

# Cycle Chat

75p

Leicestershire & Rutland CTC  
Since 1897

Spring 2023



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

# Leicestershire & Rutland CTC Officials

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This is a shortened list of Officials,

*Front; Climbing the Port de Bernia, near Bennis, Spain. Photo; Dave Binks*



## Editor's Thoughts

I hope the bitter cold and sky high heating bills haven't affected you too much since the last edition of *Cycle Chat* hit your screens or doormat depending on how you receive this little publication. It's unfortunate that avoiding the cold means more time indoors with more heating bills, but we do have a summer to look forwards to, with all the pleasures that summer cycling brings.

The demise of CTC Holidays has inexplicably never been fully explained by Head Office, but many of their organisers have banded together and formed a new set-up "Bikexplore" and their website

[www.bikexplore.co.uk](http://www.bikexplore.co.uk) lists many cycling holidays in the UK and abroad. They have been operating for a year or two now and have linked to a financial guarantee organisation to ensure your money is safe until after your holiday is concluded. I have used them a few times already and have committed to more overseas adventures with them this year.

As I write this I am once again in Spain for 6 weeks, cycling with a group of cycling friends from both the East Mids and all over the UK. The weather has not been as warm as it is usually, but having seen what's happening in the UK, in terms of both weather and politics, I know I'm better off here!

Your local CTC groups are busy organising lots of activities for you over the next months, so why not join in with them? Don't know anyone in them? Just remember that strangers are simply friends you haven't met yet! Cyclists are a friendly and welcoming bunch and contrary to what you may think, are not all Chris Froomes. Go and join in, you'll not regret it.

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Dave Binks

## From the Secretary

**Alan Hartshorne**

I hope every one had a good new year, although I myself found myself in bed with a very bad cold, but I am OK now.

Looking out the window in January I can see the spring bulbs coming through and my winter flowering Jasmine showing it's yellow flowers.

So like my flowers we should be

looking forward to the cycling year. I bet you are having thoughts as to plans for this year. Myself I am hoping to go to the Peak District for Easter, York Rally in June & Watlington in August.

It will be a year since the revision of the Highway Code by the time you read this, so have you noticed any changes in behaviour? I think there have been some that are more cautious but on the whole no change, as I thought. So most don't read the Code and will not obey it. I went to St Neots last year mainly to see the Bidlake Memorial Garden. I found it, but on leaving was deliberately forced off the road so expertly that I have no doubt that the driver had done it to others.

I enjoyed the Carol Service and it was nice to meet Tim Newberry again. I first met him on a CTC tour of Switzerland. The collection at the Service raised £100, of which £62.52 went to Rainbows the Children's Hospice. It would have been nice to see more there, but thanks to Ray Clay for organising it.

The Mince Pie Event was held on what was going to be a very bad day, but while it was very cold, it was OK but still put many off. This was organised by the East Midlands CTC Group. The tombola & donations made £564.50 which also went to Rainbows thanks to Derek Willans.

Cycle City meetings which I attend virtually were cancelled during December & January but are due to resume end of



January. But will be held monthly from now on. This year they should be starting to reinstate the cycle path to Thurmaston, & should be starting on improving the Fiveways Junction (Fosse Rd North/Groby Rd).

I wish you all a good cycling year. If you want to know anything just contact me.

See the Group website for the latest information  
**[www.ctclr.org.uk](http://www.ctclr.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.

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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



### **Riding on ice – Yes, We Can!**

It cost me £56 for a pair of Schwalbe Winter HS396 tyres from Spa Cycles. They have tungsten carbide studs/spikes set either side of the centre line which provide grip on ice. Quite a revelation! It was a picture on Facebook of Chris Juden, (former Technical Officer of the CTC), with his spiked-wheeled bike on an icy road in the Peak District in the pre-Christmas cold snap that was my inspiration.

My road was glistening white from frost in the post-Christmas cold snap. Water from a field had run across the road and frozen solid. With both wheels on the ice, I continued straight ahead! There is a reassuring scrunchy noise as the studs roll along the tarmac, like the sound of riding on loose gravel.

These Schwalbe “Winter” tyres are 700 x 30mm width, so fit on my old Mercian touring bike. Schwalbe also make a wider 700 x 35 “Winter Plus” tyre with an additional line of spikes each side to ensure safer cornering. But that width would be too big for my Mercian frame’s clearance behind the bottom bracket. With the narrower tyres you just have to slow down for bends and keep the bike upright. They were aimed primarily at commuters rather than risk-taking club-riders!

The only problem I had was with the mudguards: Because the Winter tyres were fatter than the original Continental 700 x 28mm touring tyres, they were rubbing on my 700 x 35mm mudguards; I had to get 700 x 45mm replacements, or ride without guards!

Other makes of winter tyres are available such as Continental’s Contact Spike. The Schwalbe tyres need a 25 mile ride to bed in the spikes. They can be pulled out under heavy braking, but spares are available with a fitting kit! The spiked

*Continued on p 8*



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



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 people cycling on their bikes  
(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 extended to 28<sup>th</sup> February 2023**

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*

tyres are not of benefit in thick snow – just on icy roads. As it takes about 30 minutes to swap the tyres with regular tyres, I'll not be investing in a spare set of wheels. The biggest danger I foresee is riding onto ice, forgetting you're still on regular tyres!

The Schwalbe Winter tyres are heavier than regular tyres, as you'd expect as they have to house the spikes. Consequently, the bike is a bit slower to ride. For that reason, I'd swap them if I was planning to ride with others. But they do allow you to continue to ride when others have decided to wait for the ice to thaw. And unless your club-mates have also fitted spiked tyres, much of your riding will be as "Billy no-mates" anyway!



### **How bright is "Too Bright" for a rear light?**



That's the question some have asked with Cateye's Viz450 rear light! In daytime "Hyperflash" mode it delivers 450 lumens. In "Group ride" mode it's reduced to 130 lumens. I'd been using Cateye's Rapid X3 rear light for some years. Its 150 lumens output seemed fine, and the daylight flashing mode gave a sense of security. But I'll take the added 300 lumens for greater security thank you very much! It uses the same fitting as previous Cateye models, looks better made, and costs around £30. Or maybe just stick at the Viz300, or even the Viz150!

### **Kettering - "The sound made by maladjusted gears"**

That's according to the Oxford English Dictionary of Roughstuff (created by Tracey Maund for the Rough Stuff Journal Nov.-Dec. 2022!). During lockdown she looked for names on her maps that might have a cycling resonance. These included "Beeby - Enthusiasm for ride", and "Clench – a mud-clogged mudguard"!

### **Road Closures and "one.network"**

How often have you found your route blocked by road closures! On a bike we usually push on regardless, hoping to get through. Sometimes we can't. Maybe



it's a rail bridge or a canal bridge, or even work on live electricity overhead power lines. I've found the "one.network" website invaluable to check if the route of a planned ride might be blocked. It works nationwide. It's aimed at motor traffic, so as a cyclist you need to interpret the information given. You do have to navigate the website's pop-ups.

### **Rim Braking Tip**

For those like me, not yet converted to disk brakes, if you find your braking getting a bit lax in the wet, try roughening up the brake blocks! Obviously if they are worn down, then replace them. But sometimes they just need the surface that has worn smooth to be given a sanding. I used to remove the complete block and rub it on the brick wall of the house, before refitting. A quicker way is to remove the wheel and roughen the braking surface of the brake block with a file from the toolbox, or rough sandpaper! Of course, it helps if the rims are kept clean!



Your Secretary Alan Hartshorne gets a mention and photo in the December 2022 edition of the Camping & Caravanning Club magazine

▲ Association of Lightweight Campers' Alan Hartshorne arriving at Watlington

# Converting a Tandem to One With a Motor

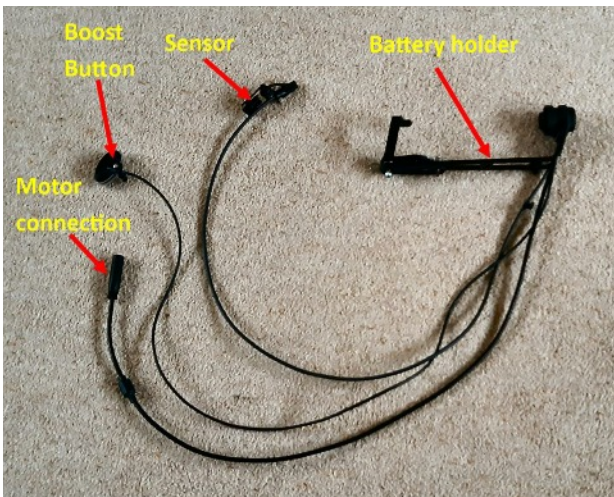
Colin Gray gives us his experiences of selecting, fitting and using an electric motor on his tandem

Due to increasing age etc, we wanted to look to fit an assistance motor to our Thorn Raven tandem.

When reading this, it should be noted that, to be legal, the motor must not give power unless the pedals are turning, so some form of sensing the chain has started to move by pedal power must be fitted. Otherwise it is not an electrically assisted pedal cycle, and would be classed as an electric motorcycle requiring all sorts of things such as number plates, insurance, helmets etc, etc.

I couldn't find much on The Tandem Club website, and the Pedelecs website <https://www.pedelecs.co.uk/>, which is devoted to electric assisted bikes, wasn't very helpful. Other searches proved of little use. I got some other links to various kits that might work, and I also contacted St John's Street Cycles, who make Thorn tandems. They had reservations regarding fitting a motor in the front wheel of a tandem due to fears about the strength etc of the front forks and the head bearing not being strong enough. Robin Thorn was extremely helpful and whilst saying they preferred the Pendix mid drive system (which drives the chain through the bottom bracket axle) he did suggest a robust pair of forks if we were determined to try a front wheel system. I ordered a new pair of forks but

found they were only disc brake compatible and was then advised not to mix a disc on the front with the rim brake fitted on the rear wheel, but not sure why. Our rear wheel has a Rohloff (internal gear) hub, which would need to be returned to Germany for an expensive conversion to disc!



*Bottle holder and cables*

As far as I could see, none of the front wheel drive systems work with a through axle.

I made a big mistake and went for the cheapest option. I ordered a front wheel conversion kit from Yose Power. At £400 it was cheap, but clearly you don't get what you don't pay for, so :-

- Only minimalist instructions,
- The axle would not fit any of 3 pairs of forks available,
- The crank was too close to the bottom bracket for the pedal sensor to work,
- The brake levers were so flimsy I would not trust them as a safe option on a tandem,
- The brake levers that are provided with many Chinese motor kits have a sensor that cuts out the motor as soon as the brakes are applied. Apparently one can't rely on the pedal sensor to instantly switch the power off.

I made contact with a local cycle shop that has fitted cheap motor conversions to single bikes. He explained that with most of these kits the full torque available 'kicks in' immediately pedalling commences. This can create a catastrophic level of force as the motor axle tries to rotate in the dropouts. It is possible to buy torque reducers, but they looked a little superficial. I also understand that suddenly providing power can affect a





Wheel with hub motor

bike's handling particularly when starting off and this is potentially dangerous. An additional issue with cheap kits is the large number of cable connections. These are not always robust, subject to ingress of water and can look very unsightly.

After a lot of hassle I managed to return it for £28 that could have been better spent. Moral: *'Buyer Beware'* I can't emphasise how important it is to study the

websites of any company providing conversion kits. It's not just the technical information that requires close scrutiny, customer support is also very important.

Back to square one. We did briefly consider buying either a new electric equipped tandem or a second hand one. This would be high cost and we were happy with our Thorn Raven, and conversion was about 25 – 40% of the price of a new one. I am sure there are many other options we missed but eventually I narrowed it down to a choice between a Cytronex front wheel kit, <https://www.cytronex.com/> and a Pendix mid drive system <https://pendix.com>.

## Cytronex

### PROS

Light (3.5 kg)  
Fast charger available  
(to 80% in approx 1 hour)  
Easy to fit ourselves  
At approx £1200 it's cheaper  
British manufacture with good technical support  
Easy to swap front wheel and ride in non e-assist mode

### CONS

New forks needed  
Range limited (197 Wh battery)  
Sensor might be easily moved/damaged



## Pendix 500

### PROS

Decent range 497 Wh battery  
German engineering

### CONS

Heavy 7.3 kg  
Factory Fitting recommended  
(Cambridge or Bridgwater)  
Not recommended for use with SPD pedals  
New 4 bolt chainrings required  
At approx £2000 it's more expensive  
Eccentric adjustment to tension rear chain more difficult. (But this is only a problem on a tandem not a solo)

Both Cytronex and Pendix provide lots of technical information on their websites.

We finally ordered the Cytronex kit, based largely on price and their excellent customer services and their acceptance of SPD pedals.

Fitting the battery on a tandem often means mounting it on the 'stokers' (rear) bottle mounts. This is more expensive than on the front downtube. We only came across this when trying to place our order. Because the cable connecting motor and battery must have watertight connections and are factory made, great care has to be taken that they are the correct length.

The installation was straight forward except for positioning the sensor, although the instructions provided on a USB stick were very comprehensive. Special zip-ties, with inserts to ensure the cables stayed in place and did not contact anything that could fray or damage them, actually ensured a reasonably tidy solution (Picture 2).



**Sensor**

I was disappointed that the rim on the new front wheel was only available with a Schrader (mtb/car type) fitting. This required using a suitable insert for a Presta valve; not an ideal solution. Having checked with a previously downloaded template, the front wheel fitted perfectly. This is

something a prospective purchaser should check very carefully. There is only one electrical connection in the whole set up, between the battery and the front wheel, and that's to allow easy removal of the front wheel.

It's important that the cables to the front wheel and the control unit are sufficiently long so they are not under undue tension when the handlebars are fully rotated in either direction. That's why one needs to take careful measurements *before* placing an order.

The trickiest job was fitting and adjusting the rear sensor (Picture 4). This needs a sprocket that is magnetic and has to be fixed precisely 1-3 mm from the teeth of the sprocket. This is achieved by a small unit on which the adjustment bolts are very small (2 mm hex), fiddly and easily damaged, in quite an awkward position and subject to corrosion. There is a spacer that constantly fell off, so I adjusted the sensor using my own judgement.

The motor is easily controlled by the 'bar mounted control unit, (Picture 5). Press it to start and it lights up, with different colours for each of 5 power levels and press again to switch off. The instructions say it should be mounted on the RH side of the 'bars, but it's perfectly OK on the left on my tandem. The control unit is also used during installation to show the sensor is working effectively and flashes to warn that the battery is empty. The motor ceases to work at 3% battery capacity to allow lights, if connected, to remain operational.

The Cytronex has a smartphone app that indicates battery level and allows individual adjustment of the 5 levels of power assist from 0-100%. It will also send a diagnostic report to Cytronex if you have a problem. Most of

this can be done via a desktop pc via the charger but even I found the phone app easy to use!



In practice the power comes on very smoothly so there is no jerking that might affect control when starting off. Bike handling is not affected and everything just feels



like riding normally. I have no real fears about the strength of the headset or the new forks but I will inspect the dropouts for deformation on a fairly regular basis.

We have only had one issue to date. On our second ride it seemed really hard work! but a quick check showed that the rear sensor had moved and no power was being sent. It would have been good if the control unit had shown there was no power to the motor.

The one question everyone asks is “What is the range”. In reality it’s like asking “How long is a piece of string” and depends on; capability of the riders; total weight of bike including luggage; the terrain; how fast you wish to ride; the weather (head wind) etc. But as a rough guide, if you are trying to ride along with a group who are 2/3 mph faster than yourselves in undulating terrain you would get about 1hr from one charge of the Cytronex and possibly 2.5hr from the Pendix 500. If you are patient and prepared to ride steadily even the small battery of the Cytronex makes a significant difference. On slightly rolling terrain we managed 45mls (73 km) on 80% of battery. We rode about 0.6mph (1km/hr) faster than normal but arrived home feeling as if we had enjoyed a steady workout rather than feel completely ‘wasted’. It’s also worth bearing in mind that battery capacity declines with time, although with a quality battery this should not be an immediate issue. However, they are expensive (Cytronex currently £365, Pendix £600, both + p&p.).

We think the Cytronex’s limited range is acceptable. If its use is confined to up hills, or into the wind, the range is adequate, even on a tandem, as long as you don’t expect the motor to do all the work! If we are touring or doing longer rides in hilly terrain we may need to carry the rapid charger which will fit in a pannier, and provided we can find a mains power socket, can provide about another 90 minutes use with approximately 40 minutes charge. As we get older we will doubtless need more assistance. A second battery, carried in our pannier, would still be both cheaper and lighter than the other options we considered.

Whilst all of the above refers to a tandem clearly much of this would be relevant to the conversion of a solo bike, although you can expect the range to be considerably more than a tandem.

*Information, specification, prices etc, correct at December 2022*



## An Autumn Day Out

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

*Jeff continues her Winter 2022 Edition of Cycle Chat tale of her first ever Audax. She has started and is making progress.*

Hardly getting into Kegworth, we took the road out east and resumed our southward heading through Sutton Bonnington.

I asked Howard whether he thought Graham and Thomas would catch us up by the time we got to the first info point in Cotes. He guessed that they wouldn't catch us up until maybe 50 or more kilometers into the route, based on how long it might take them to walk up the hill and get their Bre-vet cards. Not 5 minutes after we had that conversation, they pulled up right behind us!

Although at this point the wind wasn't as strong as it would be later, we were still headed into a head wind, and the groups of cyclists had dispersed more so we were in our own little group of 4. Howard suggested a little chaingang to get through the head wind, which Thomas was happy to lead to start off with. He was going at quite a pace actually, it was a bit hard for me to keep up with him, but I knew we were saving time and energy by having him do most of the pushing against the wind. Although Howard told him we can rotate when he gets tired, he never did, and he led us at a great pace up to fox hill, where I fell behind since my hill game is weak. They slowed a bit to wait for me near the end, and we carried on again at our breakneck pace to Cotes where we jotted down the post box Saturday collection time and quickly scoffed down some flapjacks.



We were on a schedule, so there was no time to hang around. We pressed on SE to Barrow upon Soar, then crossed the canal to Quorn. In Quorn, we had joined up with another small group of cyclists. One of them shouted "stopping", but several of them right in front of me stopped a bit faster than I could react. I steered left to



dodge the person in front of me's back tyre, and hit his leg with my front wheel just before I came to a stop and fell on the pavement. This is only two or three weeks after my first fall was on some gravel. This time luckily wasn't so bad, as the fall was a bit slower, I was able to roll on the ground more, and I was wearing

long sleeved clothing so there were no scrapes on my body. Once we ascertained that everyone was okay, I headed off again to catch up with Howard who had waited for me. Thomas and Graham might not have noticed that we had fallen behind, but it wasn't a big deal - as I mentioned before, we were not planning to strictly stick together, and we'd surely manage to re-group at the control point.

The first control point was just up the road from Quorn in Mountsorrel. Up the gravel path into Stonehurst farm, their bountiful display of gourds and pumpkins swarming with milling cyclists. We rested our bikes for a moment while our Brevet cards got stamped. Once again we quickly gobbled up some sugary snacks, and swiftly got back on the road, reforming our group of four.

Now, our heading was a little more to the east, but not enough to get an advantage from the wind. It was more or less a crosswind as we headed through Sibley into the more sparsely populated rural areas of Leicestershire. We passed the small settlements of Rearsby, Ashby Folville, and Twyford.

That led us to the start of the first long but not too steep ascent of Bur-





rough hill, taking us NE. On a previous ride, a few of us had had lunch at Burrough Court on this hill. Unfortunately it is closed on a Saturday (what kind of cafe...???) Which we had at least verified beforehand, so we couldn't stop there. Howard had kindly gone at my pace up the hill, and Graham and Thomas had kindly waited at the top for us. This

wasn't a control point, but since we were tired from the hill, we slurped some energy gels and took a quick breather. A few cyclists passed us while we were stopped, and we greeted each other. Howard pointed out to me the mast in Walton on the Wolds, which is visible from almost anywhere on our route in the Leicestershire section at least. It is really tall. I should also note, by this point, we had not been rained on, and the sky was still blue with only patchy clouds. This is where we get to the areas I haven't been to before. After Burrough on the Hill, we headed to Somerby, Pickwell, then on North then East through basically countryside to Wymondham. This is where the second control point was, at a windmill cafe. Here, Graham and Thomas decided to stop for a bite to eat, but Howard and I were on our planned schedule and knew where we wanted to eat, so we set off and left Graham and Thomas to their cafe stop. There were many, many bikes at this stop, and since it was

around 12:30, I think there were a lot of cyclists who had decided to have their lunch break here. Onwards Howard and I pressed, with a nice little tail wind up to Sproxton then Croxton Kerrial. Up ahead in the distance we could see one of the tandems, with a pair of cyclists on it. I





believe there were two pairs of tandem cyclists. They have quite a bit of power together, and they had overtaken us near the start of a ride - not because we had stopped, but because they were just faster than us.

After Croxton Kerrial was a mad descent followed by a mad ascent - about 70 metres.

Even Howard was on his lowest gear for this one. I think I stepped off and walked for a bit of the way, aware that if I pushed myself too hard now it would hurt my energy levels later in the day. Walking up hardly made me slower than Howard cycling up anyway. Does that give you an idea of how steep it is? And immediately after this horrible ascent, we make a turn onto the dreaded head wind ridge. Just as planned, we started our chaingang formation. Certainly there was a head wind, and it wasn't an easy section. However, the wind was underperforming - it wasn't as windy as the weather had predicted. The chaingang had a very noticeable impact in the wind that there was (it was still quite strong!) so we continued our planned formation to about halfway along the ridge.

Here is where we planned to make up the teeny little extra distance to make it 100 miles. Well, we wouldn't really see our total distance until we come to the end of the route so we may need to do a little extra loop there, but

anyway... Here we turned off to a cafe that was 1km off-piste - The Potting Shed, just by a garden centre. We left our bikes outside, stuck Howard's Garmin on charge, refilled our water bottles, and got ourselves some coffee and a sandwich each. At this point, we checked the timings and how we were doing according to the schedule.



We were actually a bit ahead of the time we were expecting to be, giving us a good 25 minutes at the cafe to rest. Before we got to the cafe, my arms and neck were quite tired from holding me up on the bike, but felt much better after our extended stop.

Getting back onto the saddle though was a

bit less comfortable. My bottom and legs felt tired and a bit worse than before we stopped. However, once we got moving again, my body got back into the swing and we continued our battle against the head wind, a bit more gently since we were now full of food.

We turned out of the Six Hills head wind around Old Dalby - taking note of the sign on the info point - heading down, down, downhill through Willoughby on the Wolds, Wysall, and Costock, where Love and Piste was our final control point of the ride.

Many cyclists were around at this stop, and I recognised one of them for his co-ordinated teal outfit and bike. We had a nice little chat, as I was not feeling such high pressure to get back quickly at this point. Mentally, I was full of excitement and energy rather than anxiety or fatigue. After getting our Brevet cards stamped, I felt the very first little droplet of water hit my arm. It wasn't





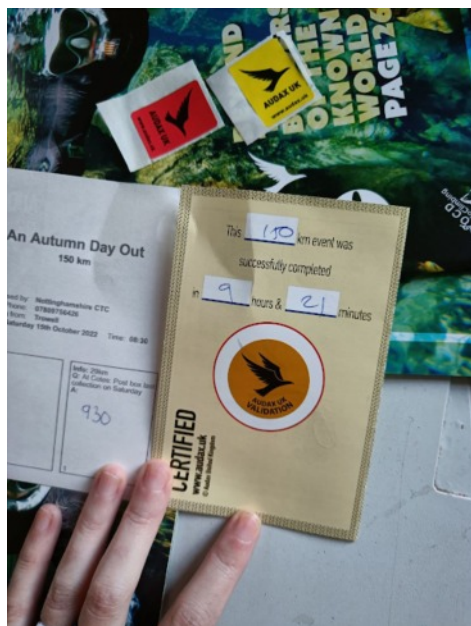
surprising, since showers had been forecast all day which we had managed to dodge. We knew we'd dodged them because some of the areas we went to did have wet roads, implying it had rained not too long ago. So, I put my waterproof jacket on, and the rain got slightly heavier, but not to the point where you'd even say "it's raining". The sun was still out as well, casting a bright double rainbow behind Love and Piste. There was now 30km left of the ride to do, and we had about 2hr 30mins until the time limit ended. We set off in the sprinkling rain, leaving the faster riders enjoying their coffee at Love and Piste. The rest of the ride was very much through familiar territory again for me.

East Leake, West Leake. It had already stopped spitting with rain by this point so I stopped to take off my rain jacket. We rejoined the route we took on the way out just before Kegworth. Back up Sawley Marina lane, up to Breaston. Unlike the way out, we went straight on at Breaston, up to Risley. One group of cyclists who were faster than the two of us overtook us twice - after the first time, they took a wrong turn and ended up behind us again.

Continuing up, we skirted around the outside of Sandiacre, passing by two golf courses on a peaceful little path. Finally, we passed over the level crossing from the start of the day - which was open this time - and headed up to the church hall. On arriving there, we found that Thomas and Graham

had finished about 20 minutes ahead of us, and had already left.

Checking our distance, we had both narrowly exceeded 100 miles! So, we locked up the bikes outside, and headed in to the hall for some more coffee, and of course to get our cards for the ride stamped and approved.



**Total distance: 100 miles or 162 km.**

**Official Audax distance: 155km.**

**Official Audax time: 9hr 21mins.**



# LONDON REVOLUTION

## Ian Taylor

Just over a year ago on a Sunday evening I was on the phone talking to my eldest son David who lives just outside London in Essex. He had recently taken up cycling to take advantage of the new cycling infrastructure in London.

‘I have just completed the London Revolution bike ride Dad.’

‘So what’s that all about?’ I asked

‘It’s a two-day event cycling one complete revolution around the outskirts of London, and it is really well organised’

Without really thinking I said ‘fancy doing it again next year with your old fella?’

‘Good idea we’ll go for it.’

Living so far apart we have never had the chance to ride together, and it would be interesting to cycle in London and with a year to go it’s a long way off. So this is what I let myself in for;

*Day 1* Southern Stage of the ride starts at Lee Valley Park in Enfield, roughly north of London just above the M25 at 12’o’clock. You then head more or less directly south into the city before going on a clockwise route to Windsor racecourse for overnight stop making it a total of 88.6 miles

Here is Day 1’s route in more detail:- <https://ridewithgps.com/routes/40640239>

*Day 2* Northern Stage starts at Windsor racecourse continuing clockwise back to Lee Valley Park a total of 68.2 miles plus several extra miles due to traffic diversions.

Here is Day 1’s route in more detail:- <https://ridewithgps.com/routes/40640256>

Before the ride, we both registered and signed up for the ride early this year and since retiring I do voluntary work for Blind Veterans UK, so it seemed appropriate to try and raise some extra funds for the charity. Fortunately the days of going around with a sponsorship form and asking for sponsorship money face to face have all but disappeared. If you have done this yourself, you know it can be a thankless task spending more time trying to get sponsorship than training and doing the actual event. Nowadays it’s all done online through "JustGiving" which

George Halls Cycle Centre  
the home of  
[www.247cycleshop.com](http://www.247cycleshop.com)



Bikes from



Clothing from



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

saves you handling cash. The ‘begging’ bit is nowhere near as painful thanks again to the internet using emails and WhatsApp.

The London Revolution event this year took place of the weekend 1<sup>st</sup> and 2<sup>nd</sup> October. This meant a drive down to London from the Wirral to my son’s home on the Friday. The weather forecast was terrible with rain due all day and it was the first time I had driven the car any distance since Covid. As it turned out the weather was fine and the drive down the M6, M1 and M25 reasonably quiet with no hold ups.

### ***Day 1; 1<sup>st</sup> October***

We were due to start at 07.45 on Saturday morning which meant being up at 05.30 to get to Lee Valley, Enfield on time. We had to drop off our overnight bags consisting of sleeping bag, insulation mat, wash gear change of clothes for the evening and fresh cycling garments for Sunday’s ride. The really well organised venue had cycle mechanics on hand for any last minute’s adjustments / repairs and importantly coffee and tea available and good security for our overnight bags which were to be transported to Windsor. Importantly the weather was dry with little or no wind but rather cold.

Needless to say there was possibly a thousand cyclists taking part so for obvious reasons we could not all start at once. So we started in smaller groups i.e. start waves.

From Enfield we cycled southwards towards the city. The traffic was very busy and in the majority of areas there were cycle paths either on the wider pavements or on the roads again if wide enough. I had to concentrate really hard on the traffic and also watching the wheel of the cyclist in front of me. Although I had the route downloaded onto my satnav I could only manage an occasional glance

downwards at it but the route was very clearly signposted with large black arrows on a high vis green background.

(The following day I did not bother with it)

We went through Tottenham and past the football





club's new stadium. David pointed it out to me as he was responsible for the installation and commissioning of the electrical supplies when the stadium was being constructed.

We had set off at a good speed but there were constant stops either due to traffic lights or bus stops. We crossed over Tower Bridge and just about every other pedestrian was a runner maybe practicing for The London Marathon the following day. After Tower bridge some of the streets started to look familiar from the times I had run the London Marathon and also the barriers which were being erected.

So far, the route had been somewhat downhill as we were approaching the river Thames. At approx. 28 miles we stopped at the first of two food stations for a break. Toilets hot drinks, and a food stall available, with bike mechanics to carry out any repairs although you are expected to repair your own punctures. You just grabbed what you wanted as everything had been paid for in our entry fee. Also stocked up on gels, protein and energy bars and KitKat bars plus water.

The next stage was hilly – very hilly -a steady climb up to Crystal Palace. Now into Surrey which was totally different to North London. The traffic calmer with lots of trees and very expensive looking houses. Advancing further into countryside and the very aptly name Surrey Hills, I really wished I had done more rides in North Wales the months beforehand. Possibly I should have refuelled a bit better at the food station and took a gel a little earlier. This part of the ride is a bit of a blur, but I got up all bar one of the hills on the bike without getting off, the other time the chain came off. I needed to stop several



That's me on the left

times and get some more energy bars in me that I had filled my pockets with at the last food stop.

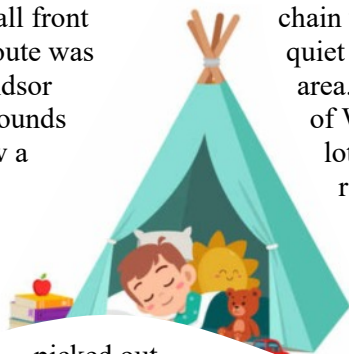
We did an unscheduled stop to assist a guy with a puncture, he had left his tyre levers in his mountain bike but somehow managed to get the inner tube out. To make matters worse the valve in the replacement tube snapped off. We gave him one of our tubes and got his tyre back on and inflated and we carried on. Thinking back we helped someone else out in a similar situation only several miles from the start.

We got to the final food station later than expected although we were in good company. We needed to be back on the road by 1430 and we only arrived about 14.15. I managed a sandwich, which being wholemeal, seemed to take ages to eat. Topped up my water bottle and added some High 5 powered energy supplement and grabbed whatever I could stuff into my pockets for the last run into Windsor. We had 28 miles left to do and by then I was getting tired and cold. The worst of the hills were over, but the route was by no means flat, and I was finding the going very heavy. For a lot of this route I found it easier to pedal with the chain on the small front chain wheel to keep my gear ratios low. Most of the route was quiet roads and country lanes until we got into the Windsor area. Then it was mostly dual carriageways with the grounds of Windsor Great Park to my right. With the roads now a lot busier and the cold and tiredness creeping in, it really needed a lot of concentration.

After what seemed a lifetime, we arrived at Windsor Racecourse. On our helmets was our ride number stuck on with large white labels so we could be easily

picked out also a tracking / timing chip. As we approached the finish line the timing chips must have been read by some device and as we came in both our names were announced on the tannoy system – not that I heard it as I was just relieved we had finished. We were escorted to a secure area for overnight storage of our bikes and given a glass of Prosecco which went down a treat.

Looking around, the facilities for our overnigher were very good. A converted London Transport bus for a bar, and a large marquee with comfy chairs to chill out in. Collecting our baggage we were shown to our tents. All one person tents and of very good quality and with my sleeping bag they were very warm at night. Grabbing my overnight clothes we made our way to a line of portable showers of a pleasantly high pressure and plenty of heat. Feeling a lot better we made our way to the food tent. The food was very good, and you could have much as you wanted. Tempting as the bar was, by 8 in the evening, I was in my sleeping bag and for two hours I hardly moved just luxuriating in not moving.





## Day 2; 2<sup>nd</sup> October

I must have got about 4 to 5 hours sleep so not bad really and up at 5.30 for breakfast. My body did not really want to be up at that time and my stomach was not really ready for food and I felt absolutely tired. Once I had forced some food down and most importantly, a bucket of coffee, things started looking good. We are now well over halfway with only 68 plus miles left. We were warned due to road works a couple of diversions had extended the route by several miles.

Now according to the weather forecast we were due some rain, but I reasoned as long as it was towards the end of the ride no real problem, but I felt sorry for the London Marathon runners. As it turned out the weather was dry with the sun coming out later.

We set off with the 07.15 start wave, about 20 of us going at a good pace at 12 + mph through Windsor with the Castle close by and then following the River Thames and through Eton. Again it was a hilly course this time in the Chiltern Hills but nowhere near as bad as the previous day.

I thought initially there was only going to be one food stop after approx. 30 miles but in fact there were two, one with 45 miles left to go and the last at 20 miles to go, so a nice surprise.

At the first food stop you could sense the change in atmosphere everyone seemed more relaxed - just 45 miles left to go and a lot of it downhill with nothing hill-wise of any significance. We carried on with a mainly downhill route and still out in the country on quiet roads and lanes. At the last stop with only 20 miles left the sun finally came out and I could take off my lightweight waterproof cycling jacket. Blind Vets had given me one of their cycling tops to wear. I wore it on Saturday's ride but because it was cold, I had to keep my outer jacket on, so unfortunately it wasn't visible on any photographs. After the Saturday ride the top was completely saturated in sweat

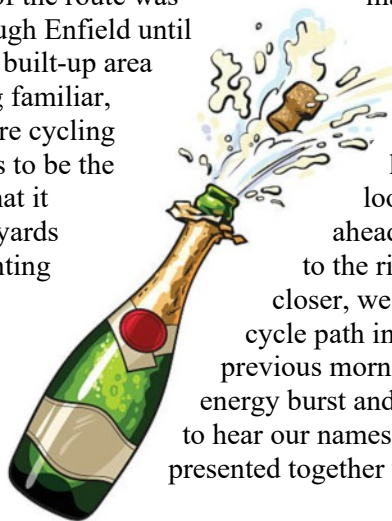


**Done it !!**

due to wearing the jacket so was unfortunately not really practical for Sunday's ride.

Sunday I was in my Chester and North Wales CTC top which I wore into the finish but put the Blind Vets top back on for photographs.

Again the final part of the route was not routed through Enfield until I remember being in a built-up area where buildings are looking familiar, but tricks on you when you are cycling. Stopping at what was to be the David my son said that it could see about 500 yards in the direction arrows pointing to the right in the hi vis green jacket. As we got directed onto the cycle path we had started the finish and I felt this energy burst and we sprinted to the finish. Just slowing down to hear our names being announced at the finish, and medal presented together with another glass of Prosecco.



mainly in the country, and we were right at the end. I was and thinking some of these but your mind can play in the opposite direction. I was at the last set of traffic lights, which looks like the finish ahead. I was ahead one of the hi vis green to the right and a marshal in a hi vis green closer, we could see we were being directed onto the cycle path into Lee Valley Park where we had started the previous morning. Just about 1Km to the finish, we had an energy burst and we sprinted to the finish. Just slowing down to hear our names being announced at the finish, and medal presented together with another glass of Prosecco.

I have written this article for publication in Chester and North Wales Cyclists Touring Club magazine 'The Link'. Also for the Fisgard Association magazine, an ex-forces association for ex Naval engineering apprentices. So this article could be several months old before 'going to press' Hopefully JustGiving will keep my sponsorship page live for a few months so if anyone still wishes to sponsor me here is the address:-  
[justgiving.com/fundraising/Ian-Taylor-blindvets](https://www.justgiving.com/fundraising/Ian-Taylor-blindvets)

Net time 16hrs 27mins

Start @ Lee Valley	Time of day	Split time
	07:50	
Food Stop 1	10:36	2:45
Food Stop 2	14:19	3:42
Windsor	17:07	2:48
Restart	07:26	
Food Stop 3	09:57	2:31
Food Stop 4	12:14	2:16
Finish @ Lee Valley	14:37	2:20

## Charnwood Section

### Jim Gerrard reports

Looking back, I seem to have opened the spring report previously with complaining about the weather! December and January again have not been kind to cyclists with either heavy rain or frozen and frosty roads. I say that but looking back it appears that we have only cancelled one ride in January. Most of the icy days seem to have been mid week.

Picking up after our September holiday the weather stayed kind well into October although the Memorial Ride unfortunately had to be cancelled at fairly short notice due to another event taking place at the intended start venue. Numbers for the Mince Pie Run was also affected by icy conditions although I understand the event was a success.

Several rides in November experienced rain at lunch time whilst we had a pint. One in particular was followed by very bright sunshine which resulted in a spectacular double rainbow almost being a triple. In an effort to beat the start of the rain Martin left early only to get a good soaking riding along with the rain cloud while those of us who left later only had rain for a few miles.



Jim Gerrard's shot of a double rainbow.

The Sunday's ride after our return from the Malvern holiday was cancelled due to lack of numbers although Pete and Lyn had a local ride to The Piggery Osbaston (now closed for the winter) where they were joined by Martin and possibly others.

A rearranged ride for the day of the intended Memorial Ride was held although I was not riding so no details.

The end of October saw us at Swarkestone for breakfast and Ticknal for lunch.

November started with Willington and Medborne followed by Sutton Wharf and Shackerstone, Fradley Junction and Coton in the Elms (the day of Martin's soaking) Bradmore and Costock.

December saw us at Woodhouse Eaves followed by the Carol Service at Nanpanton although numbers were again disappointing. No further rides were completed in December due to the weather as per the opening paragraph.

January started well with a ride to Amington, Tamworth and Ratcliffe Culey on our way back on New Years Day. This was followed by rides to Quorn where we have found a good café (Old School Café in the park) and on to Zouch for a welcome pint in a warm pub.

My ride to Newton Regis did not go down well as the route taken made us late arriving and we were unable to order breakfast. This was followed by a visit to the Globe Inn in Snarestone which was very busy and found us cramped in a corner. It was however warm.

The Globe Inn, Snarestone, busy, but warm.



The next ride was cancelled due to icy roads but we completed January with a visit to Bretby for breakfast and Coton in the Elms for lunch.

We are now all booked for our September cycling holiday to Lincolnshire this year. This will be a mix of apartments, camper vans, caravans and tents. As usual what looks to be a great location found by Lyn. As we are not too far from the "WOLDS" no doubt it will not be all flat rides.

Paul has planned his ride for the Rebellion Way for later in the year so we may get a report on that in future.

*Jim Gerrard*



**A selection of the  
Photo Competition  
entries so far**



**The full entries can be  
seen on**

[http://www.ctc.leic.org.uk/Photo\\_comp2022.php](http://www.ctc.leic.org.uk/Photo_comp2022.php)

# 32<sup>nd</sup> Annual Sulley Rides

Sunday 12<sup>th</sup> March

The annual *Sulley Rides* will be on Sunday 12<sup>th</sup> March, starting and finishing at Lutterworth Town Hall in the centre of Lutterworth on the Market Place, LE17 4AT (please note this is a different venue to last year). There will be a choice of four routes to suit all riders: an easy and mostly flat 30km ride, moderate 50km and 70km routes, and a more challenging 100km route. The rides are open to all and are a perfect way to start the spring after a long winter.

The Control at the Town Hall will be open for entries from 09.00 until 11.00, and rides must be completed by 16.30 when the Control will close. Toilets are available at the Hall and refreshments will be available all day. There is free parking on Sundays just off Station Road very close to the Town Hall.

Riders can enter the event at the start (£5 for adults and £1 for under 18s). Please keep an eye on the DA website ([www.ctclr.org.uk](http://www.ctclr.org.uk)) in case the weather causes a last minute cancellation.

The annual *Sulley Rides* are traditional ‘reliability rides’ where participants aim to complete their chosen distance within the time limit. The challenge is for riders to be self-supported and self-reliant and to navigate the route using the route sheets provided at the start and their own print or digital maps (gpx files available). The rides are named in memory of David and Doreen Sulley, founders of the Lutterworth section of the CTC, and have taken place every year since 1990, apart from 2018 (‘Beast from the East’) and 2021 (Covid pandemic).

We look forward to seeing you on Sunday 12<sup>th</sup> March!

The event organiser this year is Robert Sulley (with help from Neil Dixon and John Catt). Contact: [sulleyride@ctclr.org.uk](mailto:sulleyride@ctclr.org.uk)





## Mince Pie Meeting, December 2022

The very popular annual gathering of local (East Midlands) cyclists at Belton took place once again on the last Sunday before Christmas. John Catt sent the following note to his helpers:-

Just to say many thanks for all your help with last year's event. It was not aided by the weather and we did just avoid making a loss on the catering, coming in with a surplus of £14.

Thanks to the hard work of Derek and his helpers on the Tombola, he has been able to present Rainbows with cheques amounting to £564.50 from the tombola and donations.

## Cafe News

The Editor has no news of changes to, or additions to, local cafes since the last edition.

BUT, if you have anything of interest to other readers, please let Cycle Chat know so that it can reach a wider audience.

Cafes are, to cyclists, even more important than fuel stations to motorists, because we need to refuel much more frequently!

A very comprehensive list of refreshment stops used by local cyclists can be found on the [www.ctclr.org.uk](http://www.ctclr.org.uk) website.



## 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.





**NOTTINGHAMSHIRE CTC**

# **CHARNWOOD IN THE SPRING AUDAX**

**SAT APRIL 22ND 2023**

**STARTS 08:30 TO 09:15**

**FROM  
ST HELEN'S CHURCH HALL, TROWELL**

## **DETAILS**

Interesting rural route mostly on minor roads.  
104 km with Café Controls at Mountsorrel & East Leake.  
Refreshments provided at the start and finish.  
Minimum average speed 11.5 km/hr; maximum 30 km/hr.

## **ENTRIES**

£8.00 for Cycling UK or Audax UK members.  
(Plus £3.00 insurance for non members)  
Entries close on April 12th, or when 200 entries  
received.

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

**ORGANISER:** Rob Gibb  
[robert.gibb45@gmail.com](mailto:robert.gibb45@gmail.com)

Profits from this event  
will be used to support



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**Photograph poster or use QR code for more information.**

## Forthcoming County Event Dates

**12 March**

**David Sulley Memorial Ride.**

See separate notice.

**Sunday 17th December**

**Mince Pie Meeting**

The famous Mince Pie Meet will again be taking place at Belton Village Hall (10.30am to 12-30pm). Tombola in aid of Rainbows Children's Hospice.

### **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)

<b>NUNEATON</b>					Thursday rides meet at 10.30am. Saturdays 10am.
					
<b>CYCLE CLUB</b>					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>		
2nd Feb	<b>Thurs</b>	Dobbies Gdn Centre	<b>Half day</b>	Paul Kutchta	7414474233
9th Feb	<b>Thurs</b>	Sutton Cheney Wharf	<b>Half day</b>	Paul Hands	7941508045
16th Feb	<b>Thurs</b>	Heritage Café	<b>Half day</b>	Anne Taylor	02476 741276
23rd Feb	<b>Thurs</b>	Makins Fishery	<b>Half day</b>	Roger Payne	7757103139
2nd mar	<b>Thurs</b>	Astley Book Farm	<b>Half day</b>	Chris Turley	7971289464
9th Mar	<b>Thurs</b>	Morrissons	<b>Half day</b>	Jim Gerrard	01455 823787
16th Mar	<b>Thurs</b>	Peoples Café Bedworth	<b>Half day</b>	Chris Taylor	02476 741276
23rd mar	<b>Thurs</b>	St Marys Hinckley	<b>Half day</b>	Gill Lord	01455 456708
30th Mar	<b>Thurs</b>	Hill Top Gdn Centre	<b>Half day</b>	John Andrews	01162 865738
6th Apr	<b>Thurs</b>	Dobbies Gdn Centre	<b>Half day</b>	Eric Rowland	7768396806
13th Apr	<b>Thurs</b>	Sutton Cheney Wharf	<b>Half day</b>	Avril Eyre	01455 396134
20th Apr	<b>Thurs</b>	Heritage Café	<b>Half day</b>	Angie Fisher	7824808788
27th Apr	<b>Thurs</b>	Makins Fishery	<b>Half day</b>	Roger Payne	7757103139
POSTCODE KEY - NUNEATON LIBRARY - CV11 5DR, HILL TOP GARDEN CENTRE - CV7 9LH					
LAKESIDE CAFÉ BULKINGTON CV12 9JW - HERITAGE CAFÉ CV11 4LU					
PEOPLES CAFÉ BEDWORTH CV128NF - 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	Start	Destination
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

Check out their website for more runs. <http://slctc.org.uk/php/runslistCV19.php>

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

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**Advertising and distribution:** Lyn & Pete Gale - tel: 01530 271665

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

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

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

Views expressed in letters, articles or editorial are not necessarily those of the Leicestershire & Rutland Group of Cycling UK

Printed by Teamprint, Loughborough 01509 261425

# CHARNWOOD RUNS LIST 2023

Date	Start	Eleven's	Lunch	Leader
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	Donisthorpe	Jim
02 Apr	9.30 B	Beeston Marina	East Leake	Martin
09 Apr	9.00 H	Twycross Zoo	Stoke Golding	Dave
16 Apr	9.00 S	Swarkestone	Milton	Jim
23 Apr	9.00 A	Mercia Marina	Burton on Trent	Nick
30 Apr	9.00 W	Thurlaston	Croft	Jim
07 May	9.00 M	Barton Marina	Elford	Pete
14 May	9.00 B	Bradmore	GC Costock	Lyn
21 May	9.00 H	Atherstone	Stoke Golding	Martin
28 May	9.00 S	Shardlow	Kegworth	Dave
04 Jun	9.00 A	Bretby	Melbourne	Paul
11 Jun	9.00 W	Broughton Astley	Barwell	Nick
18 Jun	9.00 B	Rothley	Kegworth	Paul
25 Jun	9.00 M	Amington	Ridge Lane	Martin

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

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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 Summer 2023 issue of  
Cycle Chat is 1<sup>st</sup> May 2023  
That edition will cover June, July & August 2023**



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[www.cyclinguk.org.uk](http://www.cyclinguk.org.uk)**

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***To: Pete & Lyn Gale, 6 Bluebell Close, Donisthorpe, Swadlincote, Derby, DE12 7RW [lyntian@hotmail.co.uk](mailto: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 .....



*The narrow gauge rail line from Benidorm to Denia, Spain. Photo; Elaine Kay*