

Cycle Chat

75p

Leicestershire & Rutland CTC

Since 1897

Autumn 2022



www.ctclr.org.uk

Leicestershire & Rutland CTC Officials

Secretary

Alan Hartshorne, 16 Chadwell Rd, Leicester, LE3 6LF 0116 2314891

Cycle Chat Editor email:- davebinks@ntlworld.com

Dave Binks, 92 Balmoral Road, Mountsorrel, LE12 7EN 0794 1151792

Cycle Chat Administration

Pete & Lyn Gale, 6 Bluebell Close, Donisthorpe, Swadlincote, Derbys
DE12 7RW tel 01530271665 email :- lyntian@hotmail.co.uk

This is a heavily reduced list of Officials,

Front; Beside the Mawddach Estuary, Barmouth, on the Welsh coast. photo Dave Binks



Editor's Thoughts

You know when folks start talking about the weather, they don't have much to say. Nevertheless, I'm going to say we seem to go from one extreme to the other here in the UK.

A few months ago I was complaining how unseasonably cold it was. Now I'm complaining about the heat! But only in some parts of the country.

I have just returned from an extended stay in Mid Wales following the Welsh Festival of Cycling, based at Ruthin. This is an annual weekend of touring and social events organised by the N. Wales & Chester Section of Cycling UK. It got delayed for a couple of years by Covid, but has restarted, with a big choice of day rides and other activities, based at a Rugby Club, where most chose to camp. I dusted off my competitive instinct and even had a go at the (2 miles long!) hillclimb and a short freewheel competition. I won't embarrass myself by saying how badly I did at the hillclimb, but did come 3rd on the freewheel, for which I won a box of Smarties! The week was cold, so much so, that I set off with gloves on for 2 days, although it did warm up later. And all the time the rest of the country was about 5°C warmer!

The Commonwealth games are filling the TV screens at present, and a few cycling events were covered, but the field and track dominate as usual. It was good to see Geraint Thomas' 3rd place in the Tour de France proved his win a few years ago was no flash in the pan. What's very encouraging is the number of new UK riders coming good in these big races.

Dave Binks

INDEX

<i>Secretary's Notes</i>	4
<i>President's Notes</i>	5
<i>Technical Topics</i>	6
<i>Photo Competition</i>	7
<i>Charnwood Chatter</i>	10
<i>Roadkill Pheasant</i>	13
<i>West Kernow Way</i>	15
<i>Bennerley Viaduct</i>	21
<i>Going Electric</i>	23
<i>Unusual Pub Names</i>	26
<i>Prizewinners</i>	30
<i>Byways etc</i>	32
<i>What's On, etc from</i>	34

From the Secretary

Alan Hartshorne



I must be the most reluctant secretary you have had but I felt after 125 years of the DA and the hard work put in by John Allen & Keith, I couldn't let it slip. I helped at the Sky Rides with Keith & Jean to promote the club but sadly all the kids wanted were the freebies we gave out. It appears from the last meeting that our hopes lie with the over 50s, & Cycling UK seems OK with that. Loughborough Wheelers, South of Leics & Northants groups have their Thursday group & Nuneaton runs another group, so I wonder is there a need for a Leicester mid-week group? Let me know if anyone's interested. Neil our new President has his "President's Run" on Sunday September 4th starting at Stoughton Grange, so I hope you will come out & support him. Let's hope we have good weather. Likewise the Memorial Off-road Ride in October. We normally have a Carol Service at Christmas but sadly so many who support us in this have passed away or are unable to travel that the numbers are so low that it is in doubt, so please let me know what you think. The Mince Pie Meet I understand is subject to review depending on the numbers of Covid cases nearer the time. It looks like the next DA meeting will be online unless anyone knows where we can meet on a Monday night? Some of the members on the Committee's Emails keep coming back, so if you haven't received one from me please let me know your correct email address. It was nice to see my picture on facebook, but sad that it was in company with Graham Laurance who died very recently, a nice quiet cyclist who liked to sit in his tent & listen to classical music.

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

Cycle Chat Administrators

Pete & Lyn Gale manage the role of Cycle Chat Administrators. They handle 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,

Donisthorpe, Swadlincote, Derbys DE12 7RW

Phone 01530 271665 email lyntian@hotmail.co.uk

President's Notes

Neil Dixon writes



Hello again everyone. It's a great surprise to me to be back as DA President, as I had no intention of volunteering for anything at the last AGM. Many thanks to Jim Gerrard for looking after the chain of office for the last couple of years, and 'Good Luck' to Alan Hartshorne in taking on the Secretary role. Next year I will get my bus-pass, and I definitely have no intention of volunteering for anything after that. On the cycling front, our normal South Leics Sunday runs have been augmented with a week based in Olot, near Girona, with Ivan Waddington, where we were bagging Cols as part of our membership to the French 'Club des Cent Cols'. During this trip, Ivan managed to reach a landmark of 300 Cols. Judy and I also had a week in Assynt, Northern Scotland, which is a stunning area to visit.

On a more personal level, Judy Dawson and I got married back in April, with an organised bike tour in Portugal serving as our honeymoon. Unfortunately, this turned out to be a disaster when we both tested positive for Covid on the second day!

In March, I organised the "David Sulley Reliability Rides" from Lutterworth. The good news is that we have a volunteer to run them next year in the form of David's son, Robert.

See website for all up to date information www.ctc.leic.org.uk

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.





Technical Topics

By Peter Witting



Do you have MIPS?

I do, but don't worry – it's not the latest Covid variant! It means “Multi-directional Impact Protection System”. It's intended to provide additional safety when wearing a helmet. Not just cycle helmets but for motorcycling, horse riding etc. If your head hits the ground in a fall, it is unlikely to be a linear impact like banging your forehead against a wall; you are likely to suffer some twisting forces. These rotate the brain inside the skull and can damage both the brain and blood vessels. MIPS works by separating the outer helmet shell from the inner part that clamps to your head by means of a form of suspension.

The business that designs MIPS does tests showing the effectiveness in reducing brain damage, and many agree. The Bicycle Helmet Safety Institute on the other hand disagree, as the neck and scalp provide a similar freedom of movement to the head in a fall. There are alternative designs used by helmet makers: WaveCel used by Bontrager, Kask's WG11, and POC's Spin technology.

Why have I suddenly had to take an interest in helmets you may ask? After a DVT in 1999, due to a genetic condition, I was prescribed Warfarin for 6 months to prevent further blood clots. If I had a cut or knock, I would suffer a bleed far longer than normal. My head was more vulnerable to minor impacts – so I bought a helmet. 10 years later I went through the same process after a 2nd DVT, updating my helmet to use while taking Warfarin. Now the blood thinning drugs have improved to the point where I can take them continuously following my 3rd DVT! So now I'm a permanent helmet wearer – with MIPS!

Continued on p 9

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



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)

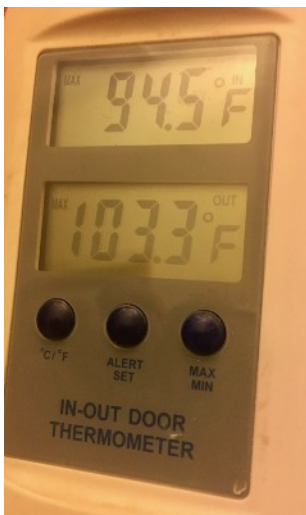
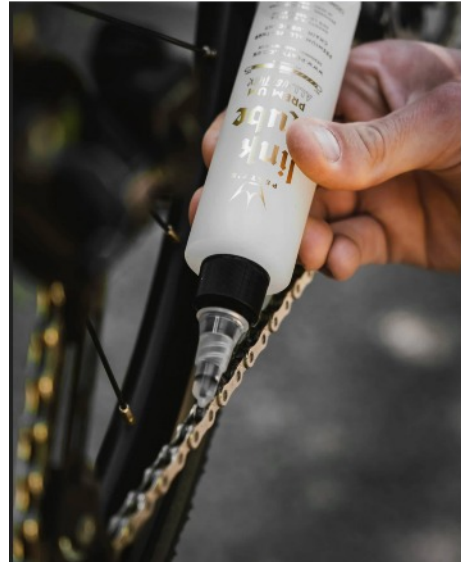
Last date for entries 31st December 2022

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

Continued from p 6

Peaty's Link Lube

My chain-lube of choice is GT85 in a spraycan. It's readily available and fairly cheap, being both a lubricant and water displacer. Others are available at higher prices making superior claims. Rather like toothpaste, the key is keeping things clean rather than the magic in the tube. I hit a problem when on holiday in the Algarve. GT85 seemed unavailable, so I tried the local bike shop. They organise off-road tours for visitors, so servicing the dirty chains was a daily job. They used Peaty's Link Lube. It seems there are two types depending on conditions: In the dry sandy Algarve routes the Dry Link Lube is perfect. The all weather AW Link Lube is better suited to our climate. That's according to the review in Mountain Bike Rider last December. You just have to shake-up the ingredients before use as the waxy component settles out from the oily stuff. Is it worth paying more for chain-lube? It does seem to keep things running smoothly for longer before you have to do a thorough clean of the transmission. You pay your money and take your choice!



Hot weather riding

I'd ridden on holiday when the pharmacy clock showed 35degrees Centigrade, so wondered what it would be like at 40C. This July provided the chance to find out! I used Calypso once-a-day sunscreen in preference to greasy types, which might impede sweating to help keep cool.

I failed to down 500mls of isotonic drink before I set off, which didn't help. Once you start vigorous exercise the sphincter in the stomach stops releasing fluid into the gut. No matter how much you drink it stays in the stomach. But if you pre-

load, and keep topping up as you ride, like playing the bagpipes, you can minimise dehydration.

It's important to use an isotonic fluid rather than water. I use High5 Zero tablets. The isotonic fluid can pass rapidly into the body from the gut, but water has to first absorb salts from the body to become isotonic, and that can be bad. There is actually a danger from drinking too much water – it's called hyponatraemia resulting from blood sodium levels falling dangerously low. I also forgot to take spare tablets to use when I refilled my bottles at the coffee stop!

The ride to coffee was not too bad as I enjoyed the warm wind through my toes in my Exustar SPD sandals. I refilled my bottles with tap water but the return became more problematic. Partly as the thermometer rose, and partly as it was my first ride after Covid! But I wasn't going to miss the experience!

I stopped under the shade of a tree and got my special cool hat from my bag. Decades old, used by Barbara on her trip to Australia, it has a band of crystals over the brow. The hat is immersed in water to bulk-up the crystals then rolled up in a plastic bag and frozen. It was still frozen when I put it on my head with the chilled neck protector. Very welcome for recovery.



Further on I had the biggest surprise when I tipped water from my bottle over my head – it was actually hotter than my 37C body temperature - like bath water! My lack of isotonic tablets led to cramping up, and to a pub stop for iced Coke and salty crisps! When I finally reached home the thermometer was showing 103.3F, that's 39.6C!



Charnwood Chatter

Jim Gerrard reports on Charnwood Sections exploits

Since our last update I can report that again most rides have been completed except for one in June where it was cancelled due to heavy rain (remember that?).

The end of May we were in South Derbyshire with breakfast at Swarkestone and lunch in Hartshorne although we have run out of suitable venues in Hartshorne with the Admiral Rodney no longer opening at lunch time. We seem to have lost one or two pubs in various locations with this decision!

June saw us at Elford via Fradley Junction, Normanton on Soar via Rothley station, East Leak via Sawley Marina although the Marina café has been closed on our last two visits. Willoughby Waterleys via Countesthorpe although that day was not very successful as below.

Rides in July have seen us in Stapleford via Sawley, Shackerstone via Polesworth, Carlton via Thurlaston. The Dalbury Lees ride was amended to Milton (near Repton) via Stenson Lock and Burnaston and Stoke Golding via



Burbage Common.

A few items stand out. After enjoying our lunch alfresco by the river at The Plough in Normanton we decided to try the chain ferry to cross the Soar. The ferry is only operated over the summer. (I don't think you can beat



a ride incorporating a ferry crossing!). With the three of us plus bikes and the ferry man there was standing room only. On safely arriving on the other side we split, Martin and Keith to pick up the Garendon trail through Loughborough and myself over the fields back to Zouch, re-crossing the Soar via the footbridge and home via Belton. I enjoyed it so much that we repeated the trip the following week on our return from East Leak.

The Willoughby Waterleys ride stands out for the wrong reasons. Although we managed to have a quick look at Kirby Muxloe Castle and find the



Lubbethorpe
bridle road from
the new estate
build adjoining
Leicester Forest
East. On arriving
at Countesthorpe
only to be
informed very
limited food
availability due to
the chef being off
ill. This was
compounded by
the Waterleys pub
no longer in

business. (Should have Googled it beforehand). Martins ride to Stapleford had us viewing the Stapleford Hemlock Stone before returning via the Erewash Canal to Trent Lock crossing the Trent in both directions via the footbridge at Sawley Cut.



Pete's amended ride to Milton stands out also for the wrong reasons. After successfully negotiating a closed road over Sinfin Moor Country Park Martin had a visit from the 'P' fairy. This was quickly resolved only for Lyn to suffer the same fate within 200 metres. Although Martin had picked up an unwanted object off the track, Lyn's inner tube seemed to have expired from old age.

All rides however have been enjoyed with the weather being great, albeit a bit too hot at times. Our forthcoming week in the Malvern area is greatly looked forward to.



Fancy some free food? Try the following suggestion:-

Roadkill Pheasant

by Peter Witting

Jeff from Rutland (Jeffrey Eaves) concluded his article in the last edition of Cycle Chat by mentioning the roadkill he had spotted on a Lincolnshire ride. Furthermore, the National Pie Competition at Melton Mowbray had a special category – Roadkill Pie. In Leicestershire and Northants it is mainly pheasants that are the victims of cars. I'm always prepared to stop and bag up the bird.

Forget the time-consuming plucking & drawing process – just use the breast meat and maybe the thighs. Easiest to prepare on an outdoor table to let the wind dispose of the loose feathers. Slit open the skin over the breast, use scissors to cut forwards and back, then pull down the skin to reveal the meat. A sharp knife down either side of the breastbone will free the meat from the carcass. A similar process can be used to remove the thighs from the bird, leaving the meat on the bone.



My recipe is based on Jamie Oliver's 2005 Italian Hunter's Stew, or Chicken Cacciatora. Season the meat in sea salt and freshly ground pepper then marinade overnight (or at least an hour) in half a bottle of Chianti or robust red wine, adding a peeled & crushed garlic clove, 2 sprigs of fresh rosemary, and 8 bay leaves.

To cook, preheat your oven to 180°C/350°F/gas 4. Drain the meat, reserving the marinade with bay leaves & Rosemary, and pat dry with kitchen paper. Dust the pieces with flour and shake off any excess. Heat wok or large ovenproof pan, add a splash of



Here's one Peter picked up earlier

olive oil, and fry the pheasant pieces. When they are browned lightly all over, put the pieces to one side. This takes about 15 minutes.

Next you need another 2 garlic cloves, a 50gm tin of anchovy fillets, a handful of stoned olives and 2 x 400gm tins of plum tomatoes. It takes 15 minutes to combine these ingredients: Place the wok or pan back on the heat and add the sliced garlic. Fry gently until golden brown, then add the anchovies, olives, tomatoes (broken up with a wooden spoon) and the pheasant pieces with their reserved marinade including the bay leaves & rosemary. Bring to the boil, then transfer to a large (1.5Litre) ovenproof dish (or 2 smaller ones) cover with a lid or a double thickness layer of foil and bake in the preheated oven for 1½ hours.

When ready, stir, taste and add a little salt and pepper if necessary. Remove the bay leaves and rosemary sprigs, and serve with a maybe a salad, or some cannellini beans or whatever — and plenty of Chianti!

Enjoy !!!!

West Kernow Way (June 2022)

By Paul Hand

Having ridden the King Alfred's Way (KAW) last August I had developed a taste for off road riding after a lifetime of surfing the 'black top', the challenge was on for the latest route to emerge from HQ, the West Kernow Way.

The date was set for June 2022 and hopefully the weather this time round would be a little more favourable as we experienced some very heavy rain during the KAW trip, although my experience of Cornwall is that it can be wet, although not too cold, so fingers crossed.

I did the KAW using a touring bike that I converted to a pseudo gravel bike, and although it coped admirably I felt that a mountain bike was definitely more appropriate for this type of ride.

So the hunt was on for a suitable machine, and eBay turned up trumps after a lot of searching. The bike was collected, stripped, checked and rebuilt with a couple of new parts that were showing signs of wear. I also decided that bike-packing bags were probably more suitable than panniers as the weight distribution was a bit more even.

We did the KAW in a little over four days, which gave a average of 56 miles a day, obviously some days slightly more and some slightly less, but riding these trails can take a lot of time and speeds can be slow. This resulted in one day being on the trail for nearly 12 hours to complete it, not ideal.



We decided that this time we wanted to enjoy the ride and see some of the sights, rather than head down all the time. So we added an extra day and started to plan.

Very quickly all our overnight accommodation was booked and notifications set up for when the train tickets to Penzance would be available so we would could get the best price.

Gathering all the kit we needed and test packing into these new fangled bike-packing bags was interesting, but after a few attempts the best solution was found and everything went in, just!

The start day arrived and I met with my companion to travel to London, then an interesting ride across the City to Paddington. We had to adapt our route as the area around Buckingham Palace was still cordoned off after the jubilee celebrations.

We arrived at Paddington in good time and the first challenge was loading the bikes on the train. It was just as well we had allowed plenty of time as Great Western Railway has changed their rolling stock since the last time I travelled on that route (2018) to allow more bikes to be carried which is commendable, however the design and space was not undertaken by anyone who has ever been near a bike.

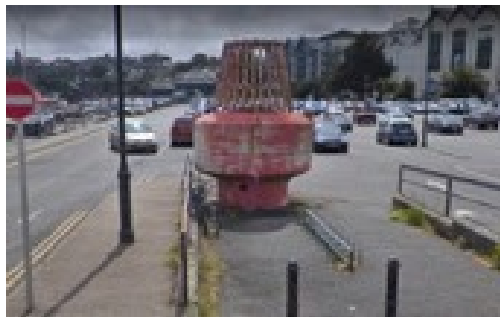
At the end of the coach were two compartments, one each side of the corridor which was supposed to accommodate two cycles each, hanging from 'specially' designed wall hooks.

My friend had a gravel bike with 40mm tyres and we struggled to get the wheel into the hook, it took two of us in the end. It then became clear that the only way you would get two bikes in was if they had narrow drop bars and relatively small wheels, so a mountain bike with straight bars was not going to work. So after a discussion with the guard, or is it train manager, we shoved my bike in as best as possible, locked it up so it didn't fall and hoped for the best.

The journey down was uneventful and long, perhaps the highlight was the traverse of the Brunel Bridge from Devon into Cornwall.

Our first night stop was at the Longboat Inn almost opposite the station. We checked in and arranged our evening meal, and were soon to be joined by the third member of the team who had travelled down from North Wales. So we were ready for the off.

The start is at the old Buoy on the harbour in Penzance, which was about 100m from the Inn.



Official Start of the West Kernow Way

The weather was good, ideal for riding and so off we went towards Mousehole. I have a recollection when I did John o'Groats to Land's End some years ago that riding



through Mousehole was a little hilly. I was right, it was the first encounter of really steep hills, and we struggled to keep the front wheels on the road, even with additional weight on the handlebars.

Having crested the hill we started to see some of the views over the Cornish Peninsular and across towards Land's End. The journey towards Land' End was pleasant with a nice breeze and not too much traffic, the route at this point

was on road as there were very few trails available. We were able to get on a trail just before Land's End and approached the complex 'off road'. Lunch was taken at Land's End with the



Land's End looking towards the Lighthouse.



ubiquitous Cornish Pasty, which kept us going for the rest of the day.

We left Land's End and headed along the north coast trail towards St Just, which was our first night's stop. The views across the north Cornish coast were spectacular with the waves crashing against the ragged coastline. The route now was off road along coastal tracks and the advantages of riding a mountain bike was starting to show dividends. Along the horizon could be seen the old chimneys and buildings of the tin mines of a bygone era. The track was generally easy riding

and clearly was the old routes to and from the mines used for many years by the miners.

Having left Land's End we followed the coast trail passing Sennen Cove and then dropped back on to the road to go past Land's End Airport and then back on a rather bumpy trail down towards Cape Cornwall. This was the first off road climb we faced and proved quite a challenge. We learnt very quickly that for every steep climb there was a steep descent, or vice versa, shortly after. The scenery was ever changing and quite dramatic in places. Arriving at Cape Cornwall we were again directed on to the road for the climb back up to St Just. Just as well I had put low gears on the bike as they very quickly came into use. The lowest was 17" and this made most things rideable.

We were welcomed at the Wellington Inn in St Just. After a shower, we reminisced over the first day whilst enjoying a well-earned meal and a pint.



Day two started well and we were quickly back on the trail out of St Just and heading towards the Botallack Mine. This is now a UNESCO world heritage site. The mine started in the 18th Century and is a submarine mine with tunnels stretching out under the sea for over half a mile, some

achievement in those days. The mine is renowned for its use of steam engines and over its life produced around 14,500 tonnes of tin. It is estimated that over 1.5 millions tonnes of waste would have been dug up to allow the minerals to be extracted. We continued along the coast stopping at the Levant Mine which is one of the oldest hard rock copper and tin mines in Cornwall. It was the site of a disaster in 1919 with the loss of 31 lives when the 'man engine' (the lift to take the miners up and down) rod snapped sending it down the shaft. The deep levels were never worked again.

We then started to head in land to cross the back of Cornwall on our way to our next stop in Mullion on the Lizard Peninsula.

This started to transform the landscape from rocky coastline to open moorland. The trails became less defined and more rugged and rutted making progress slow. Navigation also started to become a challenge as often there were five way cross roads of tracks with careful navigation needed to choose the correct route.



Some of the moorland trails were quite difficult to ride, with grass covering deep ruts, which had disastrous consequences if your wheel got caught; you hoped the edge of the trail was soft.

The terrain was now more undulating but still the climbs were steep. We stopped in St Erth for lunch. When we resumed we came out to be greeted with rain, fortunately it was very light and the only rain we experienced on the whole trip.

We continued across a mix of trails and road until we met the south coast of Cornwall near Porthleven on the Lizard Peninsula. It was a steep descent into Porthleven, but unlike many other coastal fishing villages the climb out the other side wasn't too steep. However, we were soon faced

with crossing Loe Bar, and with the best will in the world it was impossible to ride the shingle.



Loe Bar is mainly flint and there is uncertainty where this originated as the nearest onshore source is some 120 miles away, which make it geologically interesting.

From there it was a short ride through Gunwalloe to Mullion for our second night stopping at the Old Inn.

There is evidence of settlements dating back to Celtic times in Mullion; in common with many coastal Cornish villages it had a Pilchard fishery in Mullion Cove.

To be continued



Lincolnshire's flat isn't it? Or so the myth goes.
Spotted, and ridden up, on a ride near Goulceby, north of Horncastle
by Dave Binks
Cycle Chat 20

Bennerley Viaduct



Some of our readers may have seen recent reports on the local TV about the Bennerley Viaduct (Railway crossing) being renovated and now finally opened to cyclists and walkers.

By luck, your Editor spotted the following article in “Cyclonda” the Nottinghamshire CTC Magazine. The author, Bob Harvey, has graciously allowed me to reprint it.

Back in early 2018, I read in the *Nottingham Evening Post* that Sustrans were pulling out of a plan for a cycle route from Nottingham to Derby utilising the long defunct Bennerley Railway Viaduct. Apparently, the decision was made after the Heritage Lottery Fund had turned down Sustrans’ application for several zillion quid for the project. I was dismayed at this news having been a long admirer of the impressive structure that looked sad, neglected and lonely. I also thought what a shame that two cities of the size of Derby and Nottingham – with large populations and geographically so close too each other – wasn’t going to get a high quality – car-free cycle and walking route. Well, if Sustrans had lost interest then ‘that was that’ or was it ?

I didn’t hear any more about the viaduct until a few weeks ago, when a regular cycle mate informed me that the project to reopen the viaduct had been taken over by a group calling themselves ‘Friends of Bennerley Viaduct’ (FoBV) and that their efforts had born fruit and the viaduct was now open. So, two weeks ago, we



decided that we would devote our regular Tuesday cycle ride up to the viaduct for a gander. From Nottingham, there is a ideal cycle circuit by travelling up the Erewash canal – visit the viaduct and return via the Nottingham canal.

It is usually the norm on our Tuesday cycle rides that the target for the ride

is a bacon buttie somewhere and I was aware of the as yet unvisited *Junction Cafe* next door to Ilkeston railway station: but, unfortunately, we were greeted with a closed sign. However, we quickly landed on our feet because directly across the road is a large old Victorian mill that has been converted into a shopping mall and on the top floor is a nice coffee shop but - even better - on the second floor is a proper café - *Millies*. Thus fortified with a hearty unhealthy breakfast, we continued up the Erewash canal a short distance to where there is a new access ramp onto the viaduct. This ramp is well graded and easily cycleable. Up on the viaduct a good decking has been laid for traversing the structure and it is a safe pleasant ride with excellent views. I was pleasantly surprised how many other



people were about, but there was plenty of room for everybody. At the Nottingham side of the viaduct access is a little difficult with access up/down via steps with a adjacent trough to accommodate cycle wheels. When I got home I e-mailed FoBV enquiring if the steps were permanent and received a reply saying: “yes, there is a plan, but we will have to raise the finance for this and get it through planning”.

What FoBV have achieved is quite miraculous and these people deserve all the help and encouragement that we cyclists can give. Visit them at <https://www.bennerleyviaduct.org.uk> and say some nice things to them – they will reply.

Going Electric

Peter Hopkins

I finally decided to ‘go electric’ after several years of finding the hills increasingly hard. In 2014 I had to have a surgical stent fitted to widen an artery, which clipped my wings a bit, but by 2019 the inexorable steady decline was imposing a frustrating limit on where I could manage to ride a bike without provoking symptoms warning me to back off. It was quite a blow to my pride, too, because climbing never used to be the slightest problem. In fact, it was my only ‘Plus’ in my competitive days: during road races, I was too nervous on fast descents and had no kind of sprint, but my slight build and skinny physique always gave me quite a competitive advantage on climbs, as I’ve never weighed much more than 9 stones. I particularly enjoyed slogging up very long drags such as the Horseshoe Pass, the Cat & Fiddle and Hartside. But thanks to the wonders of modern technology, cycling now offers a solution to the gradient problem: in my declining years I could either stick entirely to flattish routes (not always easy, even in the Midlands) – or I could electrify! Hardly a difficult choice!

I managed to overcome a nagging feeling that I was cheating when I discovered that Brian Robinson, who in 1958 was the first-ever British cyclist to win a stage in the Tour de France, had started to use an e-bike in his mid-eighties to help him on the Yorkshire hills. After tackling the Holme Moss climb, he told the *Yorkshire Post* that his electric bike was “fantastic”. So if it was OK for a top pro who had won several continental Classics, I thought, then it was OK for me – so I succumbed! Furthermore, I’d heard nothing but enthusiastic praise from other cycling club oldies for the electrically-assisted lease of life their new e-bike had given them, even though most of them had suffered the same initial pangs of conscience as myself.

Luckily, e-bikes have been around for quite a long time now, so that most of the bugs in their development have been ironed out. A good e-bike is very reliable. Thanks to eco-pressure, especially in the matter of electric cars, battery technology has improved enormously – and cyclists have benefited too, for the market is very



competitive and the choice of both types and models is enormous. For those who can afford it, top-of-the-range e-bikes are electronically very sophisticated indeed (though far too complicated for the likes of me!)

Because of the motor and the battery, all e-bikes are inevitably much heavier than traditional lightweights. But some are much lighter than other e-bikes, and if you want to retain the outward *appearance* of a traditional club rider, there are carbon fibre or alloy e-bikes with dropped handlebars and conventional frame design: their slimline battery is cunningly concealed inside the down tube and you have to look twice to spot the small bottom bracket motor which powers the cranks! The Ribble range is a good example, but there are plenty of others. This could be a good choice for someone who wants to be able to keep up with the club, but doesn't fancy the embarrassment of an eccentric-looking bike very different from everyone else's. I confess to fancying one of these for a time, but decided that I would be in danger of trying to deceive onlookers under false pretences: I've always been a bit of a poser!

It's very important to decide what you want to use an e-bike for. This will make it much easier to prioritise the features you'll need in their order of importance, from those which are essential down those which may be desirable but aren't vital. In my case, the top two requirements were linked and of equal importance: the battery had to be detachable, and the weight of the bike (without battery) had to be below 24kg (53lbs). A removable battery was essential so that I could recharge it almost anywhere, because if no convenient 13amp socket was handy, lugging a heavy e-bike upstairs (even if I could manage it) might not be very welcome in B&Bs or hotels! As for weight, the bike had to comply with Thule's maximum of 24kg on my towball bike rack (to say nothing of the effect on my coronary artery disease of trying to lift an ultra-heavy bike!) My bike weighs 21kgs without the battery (about 46lbs).

Next in importance came the number of levels of electrical assistance. Even the simplest, cheapest e-bike has more than just On/Off. Many offer three levels of power, but the 'jumps' between them can sometimes be too great, so four or even five levels are better. I have four: the one I use most, named *Eco*, gives me just a gentle boost. In this mode, the Bosch battery & motor are claimed to be capable of 80 pedalling miles. Next step up is *Tour*,



Peter's much loved George Longstaff

which offers more help, but the extra power needed reduces the range to 50 miles. *Sport* pushes you even more strongly, with a corresponding further drop in potential mileage, while the rarely-needed top-level *Turbo* will easily boost you up a 1 in 5 (I've tried it!)

A window on the handlebar monitor tells you the current state of the battery and the potential range left in any one mode – though of course the range will depend on a number of variables, such as the terrain you're riding through, your weight, any load you're carrying, whether there's a headwind or tailwind – and even the kind of tyres you're using and their pressure.

Of course, unless you're very lazy, it makes sense to use the higher levels of assistance sparingly and only when necessary. Obviously, 'economising' on power-usage in this way will give you the maximum range. And what about switching off altogether? I was warned that e-bikes are so heavy that they were far too sluggish to pedal more than a very short distance with the motor switched off, but I've found in practice that I can extend my range substantially by switching off on long flat stretches. Once moving, the bike's weight seems to provide useful momentum, so long as I'm content with a steady 10-11mph – which of course I am nowadays! I can switch *Eco* on if there's a gentle rise – or *Tour* if it's more demanding, and then switch off again as the road levels out.

When it comes to the bike's appearance and equipment, it's best to swallow your clubman's pride, as the photograph demonstrates! Even five years ago, I would never have countenanced having a heavy kick-stand or pedals which were neither SPD nor fitted with toe-clips, while flat handlebars were acceptable only on my mountain bike! At this stage of your cycling life, the important thing is to GET OUT ON A BIKE!

The sad downside to my 'conversion' was bidding farewell to the

Burley tandem on which Margaret and I, and latterly Pauline, had enjoyed so many happy thousands of miles; and to the George Longstaff on which I rode my last few Tri-Vets' 100s before the artery stent was needed. But at least they've gone to good homes!



The Burley tandem on which Peter and his partners covered well over 20,000 miles

Unusual Pub Names

Malcolm Somers

Cathy Melia, who edits Notts CTC's magazine has sent me the following after she had a phone call from Malcolm Somers, also of Notts CTC, where he describes some an unusual pub name from his days living in Kent in the 1960's

The Startled Saint, West Malling, Kent



The *Startled Saint* had a distinctive sign – the head of St Leonard being ‘buzzed’ by a halo of five Spitfires. Malcolm remembers the locals calling it the ‘*Bewildered Chappy*’ (Chappy = Chaplain).

The *Startled Saint* pub had a unique connection to West Malling's Second World War history. It opened on December 16, 1940, and had the same landlady, Alice Baker, until 1978. The Whitbread pub was a sister to the **Duke Without A Head** in Watlington and was designed by the same architect. Because of its proximity to the RAF station at what is now the Kings Hill estate, it was popular with both pilots and ground crew.

One of its most famous dwellers was Wing Commander Guy Gibson, stationed with 29 squadron in 1941. His first mission, to lead the entire squadron here, which then was at the edge of the airfield. He even took his trusted Black Lab Pup who joined them, he drank from pint pots up until he had a minor indiscretion involving too much beer and nice clean carpets, and was henceforth banned from the pub. (The dog, that is, not Wing Commander

Gibson!) In 1943 Gibson led 617 Squadron on the famous “Dambuster” bouncing bomb raid for which he was awarded the Victoria Cross.

In his book “*Enemy Coast Ahead*” Gibson wrote: “... that night we stood by, but the weather was bad, and the Group released the squadron at about nine. Down to the *Startled Saint* we went, complete with ground crews, to sample the beer, it was good and everyone was happy.”

John ‘Cat’s Eyes’ Cunningham was also a regular. Group Capt Cunningham was a fighter ace who shot down at least 20 enemy aircraft; many at night. To fool the Germans, his success was attributed to a diet of carrots that had improved his eyesight – in fact it was due to the new system of airborne radar that he was trialling for the RAF, operated by his air-gunner Jimmy Rawnsley, who also drank at the *Startled Saint*.

It is not known if Group Captain Peter Townsend ever propped up the bar at the *Startled Saint*, but it seems likely. Townsend was Station Commander at West Malling in 1943. He later became equerry to King George VI, and was later perhaps better known for his affair with The Queen’s sister, Princess Margaret.

Sadly, the last pint was pulled in 1992 and it became a private house. The former pub was demolished in 2019 to become five two-storey five-bedroom homes.

Cathy Melia (with thanks to Malcolm Somers)



Derbyshire does, of course, have its own unusual (and no doubt politically incorrect) pub name.

In the village of Earl Sterndale, in the Peak District, is a pub called the “Quiet Woman” and the pub sign outside shows a headless woman.

Editor

George Halls Cycle Centre
the home of
www.247cycleshop.com



MERIDA



Bikes from



Claud Butler



DAWES



ORBEA



Clothing from

ENDURA



Call in for all your cycling needs
10-12, Northampton Road,
Market Harborough, LE16 9HE
01858 465507
e.Mail georgehallscycle@aol.com

Advertisement



Ideal Holiday Home for cyclists Situated in the sunny south west of France

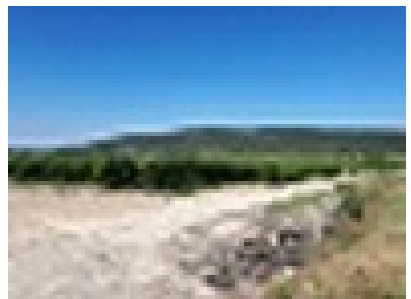
The house has 2 lounges, a large kitchen, 4 bedrooms & a bathroom. In addition to the large garage, the former bakery & shop, there is a secluded courtyard with barbecue & outside furniture.

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'





Prizewinners for 2021-2022

Jean Deacon (L) receives
The Hames Trophy
from Jim Gerrard



Photo Competition

Theme: John Catt
Club life: Dave Binks
Pictorial: Dave Binks
Humorous: Dave Binks

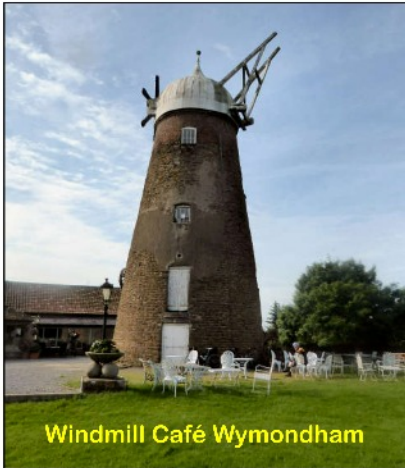


Jim Gerrard (L) receiving the
BAR (Best All Rounder) from
Neil Dixon

Photos by
Lyn Gale



Jim Gerrard (L) receiving the
Clubman Trophy from Neil
Dixon



NOTTINGHAMSHIRE CTC

AN AUTUMN DAY OUT AUDAX

SAT OCT 15TH 2022

START 08:30 - 09:00

FROM

ST HELEN'S CHURCH HALL, TROWELL

DETAILS

Interesting rural route mostly on minor roads. 154 km with Café Controls at Mountsorrel, Wymondham & East Leake .

Refreshments provided at the start and finish.

Minimum average speed 15 km/hr; maximum 30 km/hr.

ENTRIES

£7.00 for Cycling UK or Audax UK members.

(Plus £3.00 insurance for non members)

Closing Date for entries: October 5th.

Please Note: We are now unable to take entries on the day.

Entries via <https://audax.uk/>

ORGANISER: Simon Young (simonyng800@gmail.com)

Profits from this event
will be used to support



**LINCS & NOTTS
AIR AMBULANCE
SAVING LIVES EVERYDAY**



Please photograph poster or e-mail for more information.

Some thoughts/experiences on cycling Byways, Bridleways, and Pre-planned Cycleways.

Jeffrey Eaves reminisces...

In my younger years, I had a cycling mate who had a voluntary job of collating cycling experiences of those who used the Bartholomew's half inch series of maps so beloved by cyclists, who would let him know of any changes they found, (or thought necessary) to any *white roads* (i.e. those shown as just two narrow lines across a map) they rode. It also just so happened that I earlier lived near to Cannock Chase, in Staffordshire, and learnt the art of cycling 'off tarmac', i.e. white roads, so to speak. Later,

when riding the CTC Tri-Vets cycle rides one year I rode the Bristol to Bath cycle route, where one (local) participant commented that they had certain drawbacks – in his case one sunny day, he bent down to take his water-bottle out of its carrier whilst cycling, and promptly was in serious trouble as he was engulfed in a cloud of dust rising up from the track, and literally could not breath, and fell off in a group of cyclists!

Other experiences, are the delight of finding new interesting places to visit, such as when I took my club mid-week section to lunch on the Cotswolds via lanes, then chose a 'shortcut' route back by

A "Bart's" map, but you needed good eyesight to read it!



using a bridleway which dropped over the northern edge near Gloucester, but before dropping into the Severn valley, and where we had the best ever sunny clear views northwards as far as Birmingham, with the Welsh Border Hills to one side, and ranges such as Bredon Hill, and the Malvern Hills and the river Severn valley betwixt. Others were of one day when cycling in Scotland, I chose to ride the then much talked about Corrieyairack Pass, or in Austria climbing one pass,

boarding a train to get through a tunnel, then continuing down another pass, and on my last visit to the Cheviott hills, almost panicking as the only metalled road were I was, just happened to be the A1, before spotting some Sustrans route signs which led me *down*



(literally nearly seven hundred feet to the beach) by tiny field lanes, or later along a proper cyclepath alongside that major road (in one place with a traffic lights controlled cycle-crossing over it). Later on that route back, I came across a man doing a sponsored bike ride with a bike laden with everything including the proverbial kitchen sink who had broken down but who I was unable to assist.

To be continued

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

Editor: Dave Binks, davebinks@ntlworld.com tel; 0116 2296015
92 Balmoral Rd, Mountsorrel, Loughborough, Leics, LE12 7EN

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

Cafe News



A newly opened cafe rather strangely named “The Piggery Cafe” has opened .

Osbaston House Farm, Lount Road. This is just west of the Barlestone/A447 cross roads. CV13 0HR. Tel 0790 4098600.

Opening times currently are: WEDNESDAY TO SATURDAY 9.30AM - 2PM
SUNDAY 10AM - 2PM

You can turn up on your bike, horse, car, on foot, dressed for any occasion we cater for all and that is what makes us unique.

They accept card payments and cash.

No need to book just turn up.

On busy occasions you may have a short wait for food and that is because all food is freshly prepared to order.

Car parking, toilet/disabled as well.

They are situated on a working farm and home to the very popular Dandelion Hideaway, a beautiful luxurious glamping site (checkout their website to book your breakaway)

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



4 September President's Run starting at Stoughton Grange,



18 December Mince Pie Meet, Belton VH, from 10.30am

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>		
4th Aug	Thurs	Lakeside Café Bulkington	Half day	Jim Gerrard	01455 823787
11th Aug	Thurs	St Marys Hinckley	Half day	Ann Jenkins	01455 212565
18th Aug	Thurs	Hill Top Gdn Centre	Half day	Jim Gerrard	01455 823787
25th Aug	Thurs	Sutton Cheney Wharf	Half day	Paul Hands	07941 508045
1st Sep	Thurs	Heritage Café	Half day	Angie Fisher	07824 808788
8th Sep	Thurs	Makins Fishery	Half day	Roger Payne	07757 103139
15th Sep	Thurs	Astley Book Farm	Half day	Paul Kutcha	07414 474233
22nd Sep	Thurs	Morrissons	Half day	Gill Lord	01455 212565
29th Sep	Thurs	Dobbies Gdn Centre	Half day	Chris Taylor	02476 741276
6th Oct	Thurs	Peoples Café Bedworth	Half day	Anne Taylor	02476 741276
13th Oct	Thurs	Lakeside Café Bulkington	Half day	Karen Hands	07941 508045
20th Oct	Thurs	St Marys Hinckley	Half day	Eric Rowland	07768 396806
27th Oct	Thurs	Hill Top Gdn Centre	Half day	Roger Payne	07757 103139
POSTCODE KEY - NUNEATON LIBRARY - CV11 5DR, HILL TOP GARDEN CENTRE - CV7 9LH					
LAKESIDE CAFÉ BULKINGTON CV12 9NG - HERITAGE CAFÉ CV11 4LU					
PEOPLES CAFÉ BEDWORTH CV12 8NF - ASTLEY BOOK FARM CV10 7QB					
ST MARY'S HINCKLEY - LE10 1DW, - MAKINS FISHERIES - CV11 6QJ					

South Leicestershire Section

Contact Neil Dixon for more details on 0788 9854459

DATE	TIME	DESTINATION	COMMENTS
07/08/22	09:30	Great Bowden	Bowden Stores
14/08/22	09:30	Twycross	
21/08/22	09:30	Tur Langton	
28/08/22	09:30	Welford (Mini Meadows)	
04/09/22	09:30	Billesdon	
11/09/22	09:30	Medbourne	Elevenses at Rural Relaxing
18/09/22	09:30	Twycross	
25/09/22	09:30	Brandon Marsh	
02/10/22	09:30	Osbaston	
		The Piggery at The Dandelion Hideaway	
		Osbaston House Farm , Osbaston CV13	
09/10/22	09:30	Draycote Visitor Centre	
16/10/22	09:30	Brandon Marsh	
23/10/22	09:30	Thornby	
30/10/22	09:30	Tur Langton	
06/11/22	09:30	Twycross	
13/11/22	09:30	Catthorpe	
20/11/22	09:30	Snarestone	
27/11/22	09:30	Tugby	
04/12/22	09:30	Welford (Mini Meadows)	
11/12/22	09:30	Billesdon	
18/12/22	09:30	Osbaston	

All rides start at Broughton Astley

CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
04 Sep	Cycling Holiday	Netherley Hall	Malverns	Lyn
11 Sep	9.30 S	Swarkestone	Repton	Nick
18 Sep	9.30 A	Bretby	Melbourne	Jim
25 Sep	9.30 W	Thurlaston	Newbold Verdon	Martin
02 Oct	9.30 M	Tamworth	Clifton Campville	Dave
09 Oct	9.30 B	Willington	Ticknall	Paul
16 Oct	10.00 Staunton Harold Reservoir	Memorial Ride		Pete & Lyn
23 Oct	9.30 H	Swadlincote	Edingale	Nick
30 Oct	9.30 S	Swarkestone	Ticknall	Jim
06 Nov	9.30 A	Willington	Melbourne	Martin
13 Nov	9.30 W	Sutton Wharf	Snarestone	Dave
20 Nov	9.30 M	Fradley Junction	Coton in the Elms	Paul
27 Nov	9.30 B	Bradmore	Costock	Nick
04 Dec	9.30 H	Woodhouse Eaves	Markfield	Jim
11 Dec	9.30 S	Donington Park	Ticknall	Martin
18 Dec	10.00 A	Belton	Peggs Green	Lyn

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 in a ride on a Sunday please contact David Smith on 0116 2417908 who goes out most Sunday mornings.

**The deadline for the Winter 2022 issue of
Cycle Chat is 1st November 2022
That edition will cover December 2022, January & February 2023**



Cycling is fun, good for your health, great for your fitness, environmentally friendly, an excellent form of transport. Cycling UK (The Cyclists' Touring Club) is there to help you, the cyclist, whatever type of cycle you own, whatever type of cycling you do. We are the largest cycling organisation in the UK, but we are also much more than just a touring club.

Founded in 1878 and supporting cyclists ever since.

70,000 members, many local groups.

Rides and events for all abilities.

Internet forum for technical, travel, touring and policy advice.

Free members legal aid, 3rd party insurance and bi-monthly magazine

Campaigning staff dedicated to on and off-road issues

Discounts on travel, merchandise and insurance

Cycle insurance available

**For more details contact the Membership Department at:
CTC Parklands, Railton Road, Guildford, Surrey, GU2 9JX
www.cyclinguk.org.uk**

***Make sure of your printed copy of Cycle Chat
Take out a subscription***

***To: Pete & Lyn Gale, 6 Bluebell Close, Donisthorpe, Swadlincote,
Derbys, DE12 7RW lyntian@hotmail.co.uk 01530 271665***

***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

Llanuwchllyn Station, on the Bala Lake Narrow Gauge Steam Line, Wales.

photo by Dave Binks

