

# Cycle Chat

75p

Leicestershire & Rutland CTC

Since 1897

Winter 2022



[www.ctclr.org.uk](http://www.ctclr.org.uk)

# Leicestershire & Rutland CTC Officials

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## Editor's Thoughts

Since the last (Autumn) edition of Cycle Chat I have enjoyed two overseas cycle tours, both without any restrictions being imposed by the respective countries about the dreaded Covid 19.

The first tour was to Provence in France, using the Bike Bus, but although convenient for taking the bike, which is simply loaded onto a trailer, the 4 days sitting in the coach and 4 hotel overnights en route were not so pleasant. But the cycling was good.

The second was a flight to the Italian Alps which proved to be a very hard tour; for me at least. The amount of climbing involved (is that why they're called "Alps?") was a bit more than I could really handle and I admit to avoiding some of the major ones, like the Stelvio. Still, at 13,000m of climbing (about 1.5 times as high as Mount Everest) I can still be satisfied.

With the good news here in the UK that Covid numbers are falling all the time and the high uptake of the booster jabs, it looks as though we are at the point where we can effectively carry on as normal. In an earlier edition of this Cycle Chat there was some doubt as to whether or not the popular Mince Pie Meeting in Belton would take place after a 2 years forced absence due to Covid.

Good news - it's now CONFIRMED.

The date is the last Sunday before Christmas, so Sunday December 18th. See advert page 35

## Merry Christmas

Dave Binks

## INDEX

Secretary's Notes	4
Technical Topics	6
Photo Competition	7
Historic Churches	9
West Kernow Way	11
Byways Thoughts	15
Gear Hangers	17
Charnwood's Tour	20
Ireland - North	23
Bennerley Viaduct	21
Autumn Audax	29
Cafe News	33
What's On, etc from	34

## From the Secretary

**Alan Hartshorne**



I expect everyone has fitted lights to their cycles as the nights are drawing in now. But we had a good and colourful autumn. It was a shame that the memorial ride was cancelled but necessary with another event in the same area.

However we have the Carol Service to look forward to thanks to Ray Clay although there will not be refreshments before the service in case an earlier service may overrun. Ray is worried about the wooden floor with cleats causing damage so I ask if anyone has racing shoes with protruding cleats can you bring a light pair of shoes to change into I don't think it will be a problem. The carol service will start at 1-30pm on 5th of December at St Mary in Charnwood Church Nanpantan. Hopefully we will have some volunteers for the refreshments to be served after service.

We should know by the time this comes out if there is going to be a Mince Pie Meeting in Belton Village hall on December 18th.

I would like you to know I have been out and about I have been to two Bike Fests run by the Cycle City at New College where they have opened the cycle circuit to all, handicapped and those without, came. All ages enjoyed themselves. The one in September I went to I was shown the new facilities which included toilets and tea making facilities. The Police and Fire Service were there and they were putting cycle details on their database they also had the "Give Cyclists 1.5m Clearance" mat there. I also attended a talk by Carlton Reid about cycle paths which were installed from the 1930s to 1941 of which the one on the A46 is an example. I'm told they have the money to reinstate it ! I cycled out with others to see proposed infrastructure changes with Andy Salkeld who is the Cycling Officer for Leicester. Some parts I hadn't seen since I was 19 and my early days as a Postman.

Some of you will know I like to camp. I went to St Neots a few weeks ago mainly to meet friends I camp with. One friend has got the Camping & Caravan Club to find out how many people backpack at

their sites. We cyclists come in this group and they were surprised at how many there were. She also found out the over 60s get a certain amount off in the quieter periods but backpackers members actually pay more in that period than a caravanner !. She has asked if facilities could be made considering the number of backpackers why can't we have drying facilities. She said I don't think it's going to happen yet as they are making "Pooch Parlours" so they can shampoo and wash their dogs! It puts us in our place doesn't it !

Anyway I hope everyone has a good Christmas and New Year and stay safe.

## 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  
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## 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



### Tools of the Trade!

Mrs Marcos had over 1000 pairs of shoes, with estimates between 3000 and 7500, so my collection seems very modest! While hers were selected by fashion, mine are very much tools of the trade, based on functionality. Way back in the last century I was asked by Chris Juden, then the CTC's



Technical Officer, to review the latest clipless cycling shoes – Look, Time and Shimano. It was obvious that Shimano's SPD system was ideal for the cycle tourist, combined with their double-sided clipless pedals.

If I only had one pair of SPDs to use it would be the centre-left mountain bike shoes in the picture. Shimano's M089 pair are 6 years old, showing no signs of wearing out. The generous size 42 (for my feet) allows thicker socks in winter; they can be worn with

*Continued on p 8*

**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](mailto:photocomp@ctclr.org.uk)

*Continued from p 6*

overshoes to keep the feet warm and dry in most winter weather. With cleats fitted they weigh 850 gm.

More recently, with the trend for “gravel biking” kit, Shimano introduced their RX8 model in 2020 – bottom right in the picture. My size 41 weigh in at a featherlight 580 gm. Shimano took a racing upper with Boa lacing system and carbon composite sole, combining it with a studded base which could be used off-road and with double sided SPD pedals. That took nearly one third off the weight of the shoes turning the pedals - and it feels like dancing on air! So good were these lightweight beauties that I bought a larger pair to use in winter with thicker socks and overshoes! This time in sensible black (centre right in picture).

The SPD sandals, lower left in picture, are by Exustar. I feel safer with their covered toe style rather than Shimano’s own open toe sandals. The joy of these sandals is to feel the wind through your toes in extreme hot weather, as we had last summer. They are no lightweights unfortunately at 825 gm for my size. A good investment maybe to cope with global warming?

The heavyweights at the top of the picture are my 6-year-old Shimano MW7 Gore-Tex SPD boots. The latest models use a Boa closure to complement the Velcro. These boots are for extreme winter cold, wet and snowy conditions, and need no overshoes. My size 43 pair weigh in at 1030 gm, but I don’t object as they stop my feet from freezing while everyone else is complaining of frozen toes!

Inside the shoes, the Exustar sandals need no socks. I use white “trainer socks” inside the summer RX8s. I got mine from M&S. For longer socks I select from the “SockShop” website for their huge range of options. The “cushion foot” models are best for the winter conditions to keep your feet warm.



Shimano’s RX8



# Cycling - on the **NHS**

Peter Hopkins tells us of a local initiative where he lives.

I'm sure readers of *Cycle Chat* will find the contents of this article interesting. It has just appeared in the September edition of the *Stone Gazette*, a free colour 60-page monthly mag distributed throughout Stone & district. (See p34 )

I never expected to see such an initiative in my lifetime! I see that NHS "taster" cycle rides are likely to be offered, as well as other funding.

Back in the summer of 1979, the Sports Council had a "Sport for All" campaign, offering to fund publicity for local sporting organisations to invite the public to participate in their particular activity - "Tasters", in other words. We received a few quid to place display advertisements in the Loughborough Echo & other local outlets. Our main invitation run had 54 participants, so it was a success (and I think we got a few permanent converts!) But this shows promise on a much bigger scale – and with much bigger funds.

I hope the scheme will expand to Leics.

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## Leicestershire Historic Churches 'Ride and Stride'

**Morgan Reynolds**

This year happened to be the 33rd year of this historic cycle event in which most of the Leicestershire churches were open to visit, sign the book, partake of light refreshment and move on. In the early years in the 90's - wife Joy, myself and CTC cycling friends regularly did the Saturday cycle ride, trying to visit as many churches as possible. In later years, 'Stride' was added enabling walkers and rambles to join in the fun!

In early September this year, a local lady, Louise, asked me to join her on the ride as she did not fancy riding on her own. She owned a lovely Victoria Pendleton bicycle, complete with basket on the front, and she set a ride limit of about 10 miles. So I planned a circular route, west and north out of Earl Shilton to the Market Bosworth and Fenn Lanes area, to pull in as many churches as possible.

So, on Saturday 10th September, Louise, Paul, Shaun, Johanna, and I, signed in and set off from St Simon & St Jude Church, Earl Shilton, weather fine with the chance of a light shower. We took the excellent cycle path to St Mary's Church, Elmesthorpe, a lovely, small, partly ruined church, to be greeted warmly with tea and biscuits - this after all of 2 miles!

We headed north to Barwell, another St Mary's Church - if you check, I reckon that one third of Leicestershire churches are named St Mary's! Amazing! We continued on, leaving Barwell into the aptly named 'Rogues Lane' to St Margaret's, Stoke

Golding. A lovely church which has recently had all the old wooden pews removed, partly replaced by chairs, and under-floor heating installed. It seemed more spacious and light; the warden told me the locals were still divided on the removal of pews! A few yards away was the delightful Congregational Church - quite compact but beautifully cared for. Also, on all these visits, was the opportunity to sign a condolence book to our Queen Elizabeth who had died just two days previously. A lovely touch.

We had a quick stop to view the ducks and narrow boats on the Ashby Canal. Louise was quite taken aback by the peace and tranquility of the area. I must admit, it always seems quieter on a Saturday - maybe supermarkets have their best day then! We climbed into Dadlington, paused to take in the lovely village green complete with benches, and adjacent to the delightful church of St James - quite compact and beautifully kept with a tiny village hall next door. Being so close, we found it hard to resist a swift half at the 'Dog and Hedgehog' pub, with its traditional and modern interior pleasant to the eye, and especially the long lawn down to the canal with a blaze of summer flowers.



*Stapleton Methodist Church*

Two of our party left us here for other engagements, with the trio of Louise, Paul, and I heading for the village of Stapleton, about 2 miles away via the rural 'Field Road'. This narrow byway can be tricky for cyclists at times with farm machinery popping out of nowhere, but today was relatively quiet. Stapleton is pleasant, possibly spoilt by the busy A447 running through the middle, but we soon found the quaint Methodist Church in a little cul-de-sac. We were just in time as the Vicar, on a bicycle, was about to close. Trade was quiet as we were the only visitors signing the church book. On a sad note, we were informed that the Methodist Church may be due for closure.

From here we popped across the road to the C of E, St Margaret's - closed today, but we wandered around the well cared for surroundings, did a repair job on the wooden gates, and continued to the outskirts of Barwell and on to Earl Shilton to finish where we had started, and to be welcomed with tea and cakes. 17 miles!

Louise was 'chuffed to bits', riding all the hills on her good range of gears, complete with 'snap' in the front basket - a regular 'Mary Poppins'! "Best thing in my life!" she said - Paul and I were chuffed for her.

We offered sincere thanks to all the church volunteers who took the time to be on hand, especially as most of them would attend their Sunday services the following day. For me, it brought back many happy memories of times gone by with good friends and companions.

*(List of churches open on the day available, prior to the event, by hardcopy and [www.lhct.org.uk/ride-and-stride/](http://www.lhct.org.uk/ride-and-stride/) It makes for quite an interesting read.)*

# West Kernow Way (June 2022)

By Paul Hand

*Continuing Paul's story from the Autumn edition of Cycle Chat of his trip along the West Kernow (Cornwall) Way. After travelling down to Penzance by train they were riding off road as much as was feasible and had already passed Lands' End.*

The Lizard, which has nothing to do with the scaly creatures, is most probably a corruption of the Cornish "Lys Ardh" meaning "High Court".

The route now took us around the south coast of the peninsula visiting some of the tiny Cornish fishing villages such as Cadgwith. The descent into the village felt as if you were going to tip over the handlebars, and true to form exiting from the village felt as if you were riding up a cliff with 20% plus gradients.



The coast off Lizard Point

We were approaching the most controversial section of the route at Kennack, again the route takes you across the sands of the bay, which have to be walked as it is almost impossible to ride across the shingle and sands. We exited off the beach to ascend a track up through the woods to Trevenwith. This is currently shown on the OS map as a footpath, but Cycling UK are in the process of disputing this with the Local Authority suggesting there is evidence that it should be a bridleway. However, the landowner feels differently. Ironically we met them on the way up, as they were repairing/installing a kissing gate on the path. They said they had no issue with people using the path, but there is a defined process that has to be followed to re-designate a public right of way. Part of which is that the person raising the issue should engage with the owner of the land. They said they had not had any discussion with Cycling UK who had raised the issue with the Council and then released the route details before any decision had been made. Ironically, they said if they had consulted they could have created a permissive route across their land, which would have

resolved the problem. It is going to be very difficult to use this section after they had repaired the kissing gate; which was necessary to protect their livestock. The track beyond this point was very steep and un-rideable going through dense woodland. Read in to this what you will, but I think an easy solution has been missed to prove a point.

We continued along the track to pick up the road into Coverack and then the long climb out towards Manaccan, where we had a choice. At this point the route diverted west to go via Gweek to cross the Helford River, or a few miles could be saved by using the passenger ferry. Well the weather was nice and a boat trip would be fun.

The route beyond the crossing became the mostly urban as we had to divert to our accommodation in Falmouth, which meant roads and traffic, something we were unaccustomed to over the last few days.



Crossing the River Helford

We stayed at the Seaview Inn, which was an old watering hole in the old town. Falmouth is an interesting place to visit with quite a lot to see, unfortunately we did not have enough time, apart from a walk into the town in the evening down to the harbour.

Day four started with an uphill climb out of Falmouth to rejoin the route and make our way towards Stithians Reservoir and then wending our way through various tracks around Redruth towards Portreath. In contrast to the previous day, quite a good job had been done avoiding roads and making use of tracks, bridleways and minor roads, although some of the tracks were heavily overgrown and others still held quite a lot of water that they did a good impression of a stream.

We had been making good progress each day and felt we had made the right choice of mileage per day, (35) it was making the journey enjoyable



and giving us time see things and not have the pressure of getting to the overnight stop late.

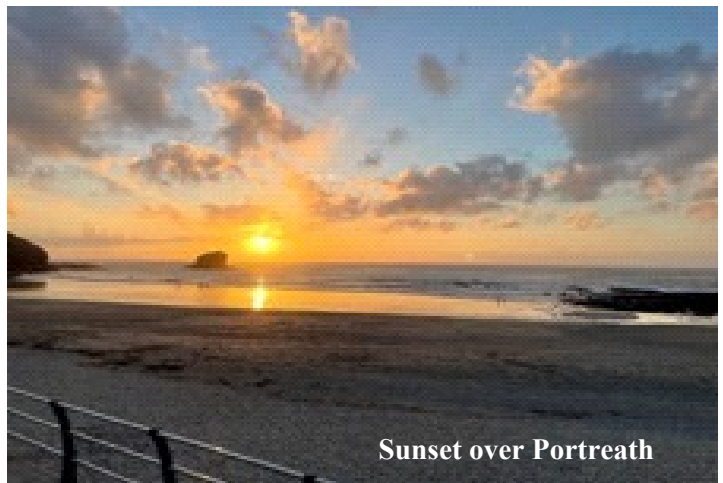
Portreath, our fourth night, is an old fishing port on the north coast of Cornwall, and is popular with holidaymakers and surfers. In the early 1800's it was Cornwall's most important port, sending huge amounts of Copper to Swansea for smelting. In 1878 the town experienced a cholera outbreak, which killed almost half the population.

There were many tramways built in the area to transport copper from the mines to the harbour, but

after the Poldice mine closed they also closed. The route takes you through some of the old mines and along the routes of the old tramways.

Day five, the final day, started with a shock to the legs, within about half a mile there was a steep climb up from the port, in fact the first four or five miles of the day were up in varying gradients, from gentle to brutal.

Once passed the Cambourne area the trails became a little more rolling again as yet again crossed the back of Cornwall to ride from the north coast to the south coast. There was a mixture of some very rocky and



Sunset over Portreath



steep tracks, both up and down and some more relaxed off road riding through forest trails on the approach to Marazion.

The last couple of miles were on the road into Marazion and the finish opposite St Michael's Mount.

After a well earned Ice Cream we cycle the three miles back to Penzance along the promenade and back to our first nights stop ready for the journey home.

It was a good trip, relaxed and in good company. The route was a good mixture of on and off road. I would say it was about 60% off road, compared to the King Alfred's Way, which was probably closer to 75% off road.

Some of the tracks were challenging both up and down, as were some of the roads, but it is Cornwall after all. The weather made a huge difference, as did the bike. I have never really ridden a mountain bike, always been on a road or touring bike, but for these rides a mountain bike definitely makes it more enjoyable. A good gravel bike is quite capable but to my mind a mountain bike with wide tyres makes so much difference.

The route in total was just short of 170 miles, and on average we were ascending about 3,500 feet a day. We did not have any mechanicals problems, so that was a bonus.

Just waiting now for the details of the Rebellion Way to be released!

Journey's End.

Paul, with St Michael's Mount in the background



# Some Thoughts/Experiences on Cycling Byways, Bridleways, and Pre-planned Cycleways.

*Jeffrey Eaves continues to reminisce*

Recently I made two similar day-rides, in our patch, whilst looking for alternatives to the usual lanes I ride, but before I mention them, may I make a few more general comments on this sort of cycling? I just happen to live on something called “The National Byway,” which is a route of some 3,500 miles still in use from and operational from 2002-4, (379 miles just through the East Midlands), and at its instigation I used weekly to have to go to the signpost near my house and turn the fingers to point in the correct direction as someone *during the night* changed them. Now some of the signs have been lost, whilst others have faded and merely show a lone bicycle going somewhere! When I tried sampling the route (in the days when I took a dog with me on the back carrier), it was smashing for him/her, as there were lots and lots of walkies as the route would go ANYWHERE other than along an ‘A’ or ‘B’ road or moderately busy lanes, so was never in a direct direction, and often across field paths. Likewise with some of the locally produced routes, such as the Trans Pennine Trail, which in places followed footpaths through industrial parks, or in one place down a flight of steps zig-zagged as they were so steep, (it took me all day to follow it from my daughter’s home in Glossop to Liverpool- a mere 35-40 miles), but it did avoid a ride through Greater Manchester! I have also found that many of the locally arranged trails, a few years after being set-up fall into oblivion (such as the half dozen in Rutland), simply because no-one takes responsibility to maintain them. Sustrans routes are far better, (the Bath-Bristol has now been given a metalled surface to prevent the dust), BUT even they are not immune as they ‘weather’ and sometimes need attention. (I personally find many of them boring). Very occasionally they leave you stranded – in one place in the Peak District a route ends on a main road, with nothing to say where you are, or which way either turning takes you to.

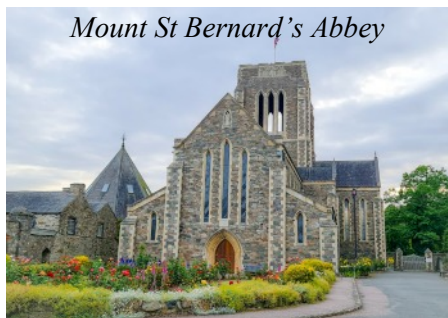
Have you noticed that our Club is currently involved in setting up some new similar routes (such as the “Cantii Way in Kent” recently), I welcome these with open arms, or should I say wheels, but do wonder just how long a shelf life they will have, based on my experience with others in the past! Who nowadays cycles those set up following routes around County Boundaries, and popular a few years ago, and a smashing introduction to what is fine cycling there?



*(This is not Jeffrey)*

I am letting personal preferences interfere with this article, so can I go back to the statement I made a little earlier! Presently I am not only ageing quickly, but dependant on four hospital consultants for health advice, and with the state the NHS is in presently, have had to temporarily abandon longish cycle-touring as appointments are given/canceled literally sometimes with just a week or so's notice! This hasn't stopped me cycle-touring though, but I am running out of new places to go locally. During July this year I spotted two places on the map I hadn't cycled before, so homed in on them.

On the first, I cycled from home (Rutland) to Charnwood Forest, and had a



*Mount St Bernard's Abbey*

smashing lane ride to Mount St. Bernard's Abbey, with just one tiny bit on main roads. I stopped for a coffee and sandwich, then rode back home, by first going on to Grace Dieu Priory, by riding the Sustrans route from the south --- or at least I think I did as most of the signs had disappeared, and I started off through a (last) signed gap in the fence with stinging nettles brushing both legs simultaneously – I knew it followed a little to the east of a disused railway – It

then rejoined the proper lanes, and all was well until a few miles after Shepshed, and I was enjoying new places again and avoiding a big climb over the hills until I fell foul of a missing sign, and with my luck I took the wrong track ending up alongside a badly maintained monument (built of brick, and at one time covered in plaster – but now fenced off and in a dangerous condition, though liberally smothered in spraycan graffiti). Perhaps I should add that just prior to this, I had run off my map, and was relying on signage). Anyway, using common sense and a modicum of inbuilt direction, I got back to well-known lanes and journeyed home via Barrow upon Soar (If anyone knows of this obelisk, GR 129 508 199, or who or what it commemorates. Let me know [jeffreyeaves456@btinternet.com](mailto:jeffreyeaves456@btinternet.com) )

The second ride was still “a seeking out new places to visit” one, and I made a pleasant enough ride into Northants, even seeing a red deer in one place, and I will not comment further on the complications of road closure works in the vicinity of the Triangular Lodge near Desborough, (well worth a visit), and the now lost local bridle tracks/footpaths adjacent, as I ended up in southern Corby with my bike knowing its own way around without my help, thence a belated sandwich stop in Geddington – another interesting place to visit with a very famous sought after obelisk. From here I would normally have used lanes to the south east, before turning back northwards for home, BUT I had spotted a RUPP (a road used as a public path - typically a farmer's road), which took me in a more direct north easterly route around Corby, and it went through a large wood on this very hot afternoon. Normally I would have delighted in this new way, and secretly I did enjoy it, BUT (why does there often have to be a ‘but’?) I ended up walking with

the bike for the first four of five miles -why, simply because the track had been made up with very coarse gravel which wasn't cycle friendly (proper pinch puncture/dented rim stuff). Shady, quietish, interesting terrain, lots to appreciate yes, but not suitable for cycles. Now later than planned, I did come across a wayside bench to stop and use for a tea-stop, and opposite a newish feature in my locality – The Rutland

Winery/Vineyard, with row upon row of grape vines.

The moral of this tale – simply enjoy your cycling, and be prepared to put up with inconveniences as we follow other persons' suggestions as to what makes interesting, discoveries on your travels, and perhaps remember to take a map – sometimes a simple compass even helps!



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## Replacement Gear Hangers – do you carry one?

Once again, the importance of carrying a spare rear gear hanger with you, particularly when on a tour, has been brought to Dave Binks' attention.

In Denia, Spain, earlier this year, a minor tumble by one of the party, resulted in a bent rear gear hanger. This is the small aluminium part that fits between your rear gear and the frame on all carbon framed bikes and many aluminium ones. Steel frames don't usually fit them due to the inherent strength of steel. It is designed to bend or break in a fall or crash, thus saving the frame from being irreparably damaged. "Just bend it back" you say? Aluminium doesn't bend twice - it breaks! Unfortunately, there is no standard design of these hangers and there are literally dozens or even hundreds of versions, only one of which is the correct one for any particular bike. Unbelievably, even the same manufacturer does not use the same design between different versions of their frames!

No cycle shop can be expected to carry that number, although if they only sell one specific bike brand (Trek, Specialized, Cannondale, etc) they MAY keep one or two in stock for that particular brand. But it's far from certain.



*Just one of the many types of gear hangers in situ*

Needless to say, the local shop did NOT carry one and the part had to be ordered, which took 3-4 days to arrive, during which time, the rider had no bike. Inconvenient, but not a disaster, because the rider was staying at a fixed location, and just did other things until the part came. He did, of course, have to somehow get back to the hotel from the crash site, with no working gears.

However, a few weeks ago, on a moving-on tour in the Italian Alps, I came across a young Swiss rider who had stopped for a rest but then fell over onto the gear side of the bike as he set off again. He had bent the hanger so badly he couldn't ride the bike at all. Trying to straighten it just caused it to break totally. He was 2000m up the Passo Gavia, a very quiet mountain road, with almost no passing traffic, 2 miles to the top and many miles from the bottom or any civilisation of any kind. No phone signal to call for a taxi, no passing traffic to ask for a lift. He and his girlfriend were resigned to walking many miles in cycling kit to try and find someone who could give them a lift to the nearest town which was 15 miles away. I stopped and tried to help, but quickly realised the situation was hopeless,



*Passo Gavia.*

*Not the best place to be stuck with a bike you can't ride.*

the bike was un-rideable. Fortunately for them I was with a cycle tour which had a luggage van waiting at the top of the mountain. When I eventually got to the top I persuaded the van driver to go back and collect them and at least take them to the top where they could ask the café owner to make a phone call. They were again lucky, because once they had been collected and taken to the top of the Pass (where they would have had to wait for all our party to arrive before moving off) a Dutch couple in a van and who were about to drive the 16 miles to Bormio, agreed to take them down to find a bike shop there. But I very much

doubt the shop had the correct part in stock, so no doubt they were stuck in Bormio for at least a few days waiting for the part to arrive. Bormio is quite a big place so they would have had to book into a hotel and just wait. This, on a moving-on tour, is a big problem and not without considerable cost.

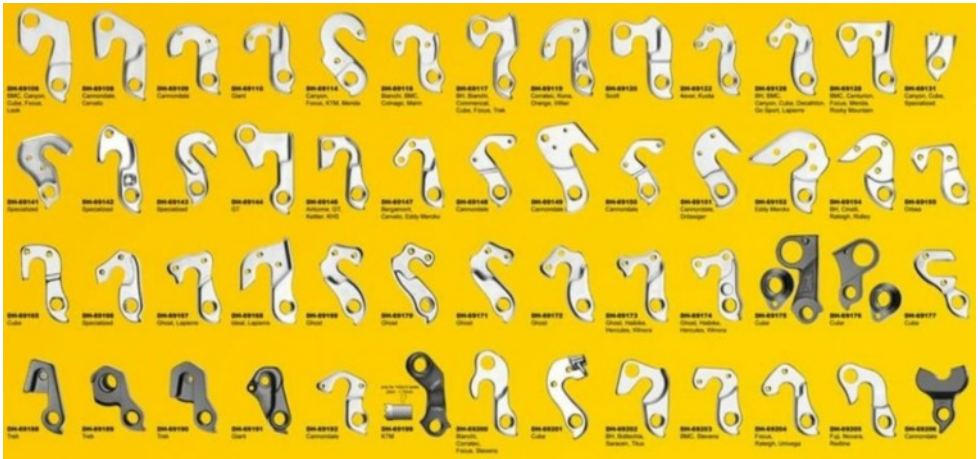
If they had been carrying a spare, it could have been fitted at the roadside in a matter of minutes with the usual tools we carry.

This has happened to me. I did have a spare hanger, but it was back at the the hotel, not actually with me on the bike (I now carry one with me). I managed to effect a temporary “bodge” to get me back that night, where I replaced it within a few minutes, but it ruined my day, and would have been a great inconvenience had I not had one at all.

So, it's not impossible, nor is it particularly rare; 3 times I've seen it now! But it's a big problem when it does happen.

They only cost about £15 and weigh only an ounce or two and take up very little space.





*Just a tiny selection of the hundreds of versions of gear hanger designs there are.  
Only one will be correct for any particular frame!*

I have 2 bikes that need them, and both hangers are different, so I now carry a spare, actually on each bike. On one bike it's bolted onto a spare hole in the frame so that it can't be left at home. As I can't find a suitable spare hole on the other bike, it's in the toolkit with my spare tube etc.

On a day ride from home it's a problem, but you can always call someone or a taxi to get you home, but if abroad, or on a moving-on tour, where neither option is available, it can ruin your holiday. I strongly suggest you source one for each of your bikes that use them NOW. But be sure to get the correct one!

When researching this article I heard of a "Universal" hanger made by SRAM <https://www.chainreactioncycles.com/nukeproof-sram-universal-derailleur-hanger-udh/rp-prod202295> That would be great wouldn't it? But looking deeper, it's only "Universal" to frames specifically designed to allow it to be fitted, and currently there are very few of them!

SJS Cycles sell one they claim to be "universal" and for emergency use :- <https://www.sjscycles.co.uk/gear-spares/problem-solvers-universal-derailleur-hanger-dropout/> But it requires the bike to have a quick release skewer, and if you have a bike with a "through axle" as are being fitted to more and more disc braked bikes, it won't fit. Even if your bike does have a quick release skewer, the "sculpting" that goes on in the rear triangle of many modern frames means it's a gamble as to whether or not it will actually go on - and it costs £20!

Dave Binks

# Charnwood's Visit to the Herefordshire Hills

by Lyn Gale

This year our annual club holiday took us to the small village of Mathon, Herefordshire, which sits just to the west of the Malvern Hills. The village is made up of typical black and white Herefordshire buildings which, on the main, belong to the Netherley Hall estate. We were lucky enough to have one of the larger properties as our main house, with three of our party staying in another smaller property.

Our group was made up of Martin, Jim, Keith, Nick, Paul, Karen, Pete and myself with bikes, Dave (restricted to walking only), and Gill (my mum) who was there for the break and to act as dog sitter to Bryher.

Our first day, Saturday, was Martin's lead as it was decided to tackle the hill first. The biggest hill around that is, the Malvern ridge. There were many smaller and steep hills liberally scattered about for us to further test our gear ratios on. The



*L to R - Paul and Karen Hands and Martin Bulmer, pic by Peter Gale*

route left the village and after bouncing around the contour lines to Storridge, climbed in earnest over the hill to North Malvern, down through Great Malvern and on to Upton Marina at Upton upon Severn for 11's. Once all the breakfasts had been consumed the route climbed a hill for the view (we were told) and then through Castlemorton for lunch at the Robin Hood Inn. After a torrential downpour delayed us from continuing, the sun finally came out to let us start on the climb up to British Camp car park. Jim did beat me to

the top, but as he had a motor assisting him, I'm claiming the win! Refreshments were needed here, as it had now become very warm, followed by a fast descent almost back to the door.

Sunday was my lead. We had a nine mile, contour changing, meander around the lanes to go for 11's at Ledbury. Whilst the, Google recommended, intended café, had changed its opening times (why don't these businesses update their Google entries) we did manage to find a very nice coffee shop down a small side street. As we approached Dymock, Keith decided to give Karen a race, not realising that

a sugar fuelled Karen was a sprinter in the making. Suitably put in his place, the route rose and fell until we came across an elderly cyclist in need of help. Three of the group stopped but, unfortunately the cyclist in question had a puncture in his slime filled tyres and communication was hindered by him being deaf. After a 45 minute stop the route was amended and Weston's Cider Mill was reached for lunch. The return journey once again bounced around the contour lines, passed through Trumpet, and then had a great free wheel opportunity to the B4214 near Staplow. Now, you know how you can be in an area where all signposts seem to point to one village, we had the opportunity to visit one; Coddington. We turned to the right and then went up an exceedingly steep hill. As Martin arrived at the top Pete kindly pointed out that we had waited there for him as there was a handily placed defibrillator on the wall. I'm not sure Martin was impressed as he then found a bench, told us all to carry on back to the house, whilst he consumed his banana in peace.



Monday was a day off the bikes and, whilst Jim decided to go off and do a BCQ location on his own and Nick did his own thing, the rest of us walked up to the Worcestershire Beacon. This meant Dave, along with Karen, Paul and Keith were able to accompany me from the house. Martin and Bryher, taking advantage of Pete driving Gill around, joined us at the Sugarloaf café in West Malvern. It was a beautiful day and the views, once we got to the beacon were amazing. There were many scenic photos taken, so many in fact, that Bryher, thinking she was being ignored, decided to roll in some disgusting substance, covering herself and her collar. Whilst I managed to wash some of it off, in between her running here and there, enough remained that when someone tried to stroke her later, Karen and I shouted manically at them not to touch her, and then had to explain that it wasn't because she was unfriendly. The walk back was all downhill, past a cage of canaries, plenty of goats and a lovely woodland path. Dave then found a large tree that had been cut down and had to count the rings, by the time he had finished we managed to get caught in a fierce rain storm for the last 10 minutes.

Tuesday was Paul's ride, with a weather forecast suggesting heavy rain in the afternoon. Now Paul's ride was going north and was, he said, the flattest he could find – well let me tell you I wouldn't like to see the results of Paul's ironing! Up and down it went, with a sprinkling of gradient arrows to add to the interest, with the 11's destination of Bromyard often being signposted in a different direction to that which we were going. We finally approached from the Old Toll House on the

A44 to climb up to the town centre and a lovely little café in the market square. There was a little bit of a rebellion in the café and Paul accommodated it by changing his route to run along the B road to Bishop's Frome, from where we climbed, very, very steeply to Halmond's Frome. Once again we came across a business that hadn't bothered to update Google and were met with a closed pub. After some huffing and puffing we continued up the hill to Fromes Hill (clues in the name) to the Wheatsheaf, where we were made very welcome. A lovely descent to Bosbury, and the decision not to revisit Coddington, finished what was a lovely ride, and in the sunshine. The rain came only minutes after we arrived back at the house.

On Wednesday we all went off to do our own thing, with Pete, Martin, Gill, Bryher and myself opting to go to Hereford for a wander around. Jim, Keith, Nick and Dave were supposed to be going to Ludlow, but we found them loitering in Hereford! Paul and Karen went off to visit relatives.

Pete and I decided we weren't riding on Thursday, so Pete dropped Keith, Dave, Bryher and I off at British Camp and we walked along the Malvern Ridge over Black Hill, Jubilee Hill and Perseverance Hill to the café at Upper Wyche. Whilst it was a bit cloudy the views were still magnificent, and the benefit of slightly worse weather meant the hills were empty apart from us. Pete met us at the café and Bryher then went back to the house with him, whilst we returned via the Park Wood Lime Kilns and through the Netherley Estate. Once again, our timing was just out as the last 10 minutes resulted in a thorough drenching.

We had a brilliant holiday, and it was great to be able to share a communal space and have meals together after the last couple of years. Whilst we did go out in the evening a couple of times, we were missing Jeanette (who had other duties keep-

ing her away) so no pub quiz was entertained, and we missed Ayari with her wicked sense of humour. It was also a week that is unlikely to ever be repeated, with a change of prime minister, the death of a queen, Queen Elizabeth II, and the accession of a king, King Charles III.



*One dirty Bryher - AFTER being washed!*

Of course, on our last night discussion turned to where we would go to next year. Somewhere flat was suggested, then in the next breath, the same person suggested the Yorkshire Dales. Hmm, we'll see.



# Ireland – The North

By Linda

This was an organised tour of 14 days cycling, mainly following the coast from Galway to Dublin.

We were a group of 12 and we caught the ferry from Holyhead to Dublin on the Saturday afternoon and cycled from the ferry port to our hotel in what seemed like absolute mayhem on late Saturday afternoon. The next morning was spent exploring Dublin before our coach arrived to take us and our bikes to Galway. We had a quick look around Galway City that night before starting our tour early the next morning.

The first part of the tour from Galway City was quite busy, following the coast road and the Wild Atlantic Way, although once we left the busy tourist road for the quieter roads, the riding became much more enjoyable and the scenery became far more dramatic. We eventually reached



*The Wild Atlantic Way*



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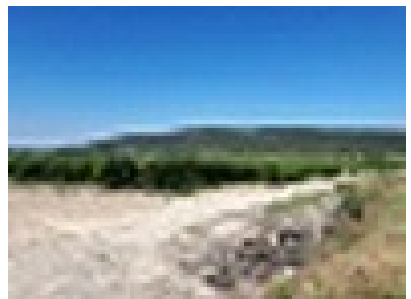
The house has 2 lounges, a large kitchen, 4 bedrooms & a bathroom. In addition to the large garage, the former bakery & shop, there is a secluded courtyard with barbecue & outside furniture.

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'



Clifden after 97km, slightly wet and very tired due to a strong headwind for most of the afternoon.

The next day saw us heading for Westport via Linaun and cycling alongside Croagh Patrick, a holy mountain, which I had inadvertently climbed years ago on a very hot sunny day when many were climbing it in bare feet and doing their penances en

route. Today however, it was nowhere near that hot and the top of the mountain did not stay in view for long.

The view over the bay is delightful with lots of little islands, but we were not to enjoy this on this particular day.

We finally arrived in Westport to be greeted with a sting in the tail;

a really steep climb out

from Westport Harbour in rush hour, to arrive at our accommodation.

The day had been very enjoyable with beautiful coastal and mountain scenery, plenty of wild flowers, including a few different varieties of orchid, Connemara ponies, turf cutting and of course, the ubiquitous donkeys.



*Turlough Tower*

The next day was a fairly gentle day after the 100km of the day before and we took it leisurely so as to enjoy the scenery and also the lovely weather which had arrived. We were heading for Ballina, a popular salmon fishing town on the River Moy. We cycled to Castlebar, where we had a coffee, and then joined the quiet off-road cycle way for a few miles, enjoying the easy cycling alongside the Castlebar River. We also passed the historic Turlough Tower and enjoyed a leisurely lunch outside a shop in the village of Cawley together with several employees from the Irish equivalent of Openreach. We explored the Titanic memorial and then cycled down some very rustic lanes on to Ballina, getting lost on the

way in to Ballina, but being put right by a friendly local who had driven up to us in his BMW to check that we were ok.

From Ballina we set off for Sligo, cycling along some lovely stretches of coastal road, but hitting some

heavy rain later on. Sligo was quite a shock as we hit it in rush hour and it was quite difficult to get through the town and find the



*Mountcharles*



**Some of the friendly locals**



accommodation, especially as the main road was closed for roadworks and impatient traffic was everywhere. However, we made it safely without getting too lost!

Sligo to Donegal was a hard day as we were into a headwind for most of the time. We stopped off early at Drumcliff, where the renowned Irish poet and writer WB Yeats is buried, and together with a coachload of French tourists, looked at his grave and the Celtic cross. We had some lovely scenery and coastlines, but the two towns we passed through were extremely busy.

Bundoran was full of families and holiday makers as the Irish schools' half term break had just started, and Ballyshannon was full of people attending a Rory Gallagher festival, so we were "treated" to loud electric guitar music as we cycled past the Rory Gallagher statue. Coming out of Ballyshannon, our route took us over what is reputedly the oldest bridge in Ireland and past a tranquil old abbey mill; quite a contrast to the busy towns we had just come through. The route into Donegal Town took us by a Gaelic Athletics Association stadium and we stopped for a quick break as the wind was making it seem like very hard work. Donegal harbour looked beautiful in the evening sun, but unfortunately it was to be the last day of our trip.

The next day I caught Covid and I had to abandon the tour. Fortunately nobody else in the group succumbed and they were able to continue on

their way to Dublin via Northern Ireland, enjoying some lovely weather. After my self-isolation and then testing negative, we eventually all met up again in Dublin, where I heard the stories of the rest of the group. Hopefully we will be able to go back and ride the remaining section at some point in the not too distant future.



*These locals were not on our tour*





# An Autumn Day Out

## Jeff tells us of her first ever 150Km Audax

A few weeks ago, Howard invited me to come on a 150km Audax. Since then, we have been preparing for the event.

The first type of preparation is to familiarise ourselves with the route. Although we didn't want to do the full 150km route before the event, over the weeks leading up to it we went on rides covering different sections of the official route.

This also meant we were going on longer rides, and building up our endurance (maybe that bit was more for me than him!)

Secondly, we had to make sure we could keep a good pace, and cycle together well as a team. We had been on some bike rides with just the two of us before, so we know each others strengths and weaknesses. But we also added in something new that I'd never done before, which is a chaingang. This is when you go one in front of the other so that the person behind has less air resistance and can relax a bit, and you switch around when the person in front gets a bit tired.

Finally, we had to make sure we knew what to expect on the day. So, over a series of pub visits and "sneakernet" exchanges, we had prepared lists of things to bring, cafes we planned to stop at, and a rough schedule - which if everything went according to plan would have us finishing about an hour before the time limit.

Part of the things to bring was sufficient food to power a human through a 100 mile ride - flap-jacks made the night before (energy gels etc too).

### About Audax

An Audax is a long distance cycling event, explicitly not a race. There are different lengths of Audax events, and this one was a 150km event, with a total actual distance of 156km, which is just under 100 miles. There are also time limits for completing an Audax, which means although it's not a race, it is still a challenge! If you don't reach the end by the finishing time, you DNF the event.



What is to stop someone from not completing the route? At the starting point, you are given a "Brevet card" which you need to keep a hold of at all times through the event. There are control and info points at certain points throughout the ride. At control points, a judge will stamp your card to say that you did pass through the control point. Control points are normally at cafes. Info points are signified on your card with a question about a feature of a certain location, for example, asking

for what it says on a particular sign in a particular village. You must write the answer on your card.

You can only finish the event if all of your info point questions have been answered correctly, and you have all of the control point stamps.

### Timings

In order to complete the Audax, we would need to maintain an average speed of 15km/h over the whole day. While we normally cycle faster than that, this speed also takes into account stopping at cafes and junctions and control and info points. So really, we need to be going quite a bit faster to allow time for those necessary stops and also in case of any surprise accidents.

On our usual rides, we can maintain a moving speed of 20km/h, but for such a long ride we have to be careful not to exhaust ourselves, so we estimated our average moving speed over the ride to be 18km/h.

The total amount of time allowed for this event was 10hr 20min. Assuming our 18km/h moving speed, that gives 1hr 40min for breaks, info points, control points, and emergency stops.

That is not really very long, given the amount of time things can take, and how many things can go wrong. Punctures could take about 10-15 minutes to fix, and we don't know how many of those we might get. Cycling for 10 hours straight is exhausting and I wanted to have an extended cafe stop where we get something "real" to eat, and drink a coffee. I asked for 20 minutes for the cafe stop, but Howard requested I cut it down to 15 minutes. Phew, hardly time to order a coffee and it to cool down to drinking temperature! Each of the info points would be a quick 5 minute stop, where we can have a little stretch and eat an energy gel, and the control points could be over 5 minutes if there's a queue to get stamped. If the weather took a change, we would need to stop to get changed into suitable clothes. Traffic lights and junctions always add up, too, and finally we were aware that we would encounter several level crossings which you can get stuck at for a while.

That said, our plan allowed us 5 minutes at each control and info point, and 15 minutes at a cafe. With those out of the way, we expected to finish an hour before the closing time, which would give us a bit of room for emergencies.

### Weather considerations

Ideal weather for a long distance bike ride would to me mean fairly still air (or a tailwind the whole way, but that's asking far too much), a dry day, and a bit of cloud so I'm not blinded by the sun and don't get sunburnt too easily - but a bit of sun poking out from time to time to light up a beautiful view.



*My Brevet card*

However, reading the weather forecast through the week leading up to the event, we were scheduled to have strong winds and showers.

Strong winds can be dangerous, especially cross winds, as they can push the front wheel and make you veer around the road. Head winds are hard to push through. And tail winds are pretty good, actually, but since our route is a loop, we wouldn't be exposed to the tail winds the whole time.

Rain is also a risk, as the wet roads make it more likely to slip and harder to stop.

This means even with the tail wind, we might not be able to take full advantage of it as we want to keep a sensible speed in the rain. The rain has these effects for drivers as well as reducing visibility, but the best we can do about that is put our lights on and hope they're driving appropriately for the weather.

So, the weather was not scheduled to be fantastic. In particular, Howard pointed out a section which would be gruelling in the wind - 18km on a straight road directly into the SW head wind, at the time of day with the strongest wind, and mostly along a high ridge so very exposed to the wind. This would be the perfect place to exercise the chaingang we'd practiced, and also an ideal place to stop at a cafe to boost morale. We were hoping that the tailwind at some other points would help us make up the time that we could lose on such a tough section of the course.

## The ride

The night before, I was too excited to get a full nights sleep. And in the morning, I almost forgot to have breakfast, so I took my breakfast sandwich with me out the front door.

Howard picked me up at 6:50 as planned. My bike was already in the back of his car as I'd dropped it off the day before. In the starting hall in Trowell where we collected our Brevet cards, there were Audax magazines scattered about, and tea, coffee, biscuits available. Since I had hardly been able to finish my breakfast sandwich due to the excitement, I didn't partake.

Although the Audax event was meant to be about 95 miles, we had planned to do a little extra to make it up to a full 100 miles, which we did after collecting our Brevet cards. Our little extra few miles were planned for the start of the ride, where we went almost half of the required distance



*Howard drives an excited Jeff to the start*

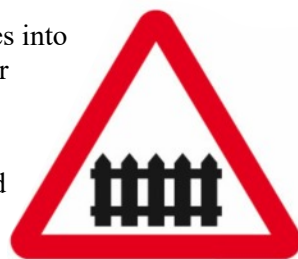
up a hill, then returned back down to start the real event. This meant if we completed the full Audax, we'd have slightly less than 100 miles completed, but we did have a plan to finish the little extra we needed.

Coming down the hill, we shot past the starting point at exactly 8:30am. There were a few cars outside the church hall where the event started, but a lot of cyclists exiting the driveway about to make their way onto the road.

There were two friends that we were also aware would be participating in the Audax, Graham and Thomas. Our plan was to stick to the plan we'd created, but to go along with them when it was sensible. In the morning, they said they'd be late arriving, so we didn't stop to wait for them.

As it happens, we passed them only a few hundred metres into the route, where they were walking up the hill to get their Brevet cards and all that.

Very shortly into the journey, we encountered our first level crossing, which was closed when we arrived. I used that time to try and get the eyelash that I was sure was bothering my eye out of it. While we were waiting, a bunch more cyclists pulled up behind us, making quite a big group. The train eventually went by, but the barriers were still down - another train! I took off my glasses and gloves and rubbed my eyes some more, quickly putting them back on when finally the second train came through. And I realised only once we had crossed the crossing that the nose bridge of my glasses had come off, so I ran back but couldn't find it on the grassy embankment. So, I gave up and we just carried on with the ride. My eye did feel calmer after that, and my glasses weren't unpleasant without the bridge anyway. Though we were now behind many of the cyclists. In addition to that, the glasses I was wearing were not sunglasses as I was expecting a cloudy, rainy day, but so far the low sun was very bright and the sky was mostly clear. Rain was scheduled for about 9am, though, and at this point it was around 8:40 perhaps.



We headed south through Sandiacre, through Breaston, Sawley, and down the Marina road to Kegworth. By this point, we'd caught up with a portion of the group that had overtaken us at the level crossing. There were still big groups of cyclists, but it seemed that the faster lot had broken off ahead by this point.

On the marina road, we passed two separate cyclists at the side of the road with upturned bikes, fixing punctures. We would pass more cyclists with punctures through the ride, but this is the only instance I remember the location of, as there was two of them. I suspected it would be due to thorns or something, as Autumn is truly here and the Marina path had a lot of plant debris. However, I encountered one of the "punctures" later in the ride, and she told me it was a metal splinter in her brand new tyres!

*To be continued...*

# Cafe News



## **Chef's Cafe, Gotham Road, East Leake - closed.**

Sadly, this popular cafe in East Leake has closed its doors for good.

The lease was up for renewal, but only for a minimum term of 10 years. The existing tenant and proprietor who is nearing retirement age, decided he neither needed nor wanted that length of commitment, so has not renewed his tenancy and the business has closed.

This is bad news, for Audax riders in particular, because it was frequently used as a checkpoint on their rides. Other local clubs also used it as a convenient spot for good food and friendly service, their "Full English Breakfast" was really good!. There were also always lots of villagers in, so it will obviously be missed by many, not just cyclists.

However, all is not lost, because there is a "Birds" Bakery next door that serves teas and cakes and also a cafe opposite. Just outside the village, on the Costock Road, east of the village is "Love and Piste", actually a ski clothing outlet, which also serves a limited menu of teas coffees and cakes, but nothing cooked.

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

**Editor:** Dave Binks, [davebinks@ntlworld.com](mailto:davebinks@ntlworld.com) tel; 0116 2296015  
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All contributions are welcome, send them to the Editor who reserves the right to amend copy for legal or production reasons.

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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



## Walking, wheeling and cycling to be offered on prescription in Staffordshire

Social prescriptions - walking, wheeling and cycling - will be offered by GPs as part of a new trial to improve mental and physical health and reduce disparities across the country, Department for Transport announced on 22 August.

The Government has awarded £12.7 million in multi-year funding to 11 local authority areas in England. The funding will go towards several pilot projects in each location, including adult cycle training, free bike loans and walking groups. Other schemes include all-ability cycling taster days where people who may not have cycled before can try to in a friendly environment, or walking and cycling mental health groups where people can connect with their communities as they get active.

The pilots must be delivered alongside improved infrastructure so people feel safe to cycle and walk.

The 11 local authority areas that will trial social prescriptions are Bath and

North East Somerset, Bradford, Cornwall, Cumbria, Doncaster, Gateshead, Leeds, Nottingham, Plymouth, Suffolk and Staffordshire.

The pilots, a commitment in the Government's Gear Change Plan published in 2020, aim to evaluate the impact of cycling and walking on an individual's health, such as reduced GP appointments and reliance on medication due to more physical activity. For the first time, transport, active travel and health officials will work together towards a whole systems approach to health improvement and tackling health disparities.

The project is bringing together a range of government departments and agencies including NHS England, Office for Health Improvement and Disparities, Sport England, National Academy for Social Prescribing, DEFRA and the Department for Health & Social Care.

## 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](mailto: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

**18 December**

Mince Pie Meet, Belton VH, from 10.30am.



*In earlier editions of this Cycle Chat, this event was subject to confirmation.*

***It is now CONFIRMED***

## 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](mailto:davebinks@ntlworld.com)



# Leicestershire and Rutland CTC

## CAROL SERVICE

**St Mary in Charnwood Church,**  
Nanpantan, Loughborough, LE11 3YF

**4th December 2022**  
**Starting at 1.30pm**

**Light refreshments available after the service.**

The Church is just west (uphill) of the  
Woodhouse Lane / Snells Nook Lane Crossroads  
as you go up Nanpantan Road, Loughborough

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## South Leicestershire Section

Contact Neil Dixon for more details on 0788 9854459

Date	Time	Start	Destination
20/11/22	09:30	Broughton Astley	Snarestone
27/11/22	09:30	Broughton Astley	Thornby
04/12/22	09:30	Broughton Astley	Welford (Mini Meadows)
11/12/22	09:30	Broughton Astley	Billesdon
18/12/22	09:30	Broughton Astley	Carlton
08/01/23	09:30	Broughton Astley	Thornby
15/01/23	09:30	Broughton Astley	Tur Langton
22/01/23	09:30	Broughton Astley	Billesdon
29/01/23	09:30	Broughton Astley	Carlton
05/02/23	09:30	Broughton Astley	Welford (Mini Meadows)
12/02/23	09:30	Broughton Astley	Brandon Marsh
19/02/23	09:30	Broughton Astley	Twycross
26/02/23	09:30	Broughton Astley	Draycote Visitor Centre
05/03/23	09:30	Broughton Astley	Thornby
12/03/23	09:00	Lutterworth	David Sulley Memorial Rides 100/70/50 Km) Start Point to be confirmed
19/03/23	09:30	Broughton Astley	Thornby
26/03/23	09:30	Broughton Astley	Tur Langton



# **CHARNWOOD RUNS LIST 2022-23**

<b>Date</b>	<b>Start</b>	<b>Eleven's</b>	<b>Lunch</b>	<b>Leader</b>
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
01 Jan	9.30 M	To be decided		
08 Jan	9.30 B	Quorn	Sutton Bonnington	Nick
15 Jan	9.30 H	Newton Regis	Snarestone	Jim
22 Jan	9.30 S	Swarkestone	Sawley	Martin
29 Jan	9.30 A	Bretby	Coton in the Elms	Pete
05 Feb	9.30 W	Burbage Common	Carlton Paul	
12 Feb	9.30 M	Fradley Junction	Harlestone	Nick
19 Feb	9.30 B	Sawley Marina	Zouch	Jim
26 Feb	9.30 H	Atherstone	Stoke Golding	Martin
05 Mar	9.30 S	Swarkestone	Milton Lyn	
12 Mar	9.30 A	Fradley Junction	Coton in the Elms	Paul
19 Mar	9.30 W	Sutton Wharf	Carlton	Nick
26 Mar	9.30 M	Tamworth	Donington	Jim

A – Ashby HSBC

B – Belton Church

H – Heather Church

M – DFS Measham

S – Lount X Roads

W – Bagworth Village Hall

Runs contact: Lyn Gale 07779 794317

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## **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 Spring 2023 issue of  
Cycle Chat is 1<sup>st</sup> February 2023  
That edition will cover March, April & May 2023**





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**Paul Hand and friend  
set off for the Kernow Way.  
See story inside**