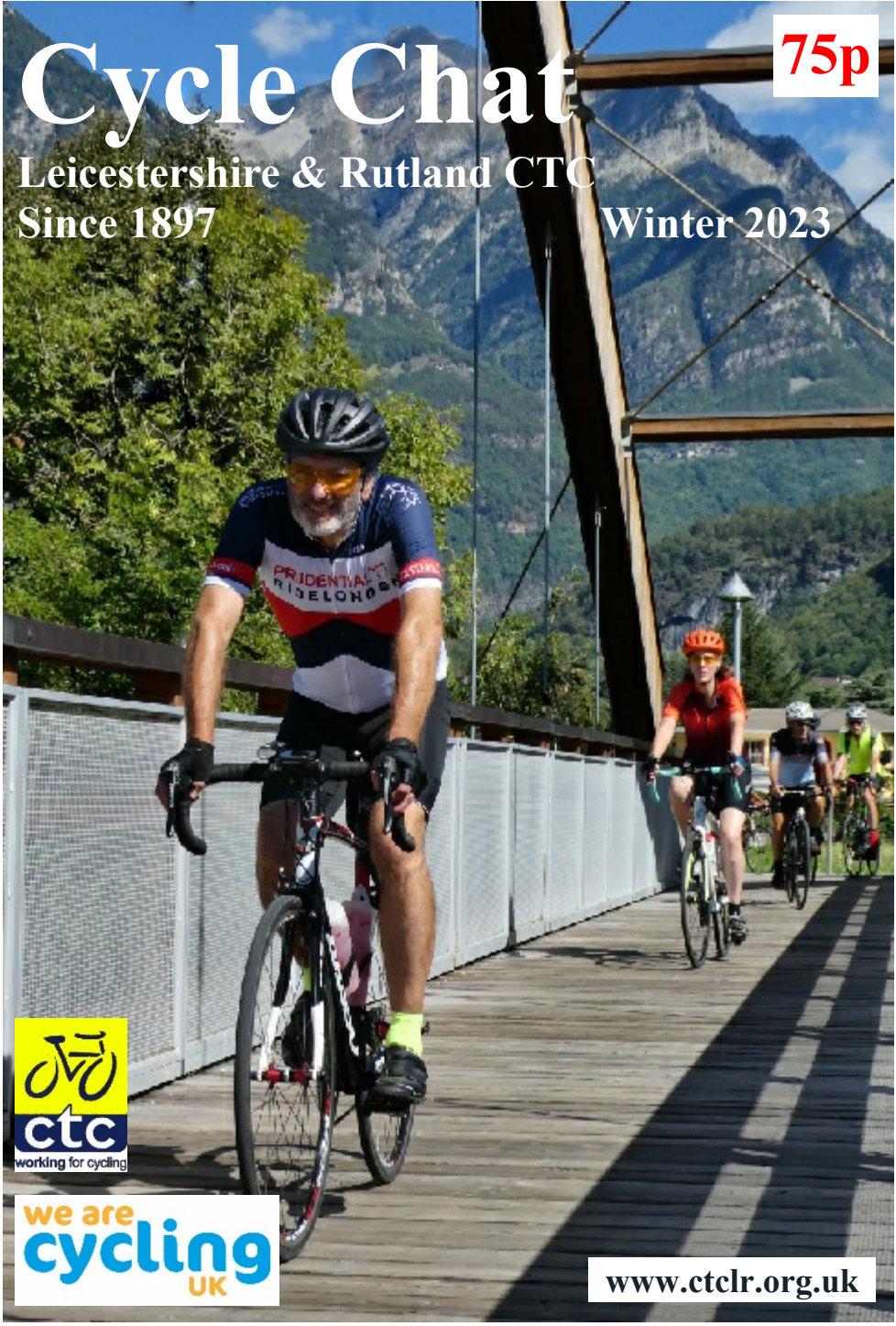


# Cycle Chat

75p

Leicestershire & Rutland CTC  
Since 1897

Winter 2023



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

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## Editor's Thoughts

I start with an apology for anyone who has sent me any emails since early October and whom I seem to have ignored. I had been with the same email provider (Virgin) without problems for over 20 years, but suddenly, without warning, found my emails totally blocked. Despite following the instructions of how to get them back and hours on the phone I had no success and had to set up a new email. This meant I had lost most of the email contacts on it. I have been able to get going again with some, but not all. So if you did send me something and had no reply from me, that's why. Please resend it. My new email address is below.

I have been away on holiday quite a bit in the latter part of the year, with cycle tours to Bavaria, Sweden and Sardinia. I was also booked to go to Italy, but this fell by the wayside due to lack of participants. The Swedish trip was very different to my usual trips where I fly and stay in hotels. On that trip, the organiser was a train buff and he had worked hard at avoiding air travel. So I found myself driving to Harwich, where I parked up. Next day, with bike, took the ferry to Holland, cycling to Amsterdam, meeting the rest of the party and continuing to Sweden by trains and ferries. Accommodation was something I hadn't done for years; cycle camping, carrying everything on the bike. It was certainly different and I'll write it up for a later edition.

**PLEASE NOTE MY NEW EMAIL**  
**92davebinks@gmail.com**

*Dave Binks*

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# From the Secretary

**Alan Hartshorne**

Well this years summer and now the autumn has not been the best has it. I think most of us made the most of it. As usual I cycled down to Watlington for the Association of Lightweight Camper's (ALC) Birthday this year I rode down in the day. I met a couple who I met at the 1997 Birthday Rides in Leicester & are still together. They come from Kent & told me their clubruns have very few riders out.



The ride back was tough 90 miles. September the 3rd saw the President's Ride which was a really fine day & we started at Lutterworth with elevenses at Thornby, a beautiful building in the Ironstone that runs across the country through the Cotswold through to Lincolnshire Lunch was at Welford Wharf.

Going shopping in the rain one morning I spotted a lady cyclist who was doing the BCQ & heading for Naseby. She rides with the Hertford group but said there are no clubruns as they have no leaders. She had ridden the Vet's Triennial rides in Leicester & remember with affection Keith, Norman & Jim.

In late September I camped for 2 nights at Cannock Chase but on the Thursday it rained all day. On the Friday I rode to Wolverley near Kidderminster to join the ALC. Saturday I visited the Severn Valley Country Park & you can ride alongside the steam railway. Sunday I was going back to Cannock but the site was very wet. So set off using parts of the canal and an old railway line now used for cycling & walking through Wolverhampton without seeing the town. Carrying on through Cannock, Burntwood & Litchfield arriving home at 20.05.

Off-road ride was held on 8th of October on a lovely day, I rode up to Staunton Harold Reservoir It was disappointing as only one Leicestershire rider Peter rode. But 8 Derbyshire members rode it & enjoyed it so much that their weekday riders rode it later, so where were all these riders with gravel bikes then?

A meeting with the council's Cycle City which informs us what is happening in the city. The cycle path on the A46 is to be reinstated to Thurmaston this was built before the war. Santander bikes have been restored to re-used again.

The police have been targeting these fast eBikes. Some riders have been talked to & some seized.

The position with Leicestershire & Rutland CTC is we need a volunteer for treasurer for next year & we have lost some committee members this year, But with only member attending the AGM, and one member riding the off-road, the question has to be asked, “Are we doing what the members want?” If not would some of you volunteer with ideas otherwise we may finish after 127 years. It seems we are not the only group in this position.

I hope you come to the Carol Service & the Mince Pie event & support the Club.

Have a good Christmas Alan

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

### Winter Jackets: You Pays your Money .....

We all have our different ways of coping with winter cycling conditions.

One November decades ago, I was cycling back from the 6-day race in Ghent while suffering from flu, not a mere cold! I'd used up all my cycling kit trying to keep warm, so looked for anything in my panniers. My thick fleece did the trick! When I saw Altura's "All Roads Fleece" I thought I'd try it. Would it be as good?

The short answer is no, despite the "Thermal" label. Only the upper parts are fleece, the main body being a softshell material. On the first chilly autumnal morning the headwind penetrated the garment. I needed a gilet underneath and a "Gamex"-type shell over the top. So fine for layering. But it was breathable! I'd rate the jacket 2-seasons rather than winter. I liked the outside breast pocket, used for my hankie. The single zipped rear pocket was fine for my mobile, with a small inner pocket for a key etc. The light blue colour was fine, though a gravel colour is the alternative! At £54 it seemed a reasonable addition to my wardrobe. I'll wear a larger size over my Assos technical winter jacket.

That Assos garment isn't quite warm enough by itself unless your winter is in Italy, or along the Mediterranean coast of France, Portugal or Spain! It has wind-stopping front-facing material, breathable rear sections, uses 9 different textiles, 14 different component parts and even has shower-proofing and a built-in lycra balaclava hood! The latest Assos Winter jacket, their Equipe RS Johdah S9 Targa is priced at £610 – so makes Altura's £54 seem quite reasonable!

## The Seatpost Man

A recent item in the magazine of the Rough Stuff Fellowship highlighted the above service for removing stuck seatposts. I've always ensured the interface between frame and seatpost is well greased. But it does happen regardless of materials involved – even carbon fibre. If you need the service, just Google the title above.

## Assault & Battery – The bad news and the good?

Following on from Peter's comments in the last edition of Cycle Chat about how he thinks Electric Vehicles (Evs) are bad news for us cyclists.

Peter said they would increase the tarmac cracks leading to more potholes, A dialogue has opened up with one of our readers.

### Letters re EVs (Electric Vehicles)



Dear Editor

I was very disappointed to read one of your contributors, Peter Witting, continuing to perpetuate the myth that EVs contribute to road damage.

His phrase 'it seems' was not worthy of a technical article.

No evidence whatsoever was cited, it was an opinionated article that the EV (and cycle) hating Daily Telegraph would be proud of.

What about the preponderance of heavy, gas guzzling SUVs which clog up our lanes? Or the courier and supermarket delivery vans which have multiplied since lockdown? Do they somehow tread more lightly?

No car is cycle friendly, but most of us have to drive or use one at some point, and EVs have the advantage of no tailpipe emissions.

If Peter really wants a worthwhile axe to grind, may I suggest this one?

<https://www.theguardian.com/business/2023/aug/26/more-than-150-car-models-too-big-for-regular-uk-parking-spaces>

Graham Cameron 30/8/23

*See next page for Peter's reply:-*

## **Assault & Amp; Battery – Continued:**

Graham Cameron's email takes issue with my claim in the last Cycle Chat that EVs (electric vehicles) are going to increase road damage, thereby causing more potholes. He criticises my lack of evidence. Fair comment – so here goes!

There is a generally accepted algorithm that to double the highway damage you do not need to double the weight of the vehicle. The U.S. General Accounting Office found that road damage was related to the 4th power of the relative loads; (I think the laws of physics apply equally this side of the Atlantic). That means that if one vehicle carries a load of 1,500 pounds per axle and another carries a load of 3,000 pounds on each axle, the road damage caused by the heavier vehicle is not twice as much, but 2 to the 4th power as much ( $2 \times 2 \times 2 \times 2 = 16$  times as much road damage as the lighter vehicle).

Interestingly it adds “So let's compare a passenger car and a bicycle instead, both with two axles. Say the bike and its rider weigh in at 200 pounds, and the car at 4,000 pounds. The weight of the car is also 20 times greater than the bike and rider, and the road damage caused would be 160,000 times greater”!

Now the above would be irrelevant if the move to EVs left their vehicle weights unchanged. So, are EVs generally heavier? I'm no expert so I refer to the report from the University of Leeds. They assessed the weights of 15 popular electric cars and compared to their petrol equivalents they found the electric vehicles were on average 312kg heavier. This is largely because electric cars have heavy batteries, which can weigh up to 500kg.

I even checked my own Astra 1.4i Sports Tourer. Parkers (a used car reference book) quote the unladen weight for the 2010 model as 1363Kg, so mine would be similar. Vauxhall quote their Nov. 2023 electric Astra Sports Tourer weight as 1725Kg. That's an increase of 362Kg – over 25%, and greater than the 312Kg average quoted by Leeds University.

I did mention that Toyota were developing new “game-changing” solid-state batteries set to go into production by 2028. These devices will be lighter and more powerful than current batteries, giving electric cars a range of 1200 kilometres with a charging time of just 10 minutes. That does not necessarily mean their cars will be lighter; simply that their batteries will give more bang for a given weight. I'm guessing they will match the vehicle weight against the competition while extending their cars' range over competitors.

Range Anxiety is a big factor when purchasing EVAs. Even operators of car parks are concerned with car weights increasing by up to 25%, which could exceed the safety levels for their multi-storey construction. The RAC reported



that research by The Institution of Structural Engineers has highlighted the importance for multi-storey car parks to be reviewed for safety.

The link between cracks in the road surface and the creation of potholes is widely documented when the wheel loading exceeds the capacity of the original underlying pavement layering. That causes flexing with strain on the asphalt layers above. The resulting cracks allow the penetration of water, and freeze-thaw cycles turn cracks into potholes.

Given the above, I can't agree with Graham Cameron that the link between EVs and potholes is a myth. True it's not just EVs that will increase the road surface cracks leading to potholes; increasing SUV use and increased axle weights will have the same effect. But the issue for cyclists is that when all petrol and diesel vehicles are phased out, (now 2035 rather than 2030), they will all be replaced with heavier EVs. The roads we use will suffer increasing damage, as if it wasn't already bad enough!

The RAC's analysis of government data has shown an almost 1/3 rd decline in life-extending road maintenance by local highways authorities over the last five years. That leaves a £12bn repair backlog! That's why we suffer the increasing pothole plague, and that's before we suffer the consequences of mandatory transition to EV's.

We need cyclists to be informed, we need our politicians to be informed, and we need our politicians to know that we know what's happening. That's our only hope for increasing highway maintenance funding to cope with the switch to EVs.

Now; isn't there an election coming soon?



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

## **CYCLE PATHS OR TRACKS**



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 2023)

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

### **Last date for entries extended to 31<sup>st</sup> January 2024**

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

**PLEASE MAKE IT CLEAR WHICH PHOTO GOES INTO  
WHICH CATEGORY.**

# Just for fun

## A mini touring quiz No. 2



### Rutland Jeff asks how observant you are

When out cycling, do you keep an eye out for curiosities?  
Here is one that Rutland Jeff. has found – can you find the answer?

**Folkingham** in Lincolnshire has a building marked on the OS map as a ‘Castle Earthwork’ (other older maps as ‘Old Prison’) Originally built in 1611, only the gatehouse remains (rebuilt in 1825 as a House of Correction). Complete the following polite request, (on two plaques on the roadside fences).

“PLEASE R - - P - - T T - - P - - V - - Y O - O - R G - - - - S”  
(Perhaps a ‘tongue-in-cheek’ sort of ask?).

Another test to come in the next edition

*Please Respect the Privacy of Our Guests*

### David Grimshaw

Your Editor bumped into David Grimshaw recently when our paths crossed East of Leicester. He had been out for a ride in the lanes around the Billesdon area and Buttercups tea room. He told me he rides alone most of the time now, claiming to be the “Last man standing” out of the old Leicester City Section. Not bad for an 87year old!

**Merry Christmas**  
**and a Happy**  
**New Year**





## President's Notes

Neil Dixon

This year, Judy and I have continued to try and use the train whenever possible for our tours.

In addition to two trips to Scotland, we also made the long journey to Bavaria, for my stepson's wedding. In this case, we didn't have bikes to worry about, but even so, German trains appear to be no more reliable than British ones.

Booking bikes onto trains does not seem to get any easier, and so Judy and I have started to wonder if we should think about buying some folding bikes that can be used as an alternative. Performing some research on the matter, I've quickly found that there's a whole sub-culture of cycling dedicated to them, particularly Bromptons. The utility of their small folded size and reasonable maneuverability, is quite compelling, but the fact that gear range is limited to 6 gears at most is a concern. Perhaps we would have to limit ourselves to the flatter destinations?

If any of our readers have experience of touring with folding bikes, I'd be happy to hear from them. We are also thinking that they'd be quite useful on the occasions when we would need to fly to a destination, as they could be transported as standard baggage\*.

*\* My comments (Dave Binks) on this are that when flying, the "free" weight allowance is often less than even a standard bike weighs and the permitted physical dimensions, and folders weigh more than standard bikes because of all the hinges etc needed, so additional payment would be required. I own an "Airnimal Chameleon Sport" bike that has a wide gear range and folds into a wheeled hard case 64 x 68 x 32cms but with spares and mudguards, weighs about 20-21 kg. That weight and size nearly always puts it outside standard luggage weight and size allowance for nearly all airlines, so additional fees apply. Also, being in a hard case, somewhere to store that case until you return to the airport has to be found. Difficult if you don't start and finish at the same airport!*

*Of course, the hard case can be left at home, but some form of enclosure would still be needed for holding everything in one bag and to avoid it getting tangled up with anything else, plus criticism from the airline check in staff.*

*Note I said the Airnimal is a "bike that folds", not a "folding bike". Bromptons and the like fold within seconds and don't require tools to do so, whereas the Airnimal takes about 20 minutes and requires tools. I have read that Bromptons and other very small wheel bikes don't ride anywhere near as well as a standard bike, whereas the Airnimal is almost as good*

***Picking up on Neil's comments about trains.:-***

*I was on two tours this year involving trains.*

*The first was where a couple had travelled, with bikes, overland by train from the UK to Nuremberg, Germany. Their bike spaces were booked and paid for. They were badly disrupted by delays on the German Rail system, arriving nearly a day late and similarly delayed on their return. Yet on the second tour, through Holland and Germany, a large group (12) of us with bikes had a great experience involving various changes of trains across two countries, involving Dutch Railways and German Railways.*

*Like air travel, train travel is great when it goes well, but awful when it doesn't !*



Paul Hands' photo of the Obelisk, Holkham Hall in Norfolk. Originally designed by William Kent, the structure is built of Bath stone and is around 25 metres in height.



# Rebellion Way (part 2)

## Words and photos by Paul Hand

*Continued from the Autumn Edition.*

*Paul continues the story of his tour around the Norfolk countryside following the Rebellion Way. This takes its name from two Norfolk rebellions; Boudicca's in AD60-61 when she took on the Roman Army, and Kett's rebellion of 1549 when he took on Local landowners over the enclosure of land. Both were unsuccessful and ended in their deaths.*

After our lunch stop in Mundford, we rejoined the route and had to follow a series of forest tracks for some four or five miles. This is what we had hoped for, some trails away from everything. The only minor downside was that this was a managed forest so the tree planting was very regimented and a little uninteresting. However, the tracks were hard going as some had been covered in a heavy gravel, so going uphill was particularly hard.

Thetford Forest is the largest lowland pine forest in Britain, covering some 19,000 hectares and is a SSSI although the creation of the Forest, just after the First World War, destroyed much of the typical environment of the area. The area is somewhat manmade, as it had previously been denuded by flint mining. Thetford Forest was also home to the 7th Armoured Division, also known as the Desert Rats. This division was stationed in Thetford Forest between January and May 1944 while they prepared for the invasion of Normandy. This was the only



time the division was in the UK in its entire existence. The division sailed from Felixstowe on the 5th June 1944 with the first tanks landing on Gold Beach on the evening of 6th June. We arrived just as they were leaving, albeit 79 years later. Parts of the original camp are still visible and used as a campsite. Unfortunately the museum wasn't open on the day we were there.



Today we had to detour approximately 7 miles from Oxborough to get to our overnight stop in Fincham. So far we had



covered 82 miles. The weather had been kind to us and stayed dry, although it was cool.

So far the route had been quite interesting, and although we had not had that many miles off road, the country lanes had been very quiet and true to the guide.

Day three started with a seven mile ride to get back on to the route at Oxborough and was destined to be our longest day in the saddle at just over 54 miles. The weather forecast was dry, although not that warm for the time of year.

We decided that we should make a few miles in the

morning as there was not a huge amount of off road today and the first land mark we came was Castle Acre.

This small village boasts not only a set of ruined medieval defences but also an old Norman castle, of which the Bailey Gate still survives.

The small village is also home to Castle Acre Priory, a ruined Cluniac priory dating back to 1089. The ruins are now in the care of English Heritage. It seems amazing that such a small village is home to so much history.



Not only that, the River Nar, which runs very close to the priory, and I guess would have been an important source of water when the priory was in its hey day, is also a biological SSSI (Site of Special Scientific Interest). That said it was rather peaceful standing on the bridge watching it flow through the countryside.



We continued towards Bawsey on the outskirts of Kings Lynn, and yet again we came across the ruins of another old Church, St. James. Originally built in the 1130's, it seems strange to see it standing on the top of a hill in total isolation, however it used to be the centre of a thriving village. Today there are no signs left of the village, it having been destroyed in the 16th Century when the landowner decided to clear the

tenants, destroy their houses to create new pastures for sheep.

Of course a lot of Norfolk's wealth was built on wool, which paid for many of the large churches in the county. Currently Norfolk has in excess of 100 ruined churches, many of great architectural interest.



Carrying on towards Bawsey pits, the track became very sandy, and at times it was like trying ride on a soft sandy beach. Often the tyres became totally bogged in the sand and unable to move.

We entered Kings Lynn on one of the many cycle tracks that run through the town, and eventually ended up by the old dock area where we stopped for an afternoon cup of tea, and of course some cake.

King's Lynn is historically an important port town in East Anglia. Sir Robert Walpole was member of parliament in the early 1700's, during which time it saw shipbuilding thrive along with sail and rope making. Glass making was also prominent in the town as was brewing.

The town's subsequent decline was halted by the arrival of the railway in 1847. It was one of the first towns to be bombed by Zeppelins during WW1. Clearly it has seen many changes over the years.

Leaving Lynn, as it is known locally, we made our way north towards Sandringham and our eventual overnight stop at Snettisham. We rode through some of the outer public grounds and woodland of the Sandringham Estate, stopping briefly to chat to one of the staff on the exit gate. His stories were both amusing and enlightening. Passing the closed main gate to the Estate gave rise to the poignant thought that sadly the late Queen was no longer with us.

Having had quite a long day, and spending quite some time stopping off to look at various places and speaking to people, it was getting rather late. So we continued the uphill ride towards Snettisham and our overnight stop at the Rose and Crown.



We were now halfway through the Rebellion Way.

*To be continued*

Sandringham Gates



# Shirley Thomas - Solo Travelling Cyclist

*During a recent cycle camping tour, your Editor started chatting to one of the participants and realised she lived in Leicester and was a very adventurous solo traveller by bike. I persuaded her to pen a few words about some of her travels and adventures:-*

The sun is shining, and I'm camped beside the River Weser in Germany. I'm now travelling solo because I want to get down to Greece by the end of September and I like to do it in as low a carbon way as far as I can. But of course I'm also doing it because I have the time and I really love to ride my bike. I love to see what is around every corner or bend in the river, to smell honeysuckle in the hedgerows, to eat up the miles along country lanes with dappled shade, to know I'm not polluting the air, while getting fit as I go. I love to share the experience with others, but going solo has its advantages.

Mostly it means I can change my mind. 100 times a day without annoying anybody else - and finding companions with the same amount of free time can be difficult. If I decide I want to stay in a guest house or hotel I don't have to consider another person's wishes, and not everybody is prepared to rough it if necessary.

I think it all started with me when I was hitchhiking in Europe as a student, and discovered the utter exhilaration of travelling with just what I needed in a little rucksack. That feeling, that liberation and minimalism still thrills me and drives me now in my cycle touring. I fell in love with cycle touring about 30 years ago when Lee, my boyfriend, arranged a bike and barge holiday in Holland. It was the cycling to Harwich, through the lanes and villages of England that blew my socks off. It was the perfect way to travel, to really connect, to discover.

Then followed some lovely touring trips, in my 40's, mainly in magical Ireland. It never occurred to me that I might ever do epic self supported transcontinental



rides. But I heard from my partner about the Adventure Cycling Trans-America ride; 4,500 miles through 10 states. He did that ride in the year 2000. After that, I didn't realise it, but a seed of an idea had been planted. It was only when I mentioned to Lee's Dad that I thought I might give it a go and he declared, "Oh no, you couldn't possibly do that."

Ha ha!! That was the moment I knew I was going to do it. So, in 2003, I took on one of the toughest challenges I've ever faced; the epic self-supported Trans-Am from Yorktown, Virginia to Florence, Oregon with Adventure Cycling.

It was so hard on some days in the first few weeks that, quite honestly, I could've got off my bike and cried. The weather just then was awful - terribly cold and wet. Every day I started with cold wet feet. And I was carrying a weight of tools plus a bike repair manual! But I survived that life changing 4,500 mile trip and went on to do three more different transcontinental rides.

It also gave me the confidence to ride alone. On some of those long, long days our group was strung out for miles. I learnt to enjoy being solo. Imagine hearing 10 or so Harley Davidson riders coming up behind you and slowing to ask you "Where you come from? Where you goin'?" and they can't quite believe what you're telling them.

The funny thing is - after a tour that big - you just want to keep on riding. It defines who you are. Life at home becomes a very distant thing.

Nowadays with mobile phones, Sat-nav etc, it's so much easier to plan things. And I travel much lighter with just two rear panniers and a bar bag.

I should mention that I give a lot of thought to personal and bike security, and believe in being as visible as possible when riding - for safety's sake.

And so here, I am, pedaling down through Germany and on to Italy, Slovenia, Croatia, and finally (by ferry) down to Greece. I decided against riding the EV8 all the way down due to what I've read and heard about the roads further down through Albania being heavily trafficked and not being a properly developed route.

The adventures continue.....



# 2023 Memorial Off road Ride

By Peter Witting

*Photos by Peter Witting and Ian Hill*

It was four years since I had last ridden this event, held in memory of John Allen, Keith Lakin, Phil Allen and Howard Naylor. I think Covid 19 restrictions got in the way, then the ride was cancelled in 2022 due to a clash with a triathlon event at Staunton Harold Reservoir.

In 2019, I'd been able to follow Stephen Dee who'd ridden the route



beforehand. This time I had to rely on my map – the O.S. National Forest Explorer 245, and not always successfully! Our Secretary Alan Hartshorne, who had ridden from Leicester, was signing on the riders from the Burton Group as I set off riding solo. After navigating the streets of Melbourne, I joined the

tarmac Cloud Trail at King's Newton.

Negotiating the tree roots, joggers and dog walkers I headed past Wilson and Tonge to reach the A42 crossing.

I reached Worthington by a route of my own invention, having no memory of my previous ride, and despite the route instructions! The next four miles of road were straightforward through Newbold, under the A42 and passing Lount.

A mile further on, I turned off the B587 Nottingham Road onto the Old Parks tarmac track which I'd first used on Ian Hill's 2018 route! To make things more interesting, I once again failed to follow the instructions! When the track reached the road, I thought I'd reached the



Derby Road, B5006, but it wasn't! The instructions told me to follow the track to the right, not the road; but I'd ended up following the cycle path alongside the A511 until I reached Boundary! To regain the route, I followed Manchester Lane to Hartshorne rejoining the route at the other end of Coal Lane!

The long downhill track to the east of Foremark Reservoir had more sleeping policemen than I can recall ever seeing before, seemingly every

few yards – quite challenging on a hardtail! Then came the steep climb on the road from the reservoir to reach Ticknall.

North of Ticknall, I thankfully remembered the off road route through Stanton Wood to join the track from Seven Spouts Farm. Here I met a young lady approaching from the opposite direction, so I left the gate on the latch. The rocky climb alongside West Wood left me looking for a soft landing on my back; the front wheel was stopped by a rock, while the rear spun on some loose!

I reached Stanton by Bridge to find traffic on the main road over Swarkestone Bridge at a near standstill. No problem as I simply had to cross the road to reach Ward's Lane. Very deceptive as the tarmac gives way to gravel, then becoming an unsurfaced track lined with stinging nettles! A few hundred yards before the end I spotted an open gate leading to tarmac and Tori & Ben's Farm Shop. Too tempting to miss this shortcut!

My deviations had added just a couple of extra miles to the intended 25, and I'd discovered some new roads! An enjoyable day out thanks to Alan and those



who had devised the Memorial route. If you fancy joining me next year, I should be able to navigate the intended route without deviation!

You don't need a fancy off road bike; I was on my old touring Mercian shod with Continental Top Contact 700 x 28 tyres.



# Scotland September 2023

**Neil & Judy Dixon get their kilts out again for another trip north of the border.**

Our cycling in Scotland provides us with an opportunity to enjoy quiet roads, and lovely scenery. As our memories of previous tours are not always as sharp as they were, it is nice to revisit roads that we cycled 10 years ago and realise how much we have forgotten. Sometimes we rush through landscapes on our way to somewhere, so now we aim to pause and explore some of the dead ends that we didn't see last time, stay for two nights rather than one and research places that we would like to come back to.

## **Day 1**

*Leicester to London and train to Fort William*

We cycled to Leicester Station, put our bikes on the train to London, cycled from St Pancras to Euston and climbed on board the Caledonian Sleeper for Fort William. A pleasant drink in the bar and bed. Sadly the disabled-friendly room which is big enough for two bikes and two people was not available so we were advised that we would need to be woken at Edinburgh so that we could move the bikes. The train splits into three in Edinburgh and with our section of the train having no bike hangers, it is necessary to move the bikes from one section of the train to another. For future reference, the staff advised ringing to book in future and asking for the disabled friendly room if using the Fort William branch of the service.

## **Day 2**

*Fort William to Acharacle on the Ardnamurchan peninsula.*

We arrived on time in Fort William with just a fifteen minute window to catch the small ferry from Fort William to Camusnagaul. It would have been nice to hang around looking at the steam train getting up steam ready for its journey to Mallaig but we hurried down the pedestrian ramp that goes underneath the busy main road. The ferry is privately run, straps the bikes to the roof



and gives great access to the single track road on the western shore of Loch Linnhe. I had phoned to check if we needed to book but the owner advised that if he was full he would just make the journey twice. We were the only passengers. We headed south to Ardgor for coffee. Our fall back position if we had missed the ferry in Fort William was to use the pedestrian ferry at Corran. The vehicle ferry has been out of action for months but they have been running a small boat which takes two bikes and a few passengers. The pub at Ardgor only opens at 4pm but an enterprising lady is running a 1960s caravan serving soup and coffee. The road from Camusnagaul to Corran is normally quiet and lovely, but due to the lack of a car ferry, many more drivers were using the single-track road as a very long alternative..

We headed on to Strontian where there is a hotel and cafe. Aided by a tail wind, we paused for more food and then continued west to Salen. We found most drivers to be courteous but it did help to have a handlebar mirror to warn of cars approaching from behind . At Salen we turned north for Acharacle. This was a new bit of road for us. Acharacle is at the southern end of Loch Shiel, famed for its opportunities to spot white tailed eagles fishing. We had booked two nights in Acharacle in order that we could explore the area.

### Day 3

*Acharacle, Ardtoe, Eilean Shona, Loch Moidart.*

If Acharacle appears to be at the quieter end of the west coast of Scotland then Ardtoe and Eilean Shona really are at the end of the road. We saw no traffic but we did see interesting scenery, boats, flowers, long abandoned telephone boxes, beaches, and the inevitable ruined castle.

We didn't see any midges. The weather conditions were pretty perfect for cycling with no wind and intermittent sunshine. The long abandoned telephone box had a cushion in it and lots of missing panes of glass so maybe not abandoned by everybody.

We had lunch in Acharacle's community cafe and then headed out to explore more dead end roads. Sudden short sharp showers saw us sheltering under big trees. The road north to the Ardnish peninsula looks interesting but save that for another time.



### **Day 3**

#### *Acharacle to to Dervaig on the island of Mull*

After breakfast we rode south to Salen and then west to Kilchoan on the western end of the Ardnamurchan peninsula. We had cycled this road in the opposite direction ten years before. It is a fantastic road with lots of different scenery and the road often hugs the banks of Loch Sunart. It was mill pond still. There is a lovely steady climb around the remains of the volcanic Ben Hiant and a lovely descent to Kilchoan. When you reach Kilchoan you can extend the ride to the most westerly point where there is a lighthouse and a cafe. On this occasion we stopped at Kilchoan and caught the ferry to Tobermory on the Island of Mull. All Cal Mac ferry crossings are a little risky because you never know when breakdown or bad weather will cancel the sailings and although the ferry terminal has an indoor waiting room it isn't the sort of place you would want to spend the night. We met cyclists soaked to the skin with no waterproofs and a taxi driver dropping off luggage for six cyclists who were cycling from Fort William. It was nice to sit by the radiator on the ferry and look at the rain. We ate at what seemed to be the only cafe in Tobermory and then headed off to Dervaig, where we stayed in the Community-run bunkhouse.

### **Day 4**

#### *Dervaig and Calgary Bay*

The cycling on Mull is challenging in places. The roads are mainly single track with variable quality of surface, sudden changes in gradient and bits where the road is falling away. There is little traffic. We spent the day exploring the beach at Calgary the sculpture woodland walk at Calgary and cycling up and down dead end roads to see what the view was. There is a good cafe at Calgary.

### **Day 5**

#### *Dervaig to Oban*

We had planned to cycle from Dervaig to Iona but faced with heavy rain and wind from storm Lee we realised that Iona was not an option and if we wanted to be able to leave Mull before the ferry service was



cancelled we had better do it now. More storms were forecast and it was a bit of a relief to get to the mainland. We enjoyed the hospitality of the cafe in Salen and the island's only bit of fast road goes from Salen to the ferry point at Craignure. Head down, full waterproofs and it was nice to see the ferry. We spent the remains of the day in warm dry places in Oban and booked into the Youth Hostel. We benefited from the drying room, good bike storage and close proximity to town.

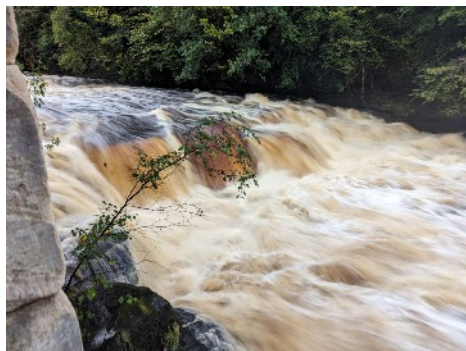
## **Day 6**

*Oban to Glen Lonan and south to Glasgow and New Lanark*

With what appeared to be a brief window in the weather we thought we would explore one of my favourite glens. Glen Lonan is a wonderful ride. The main road runs parallel via Connel so the Glen sees very little traffic. Every cyclist on the west coast had seen the weather forecast and was either heading home or going east and with no reservation and limited space we couldn't leave Oban by train until after lunchtime anyway. We enjoyed the train ride and it gave us a wonderful view of rushing rivers and flooded fields. The volume of water was pretty scary in places and speed restrictions on the train meant that we moved pretty slowly. When we finally arrived at Glasgow Queen Street we negotiated the city streets on foot to get to Glasgow Central only to find that no trains were going south. All the other passengers were given bus travel to Carlisle but buses don't take bikes. Other local cyclists suggested going back to Glasgow Queen Street to get from there to Edinburgh and from there south but by this time it was 6pm and we decided that it was better to catch a local commuter train where bike bookings are not needed. We looked at the departure board and chose to go to Lanark. New Lanark is a World Heritage Site with a reasonably priced hotel in one of the old mill buildings and it had rooms available.

## **Day 7**

*Exploring New Lanark and walking around the Falls of Clyde. Enjoying the pool and steam room at the hotel*



The Falls of Clyde are a series of attractive waterfalls which after the heavy rain were in full flow. Walking in cycling shoes was a bit challenging but we were the only people about. There is some nice cycling around New Lanark but sudden heavy showers meant that it was more attractive to explore the World Heritage Site and its buildings.



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the home of  
[www.247cycleshop.com](http://www.247cycleshop.com)



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10-12, Northampton Road,  
Market Harborough, LE16 9HE  
01858 465507  
e.Mail [georgehallscycle@aol.com](mailto:georgehallscycle@aol.com)

## Day 8

*New Lanark to Leicester via Lanark, Motherwell and Birmingham*

Flooding on the train lines meant that it was slow progress but we made it home

### Summary

We experienced perfectly good and pretty terrible weather conditions in equal measure. We saw no midges, the ferry crossings worked as planned. We were reminded that the weather always wins when cycle touring. We were sorry not to see Iona but the only accommodation that we had been able to book there was a camping pod and in the face of storms from the west a camping pod with an outside toilet was perhaps a bit ambitious as a holiday destination. A four star hotel with a pool was a better option in the circumstances. We plan to go back to Acharacle next year to see the bits we missed. The area has struggled economically with the loss of the Corran ferry but as I write it has just been announced that it will soon be in service again.

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## Hook of Holland to Copenhagen by bike

### Linda tells of her Scandinavian trip

After a long train journey to Harwich we finally boarded the overnight ferry for Hook of Holland. A smooth crossing, but we were rudely awakened by the ship's alarm call at 05:00.

After breakfast we alighted at Hook and after some initial faffing around, started our journey. It was grey and wet, but really interesting to see the Dutch cycling infrastructure and how cyclists didn't have to take their lives into their hands on roundabouts and busy road junctions. We passed through the outskirts of Rotterdam, The Hague, Zandvoort and Egmond, where there was a lot of excitement with a rescue services' open day; lifeboats, helicopters, police cars and hundreds of people all milling around. We spent the day cycling through woods and



sand dunes as well as urban areas, eventually reaching IJmuiden (the port of Amsterdam) our home for the evening.

The next day saw us en-route to Den Helder, the naval base of the Netherlands, and again, we cycled through national parks, sand dunes and even along a concrete “beach”. It was a veritable rush hour cycling the last 10 or so miles, as it appeared that virtually the whole of Holland was



travelling the opposite way by bike. There were bikes of all shapes and sizes and whole generations of families out on their bikes. We weren't sure if it was a typical Sunday afternoon in Holland, or whether they were all coming back from viewing the Tall Ships Race and the naval festival at Den Helder.

Day 3 was supposed to be a fairly long day, crossing the Afluitdijk across the IJsselmeer. However, the cycleway on the dyke was closed as they were repairing it. In true Dutch fashion, they provided a bus for all the cyclists to get across; so unlike the UK, where we would probably have been met by a “road closed” sign and nothing more! It was a good opportunity to chat to fellow cyclists from The Netherlands, Germany and France and to find out their routes. We finished in Leeuwarden, which was an interesting town, known for its historical monuments, including a leaning tower (very different to the more well-known one in Pisa).

Day 4 was to Delfzijl and we passed through a lot of agricultural land and, this being Friesland, saw a lot of black and white Friesian cows. We also saw windmills, storks and were accompanied by swallows, swifts and martins darting across the roads. Hares were also running in the fields and on to the roads. Groningen was the biggest place we visited and seemed very busy after the tranquil countryside. The



amount of bicycles outside the university library was phenomenal – nothing like the university library here!

The next day was our last day in The Netherlands and our first in Germany. However, the going was extremely hard work for the 30 or so miles to the ferry across the River



Ems, and immediately on entering Germany we received alerts on our phones to warn us of storms and danger to life. We decided to go on to Wilhelmshaven by public transport and that was an adventure in itself as trains weren't running due to trees on lines etc. My school German came in useful trying to ascertain what was happening and, after 3 different forms of public transport, we eventually arrived at our destination just as tired as if we had cycled.

Fortunately our first full day in Germany was a lot easier as it was our longest day so far. We cycled to the River Weser for the ferry over to Bremerhaven and had an interesting ride through the harbour, where there were many ships and submarines to look at. Then we went through an area where all the new German cars were ready for export and were amazed at how all the big trucks slowed down to give us room and enabled us to cross junctions safely. We eventually arrived at Cuxhaven for the night.

The seventh day was a lot of cycling along the North Sea coast along the side of dykes and through agricultural land. We crossed the River Elbe by ferry and then reached the Nord-Ost-See Canal (Kiel Canal to the British!). We spent the night at the little town of Sankt Michaelisdonn' enjoying the best meal of the tour so far.

Day 8 was spent along the Kiel Canal for the majority of the day. Nearly all the Germans we came across were on electric bikes and we only really saw children on non-electric ones. The weather was lovely and we spent a pleasant evening strolling around Kiel.

Day 9 was the longest day of the trip and would see us finally enter Denmark. We cycled along the Baltic coast where there were lots of holiday makers enjoying the beaches and the lovely weather. We eventually cycled over a long bridge to the

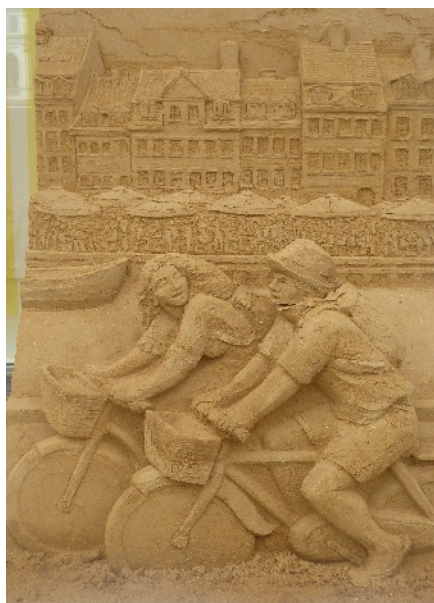
German island of Puttfaden and then caught the ferry at the other end to Denmark (Rodbyhaven). Fortunately we were on bikes on a dedicated cycle lane as there were roadworks on the bridge and there had been an accident resulting in a huge traffic tailback.



Day 10 was another really wet morning and we sat out a thunderstorm with torrential rain in a very welcome pizza restaurant. Finally the rain stopped, so we started again and shortly the sun came out giving us a delightful day. We crossed another long bridge to the island of Lolland, cycled through the island of Falster and on to Zealand. We visited the highest area in Denmark and wondered at how a Dane was so successful in the mountains in the Tour de France as it didn't seem as hilly as Leicestershire! The poppies, cornflowers and chicory were beautiful in the fields, which were bathed in sunlight.

The final day saw us cycling 44 miles to Copenhagen, stopping at a delightful little town called Koge and an old fortress on the coast. Copenhagen was a shock to the system after the quiet roads, and a sightseeing tour by bike was a bit more than I had bargained for, but I survived intact! We decided that any further sightseeing would be done on foot!

We spent a day and a half longer in Copenhagen, exploring the harbour, castles and churches, and just generally taking in the atmosphere, before returning back home after our cycle tour of 11 days.

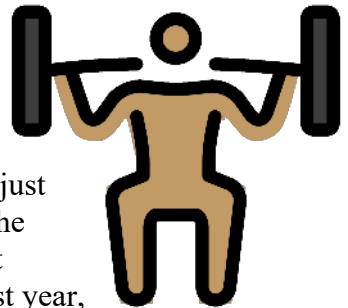


# Electric Bicycles

## Jeffery Recounts Some More Experiences

In 2020 in Cycling UK's magazine there was an advertisement, headed "Intelligent power for a responsive ride," introducing a Cambridge cycle shop/engineer's intelligent drive electric bicycle system, and accompanied by pictures of a conventional large wheel cycle, and both Brompton and Moulton TSR cycles. I kept it to one side, and then in the same magazine the following April/May, there was a Bike Test report of that same system, with the verdict that "this off-the-peg electric-assist Moulton TSR feels rather front heavy and awkward to manhandle when you are on foot, but when you are riding it's fast, comfortable and super manoeuvrable." Again I kept the cutting, thinking that when my cycling days may be nearly over, this could keep me going a few more years?

In June 2018, I was cycle touring in North Wales, and in order to avoid a particularly busy stretch of the coastal A5, took the train for a few stops, and helped a couple of other cyclists load their cycles on board, and at that time thought that "if this is how heavy electric bikes are, I am just not interested – you need the motor just to shift the weight, and they haven't even got any touring kit onboard!" Something similar happened again last year, when a deliveryman knocked my door and asked to leave a very large parcel as my neighbour was out – "yes by all means leave it in my hall as it is raining". Later when they called around to collect it, it took two of us to move it – and Michelle remarked inside was an electric bike for Philip her partner (who was recovering from brain surgery)...more thoughts akin to those on the train in Wales. Since then I have seldom seen him riding it. One other experience was of my local vicar buying one, to save money using a car for local journeys.....and again I have only seen her use it only a couple of times in TWO YEARS. Even at Rutland Water Cycles, they have a rack of equally heavy looking electric bicycles for hire!



Moving on to this year (2023), I went on a ride to see the revamped Bulb Festival in Spalding, which turned out to be a on a damp chilly day and a

73 mile ride (in May), and later that month I also managed relatively easily to make my annual visit to Lincoln -this time a 91 miler (as I included a short diversion on the way home), and all went well despite getting older.

In June we had that very hot spell, and a ride at that time had me almost exhausted for the final few miles home from Market Harborough. Towards the end of July, I rode out to the Fens (Crowland), and enjoyed a few new lane miles before turning for home, only to turn head on into a light wind all the way back of those 80 miles, and arriving home was utterly exhausted, taking a shower then an instant meal before going to bed.

However, the postman that day brought the latest copy of the 'Moultoneer', the magazine of the Moulton Bike Club, and as I skimmed through it with an extra large thirst-quencher coffee, spotted an advertisement for a second-hand Moulton TSR8 - similar to that described in the opening paragraphs above, for sale at a reasonable price. *(This cycle's specification is identical to mine other than for gearing and less the electric motor).*



The following day, I dug out my saved cuttings, and did a bit of homework on the Internet, and before bedtime had made an offer to buy the said bicycle. Back came the reply, "I am away for a couple of weeks, and will be in touch later". In the meantime I did a little more research. The said bicycle was the eight-speed hub gear version of my own twenty seven dual gear hub bike, but had an electric motor mounted in the front wheel, and was easily ride able as a non-electric version, -just a click of a switch and it changed in an instant. The battery was easily replaceable as it was the standard Bosch workman's power tool version. I duly made up my mind to buy it, and my confirmatory offer was later accepted. One thing I also found out, that being second hand, its asking price would be only marginally more than me taking my existing cycle to Cambridge for a professional conversion to electric. And if I bought the new one, I would end up with two cycles and could take my choice when deciding on future rides, at a very acceptable cost to self!

A couple of weeks later, John contacted me, and told me there had been several enquiries, and he accepted my offer to buy (subject to an inspection). He lived in London, so how could we proceed, and I suggested

I came down by rail to King's Cross, where I could look it over, and then attend a local bank to arrange payment, thence bring it home on a later train (no reservations needed on most Great Northern trains, who can usually carry six+ bikes). I also said my youngest daughter lived in Muswell Hill, and possibly could be called in to assist. "No need for all that, he replied, I live just ten minutes from Rachel, but let's arrange when I can bring it up to you in my car!"

And so it was, a week or so later a **Porsche** drew up at my front door – and there it was in the boot, an almost pristine red electric Moulton TSR8 bicycle. It looked as if it had never been ridden – not the slightest sights of road dirt specks, or wear of a clean chain or tyres – just a couple of the tiniest enamel chips. He also brought the original purchase note etc showing it was just five years old, I was so agreeably surprised, and just had to ask why he was disposing of it, to which he replied he had health conditions with absorbing oxygen, and had now been told he wouldn't recover, so couldn't cycle anymore, also his wife had tried it and didn't want it! So off we went to a bank, and I duly transferred funds into his account. Everything went so smoothly, AND he wouldn't accept my offer for a meal before he went back home. I had bought what was virtually a brand new electric bike.

*To be continued*

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

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

Contributions should be in "MS Word" or similar, or neatly handwritten. Typed copy, CDs or flash drives are also welcome (CDs and drives will be returned). Please ensure Excel tables and PDF files are legible on an A5 page size. 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

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# The Annual Cyclist's Carol Service

will again be at St Marys,  
Nanpantan on Sunday 3rd  
December starting at 1.30pm.



## 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 [92davebinks@gmail.com](mailto:92davebinks@gmail.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.

# THE SULLEY CHALLENGE RIDES

**SUNDAY 17th MARCH 2024**

Held in memory of David & Doreen Sulley,  
CTC members, and the originators of the event  
This event is open to all – not just CTC members.

Entry fees: £5 (£1 for under 18s)  
Choice of 100; 70; 50 and 30 km routes  
Start between 0900 and 11.00. HQ closes at 15.00.

Venue and start/finish:  
Lutterworth Town Hall, Market St, Lutterworth LE17 4AT  
Toilets at the HQ, free parking nearby on Sundays.

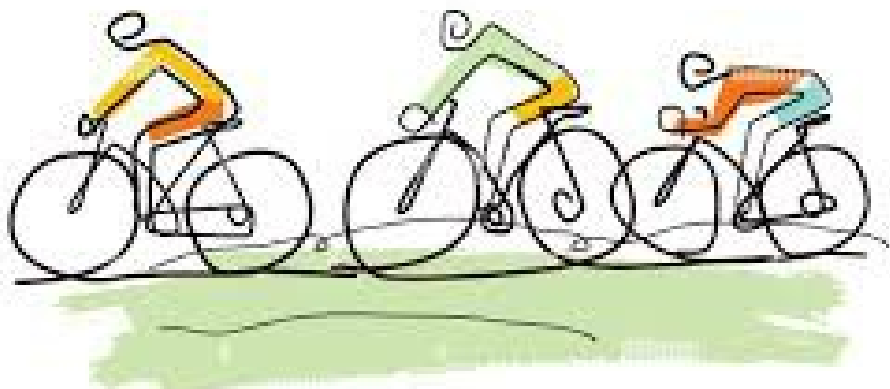
**DO NOT USE MORRISONS CAR PARK**  
(nb:- town car parks are free on Sundays)

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

Landranger 140 and/or 141 depending on which route is taken.

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

Event organiser Robert Sulley email: [sulleyride@ctclr.org.uk](mailto:sulleyride@ctclr.org.uk)



# 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.

All are welcome. Free Entry, refreshments available at low prices. Hundreds of riders converge on this Annual Xmas social gathering from all over the East Midlands, Leics, Derbys & Notts and further afield.

## 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.:- [92davebinks@gmail.com](mailto:92davebinks@gmail.com)

<b>NUNEATON</b>		<b>Nuneaton CTCCycleClub – Rides List -</b>			Thursday rides meet at 10.30am. .
					
<b>CYCLE CLUB</b>					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>		
2nd Nov	Thurs	Burton Farm Fisheries	Half day	Anne Taylor	02476 741276
9th Nov	Thurs	Astley Book Farm	Half day	John Andrews	01162 865738
16th Nov	Thurs	Morrissons	Half day	Paul Hands	7414474233
23rd Nov	Thurs	Dobbies Gdn Centre	Half day	Roger Payne	7757103139
30th Nov	Thurs	Hill Top Gdn Ctre	Half day	Eric Rowland	7768396806
7th Dec	Thurs	St Marys Hinckley	Half day	Angie Fisher	7824808788
14th Dec	Thurs	Peoples Café Bedworth Xmas Lunch Bulls Head Brinklow	Half day	Chris Taylor	7772920613
21st Dec	Thurs	Sutton Cheney Wharf	Half day	Jim Gerrard	7876457146
28th Dec	Thurs	Heritage Café	Half day	Anne Taylor	02476 741276
4th Jan	Thurs	Burton Farm Fisheries	Half day	Angie Fisher	7824808788
11th Jan	Thurs	Astley Book Farm	Half day	Roger Payne	7757103139
18th Jan	Thurs	Morrissons	Half day	Jim Gerrard	7876457146
25th Jan	Thurs	Dobbies Gdn Centre	Half day	Eric Rowland	7768396806
POSTCODEKEY- NUNEATON LIBRARY - CV11 5DR, HILL TOP GARDEN CENTRE- CV7 9LH					
HERITAGECAFÉ- CV11 4LU, ASTLEYBOOKFARM - CV10 10 7QB					
PEOPLESCAFÉBEDWORTH CV12 8NF					
STMARYS HINCKLI EYLE10 1DW, BURTON FISHERIES CV11 6RA					

## South Section

Contact Neil Dixon for more details on 0788 9854459

DATE	TIME	START	DESTINATION	COMMENTS
3/12/23	9:30	Broughton Astley	Fleckney	Coffee at Toast Office
10/12/23	9:30	Broughton Astley	Bosworth	Coffee at Battlefield Centre
17/12/23	9:30	Broughton Astley	Thornby	
24/12/23	9:30	Broughton Astley	Tur Langton	
7/1/24	9:30	Broughton Astley	Thornby	
14/1/24	9:30	Broughton Astley	Fleckney	
21/1/24	9:30	Broughton Astley	Tur Langton	
28/1/24	9:30	Broughton Astley	Carlton	
4/2/24	9:30	Broughton Astley	Wellford (Mini Meadows)	
11/2/24	9:30	Broughton Astley	Brandon Marsh	
18/2/24	9:30	Broughton Astley	Thornby	
25/2/24	9:30	Broughton Astley	Twycross	
3/3/24	9:30	Broughton Astley	Ratcliffe Culey	
10/3/24	9:30	Broughton Astley	Tur Langton	
17/3/24	9:00	Lutterworth		David Sulley Memorial Rides (100/70/50 Km)
24/3/24	9:30	Broughton Astley	Thornby	Start Lutterworth Town Hall
31/3/24	9:30	Broughton Astley	Foxton	

## CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
03 Dec	9.30 W	Rothley Station	Quorn	Nick
10 Dec	9.30 M	Tamworth	Stoke Golding	Paul
17 Dec	9.30 A	Belton VH	Peggs Green	
24 Dec	10.00 H	Ashby	Whitwick	Martin
07 Jan	9.30 S	Melbourne	Shepshed	Jim
14 Jan	9.30 A	Swarkestone	Melbourne	Nick
21 Jan	9.30 W	Hinckley	Carlton	Paul
28 Jan	9.30 M	Barton Marina	Colon in the Elms	Pete
04 Feb	9.30 H	Atherstone	Stoke Golding	Martin
11 Feb	9.30 B	Barrow on Soar	Kegworth	Dave
18 Feb	9.30 S	Swarkestone	Ticknall	Jim
25 Feb	9.30 A	Bretby	Mount Pleasant	Lyn
03 Mar	9.30 W	Burbage Common	Market Bosworth	Nick
10 Mar	9.30 M	Newton Regis	Sweepstone	Paul
17 Mar	9.30 A	Willington	Ticknall	Martin
24 Mar	9.30 H	Twycross Zoo	Carlton	Dave

A – Ashby HSBC  
M – DFS Measham

B – Belton Church  
S – Lount X Roads

H – Heather Church  
W – Bagworth Village Hall

Runs contact: Lyn Gale 07779 794317

## **Leicester Easy Riders**

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

**The deadline for the Spring 2024 issue of  
Cycle Chat is 1<sup>st</sup> February 2024  
That edition will cover March, April & May 2024**



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**Cycle camping tour, Sweden, 2023**

photo Dave Binks