees: £5 and £1 for under 18s.

Choice of 100; 70; 50 and 30 kms routes

Control opens @ 0830 until 1000. Closes at 1600.

Venue and start/finish: Wycliffe Rooms,
George Street, Lutterworth. LE17 4ED

Toilets and some car parking at rear, more nearby, but

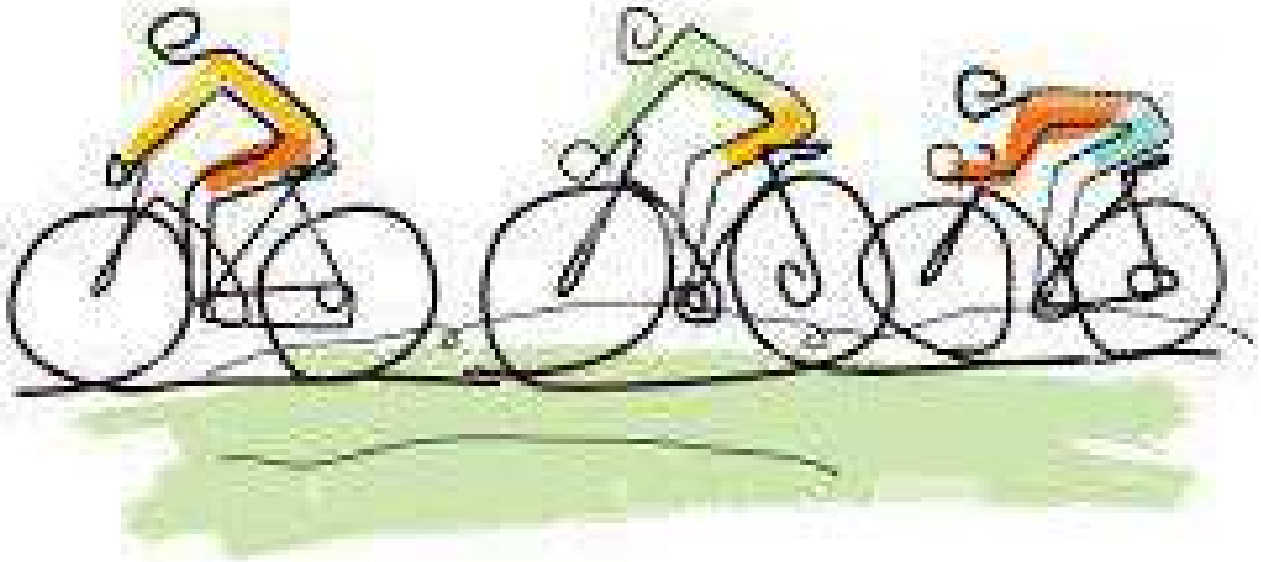
DO NOT USE MORRISONS CAR PARK

(nb:- town car parks are free on Sundays)

Routes have been slightly modified from previous years and will updated as necessary on the website. You would be advised to recheck the event details on the website (www.ctclr.org.uk) prior to the event for any changes – especially in the event of a cancellation/ route changes, etc

Riders are advised to pre-fill their entry forms (available from the website) in advance to reduce queues at the start.

Organiser: Neil Dixon email : northneil@gmail.com



Cafe News



At the time of going to press (late February) cafes and pubs etc in our area are all open, and mostly without restriction, although there may be some minor rules in place. The situation in other UK areas, such as Scotland and Wales, may vary, and ALL may change virtually overnight if HM Gov't deems it needs to tighten up contacts again. So keep your eyes on the local news and don't argue if the establishment owner asks you to do something.

With most people in the UK now double jabbed, and more and more having had their booster, the risk to us all is relatively small now, but IS STILL THERE, so caution please.

CARRY A MASK WITH YOU.

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.



Forthcoming County Event Dates

Sulley Rides, Lutterworth area,	6/3/22. Please contact Neil Dixon on 0788 9854459 if you can help with this event.
AGM	14/5/22 dtls tba

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.:- davebinks@ntlworld.com

NUNEATON					Thursday rides meet at 10.30am. Saturdays 10am.
					
CYCLE CLUB					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>		
3rd Feb	Thurs	Hill Top Gdn Centre	Half day	Jim Gerrard	01455 823787
10th Feb	Thurs	Sutton Cheney Wharf	Half day	Chris Turley	7971289464
17th Feb	Thurs	Heritage Café	Half day	Angie Fisher	7824808788
24th Feb	Thurs	Makins Fishery	Half day	Paul Kutchta	7414474233
3rd Mar	Thurs	Peoples Café Bedworth	Half day	Anne Jenkins	01455 212565
10th mar	Thurs	Astley Book Farm	Half day	Eric Rowland	7768396806
17th Mar	Thurs	Morrissons	Half day	Paul Hand	7941508045
24th Mar	Thurs	Dobbies Gdn Centre	Half day	Roger Payne	7757103139
31st Mar	Thurs	Hill Top Gdn Centre	Half day	John Andrews	01162 865738
7th Apr	Thurs	Sutton Cheney Wharf	Half day	Paul Hand	7941508045
14th Apr	Thurs	Heritage Café	Half day	Chris Taylor	02476 741276
21st Apr	Thurs	Makins Fishery	Half day	Jim Gerrard	01455 823787
28th Apr	Thurs	Peoples Café Bedworth	Half day	Anne Taylor	02476 741276
POSTCODE KEY - NUNEATON LIBRARY - CV11 5DR, HILL TOP GARDEN CENTRE - CV7 9LH					
UPTON BARN - CV13 6LA, HERITAGE CAFÉ - CV11 4LU, ASTLEY BOOK FARM - CV10 7QB					
PEOPLES CAFÉ BEDWORTH CV12 8NF					
ST MARY'S HINCKLEY - LE10 1DW, MAKINS FISHERIES - CV11 6QJ					

South Leicestershire Section

Contact Neil Dixon for more details on 0788 9854459

Date	Time	Start	Destination	Comments
06/03/2022	09:00	Lutterworth	David Sulley Memorial Rides (100/70/50/30 Km)	Start from Masonic Hall, Lutterworth 9:00 onward
13/03/2022	09:30	Broughton Astley	Tugby	
20/03/2022	09:30	Broughton Astley	Thornby	
27/03/2022	09:30	Broughton Astley	Sutton Cheney Wharf	
03/04/2022	09:30	Broughton Astley	Tur Langton	
10/04/2022	09:30	Broughton Astley	Thornby	
17/04/2022	09:30	Broughton Astley	Billesdon	venue Northern Cobbler, Rolleston Lodge Farm
24/04/2022	09:30	Broughton Astley	Welford (Mini Meadows)	
01/05/2022	09:30	Broughton Astley	Twycross	
08/05/2022	09:30	Broughton Astley	Sutton Cheney Wharf	
15/05/2022	09:30	Broughton Astley	Draycote Visitor Centre	
22/05/2022	09:30	Broughton Astley	Brandon Marsh	
29/05/2022	09:30	Broughton Astley	East Carlton	
05/06/2022	09:30	Broughton Astley	Thornby	
12/06/2022	09:30	Broughton Astley	Tur Langton	
19/06/2022	09:30	Broughton Astley	Sutton Cheney Wharf	
26/06/2022	09:30	Broughton Astley	Billesdon	venue Northern Cobbler, Rolleston Lodge Farm

CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
06 Mar		Dave Sulley Rides	See Cycle Chat	Jim
06 Mar	9.30 B	Rothley Station	Kegworth	
13 Mar	9.30 M	Newton Regis	Coton in the Elms	Martin
20 Mar	9.30 H	Battlefield Centre	Stoke Golding	Lyn
27 Mar	9.30 S	Shardlow	Melbourne	Dave
03 Apr	9.30 W	Burbage Common	Carlton	Paul
10 Apr	9.30 A	Mercia Marina	Burton upon Trent	Pete
17 Apr	9.30 B	Redhill Marina	Sawley	Stephen
24 Apr	9.30 M	Alrewas	Whittington	Nick
01 May	9.30 H	Newton Regis	Ratcliffe Culey	Jim
08 May	9.30 S	Woodhouse Eaves	Markfield	Lyn
15 May	9.30 W	Broughton Astley	Stoke Golding	Martin
22 May	9.30 A	Burton on Trent	Overseal	Dave
29 May	9.30 B	Swarkestone	Hartshorne	Paul
05 Jun	9.30 M	Fradley	Elford	Pete
12 Jun	9.30 H	Rothley Station	Normanton on Soar	Keith
19 Jun	9.30 S	Sawley Marina	East Leake	Nick
26 Jun	9.30 W	Countesthorpe	Willoughby Waterleys	Jim

A – Ashby HSBC
M – DFS Measham

B – Belton Church
S – Lount X Roads

H – Heather Church
W – Bagworth Village Hall

Runs contact: Lyn Gale 07779 794317

Leicester Easy Riders

Due to lack of members and old age, if any one is interested on a ride on a Sunday please contact David Smith on 0116 2417908 who goes out most Sunday mornings.

**The deadline for the Summer 2022 issue of
Cycle Chat is 1st May 2022
That edition will cover June, July & August 2022**



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www.cyclinguk.org.uk**

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Please send me four printed editions of Cycle Chat (a year's supply). I enclose a cheque for £5 payable to "Cycle Chat" - includes postage. Overseas rates on request

Name

Address



The Gospel Pass, the highest road pass in Wales, at the head of the Vale of Ewyas in the Black Mountains photo by Dave Binks