

# Cycle Chat

Leicestershire & Rutland CTC  
Since 1897

75p

Summer 2024



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

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# **CYCLE CHAT**

**Summer 2024**

**The quarterly magazine of the Leicestershire and Rutland  
Cyclist's Touring Club county group of CYCLING UK  
the UK cyclist's organisation**



## **Editor's Thoughts**

Well, by the time you read this edition of Cycle Chat, it may no longer be the quarterly edition of the Leicestershire & Rutland County Group of Cycling UK.

The Group may have become just another informal collection of members who happen to belong to Cycling UK.

That's because we face the same crisis as so many other volunteer organisations - a lack of volunteers prepared to put their name down for the tasks needed for us to act as a formal group, with funds to organise affairs.

I hope that is not the case, but unless some new faces have stepped up to carry out what are pretty easy, but rewarding, tasks on the occasional times they need to be done, we will fold.

An email has been sent to all Cycling UK members in our catchment area of Leicestershire & Rutland pointing out the above. I hope sufficient folks have come forward to allow us to continue as we have done since 1897.

There is no lack of cyclists, I see lots on the roads, but they seem to just do their own thing, not wishing to be part of any organisation.

On a personal note, I'm off soon to the Isle of Wight for a week's pleasant cycling with a group of like minded cyclists.

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**PLEASE NOTE MY NEW EMAIL  
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*Dave Binks*

# From the Secretary

**Alan Hartshorne**



I Hope we are having some good settled weather after what has seemed a long extended winter. But it seems we have still got out most Sundays.

By the time you get this we shall know if we are still Leicestershire & Rutland CTC/Cycling UK. But I hope that we will remain a group \*

Whilst I do not agree with all what Cycling UK are doing I think we need a organisation to stand up for us. There are so many motor organisation that oppose anything to do with cycling & walking. Look what has happened in Wales. What some don't seem to understand most cyclists are also motorists. With regards climate change some deny it exists but no longer after a club meet can I ride alongside the ring road by Fosse Park as the fumes are so bad, particularly when the clouds are low.

But I think Dave I wouldn't feel guilty about flying as if it wasn't you it would be someone else. But climate change is not the only problem congestion is another electric cars will not change that. Car parking is another with narrow lanes and even in villages parked cars turn roads into single track roads.

The day before writing this going by Thornton Reservoir, cars parked down the hill, cars turning out of the car park and cars driving up the hill, put myself and another cyclist behind me in a perilous position. We need people to stand against these things. I have been representing the club with the City Council for about 30 years & have met people with the same concerns trying to make it safer for cycling & walking, we have some other Cycle Advocacy Members around the County hopefully doing their bit. I attended the Cycle Campaign Group's safe streets demonstration outside the Town Hall, even though I am not a member. But there was only about half a dozen of us there. So if we want things to change we have to get out there - it will not happen on its own.

However it was nice to see so many riding the Sulley Rides. I intended to ride but on the way broke a spoke so I went to the start to see them off &

then rode home very disappointed. Hopefully I'll be able to finish it next year.

By the time you read this I may not be secretary any more, a job I am still getting used to.

I hope we will have a new President and Treasurer.

I will have attended the Association of Lightweight Cycle Campers AGM, cycle camping at Kingsbury & Meriden Remembrance service the next day.

I have tried to attend as many cycle related events in the last year as I could to represent us. I hope to be going to the York Rally but the problem with my eye still persists as the referral seems to have been lost, but finally I am on a list.

I hope you have a safe & good cycling year & the weather has improved and I see you around.

We should all thank Peter Witting for the 50 years as Treasurer & hope he can enjoy just cycling & family.

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

\* Yes, we are still alive, see President's Page

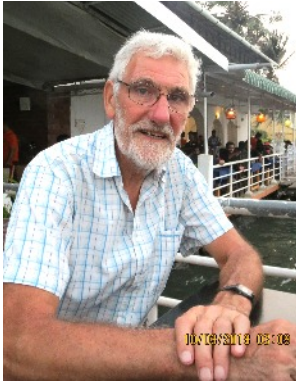
## NEW MEMBERS



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.



# President's Page

Dave Binks

Well, despite my gloomy “Editor’s Thoughts” on page 3 of this edition of Cycle Chat, we are still a Members’ Group of Cycling UK and I am now the President!

At the recent AGM, we were fortunate enough to have enough volunteers prepared to step up and take on the (relatively small) responsibilities needed to ensure we keep going for a while. Page 2 of this magazine lists the Officers (but only on the hard copy version, not the “on line” one).

Many of you know me already and those that don’t should at least recognise me from my photo on page 2 as “Cycle Chat Editor”.

If you don’t know me, a little introduction:-

I grew up in Croydon, South London and was cycling (both racing and touring) there from my mid teens and joined the CTC in 1964. After marrying, I relocated to Leicester in the early 1970s (the best decision I ever made!). After a year or two of “normal” i.e. non cycling life as I settled into married life, a new job and new location, the cycling bug came back even stronger and I joined the Leicestershire Road Club in 1975. After a year getting fit again, I started racing and immersing myself into cycling and club life and have never stopped since.

I didn’t really take much active interest in local CTC life until the racing bug weakened in the mid 1980s. But even as a racing man, I was always doing a lot of touring and bike riding, both here in the UK and overseas,

In 1997, when John Allen announced that he was going to invite the CTC Birthday Rides to Leicester again, I thought I ought to help, and agreed to plan the rides, based heavily on the ones already prepared by Ron Johnson when the Rides were here before in 1984.

The 1997 Rides, based at Scaptoft, saw over 1,000 CTC Members enjoying the week’s activities on what turned out to be the hottest week of the year.

Since then I have taken more interest in local CTC/Cycling UK affairs, but still remain an active member of the Leicestershire Road Club.

I am a Life Member of CTC, having continuous membership since 1964, and am an Honorary Life Member of the Leicestershire Road Club.

It’s a tradition in The Leicestershire & Rutland Section that the President invites local members to join in on “**The President's Run**” and I will follow that by leading a run on **Sunday September 8**. Details to follow.



## Technical Topics

By Peter Witting

### **Never Assume!**

A fellow rider commented on my low gearing, so I offered him a test ride. After examining my 24/40 chainset he spotted a missing bolt. As it was just one of five, it hadn't caused a problem – yet! When I later fitted a replacement bolt from my stock of old chainsets, I checked the other four. They all needed tightening! I had assumed that, as the chainset had been pre-assembled by the supplier, then the bolts would have been torqued to the required Newton metres. I checked the other two bikes with the same chainsets, and they were fine. Maybe I'd tightened them, maybe the supplier – who knows?

Just never assume!

### **A case for going electronic – or not?**

I'm talking gearing, not E-Bikes, which is a whole new bag of worms. In last September's Cycle Chat, I described being thrown off my bike, like a bucking bronco. That was due to the failure of my gear-cable rear clamp. More recently I had my gear-cable snap inside my Shimano STI gear & brake lever. Luckily it was just at the end of the Sulley Ride, in Station Road, Lutterworth! I'd not had a problem with the old 9 speed levers, but this 10 speed mechanism had me beat! The broken nipple end couldn't be extracted, so I had to rely on my LBS – thanks to Neil at George Halls Cycle Centre in Harborough! Now, both these issues could have been avoided if I'd been using Shimano's DI2 electronic changer mechanism, as that dispenses with the mechanical gear cable. Maybe one day!

### **Shimano – onwards and downwards!**

At the time of writing, April 2024, Shimano announced sales dropping 25%, on top of a 17% fall in 2022. As Chris Juden pointed out, hardly surprising when demand totally outstripped supply during lockdown!

But, like car manufacturers, Shimano like to push on with this year's new model or, in their case, upgrade. During lockdown I upgraded my three bikes to use Shimano's GRX rear mech. As they were 10 speed, that forced me to scrap my old 9 speed levers and buy three new pairs of 10 speed levers. Now Shimano have scrapped the GRX 10 speed setup in favour of 11 & 12 speed. I'm stocking up on the obsolescent 10 speed GRX rear changers to avoid buying 11 speed levers for all my bikes any time soon. Hope Shimano can survive my penny-pinching approach as I try to avoid paying for unwanted upgrades!

**It's not just about the bike** - (to misquote Lance Armstrong!)

Having ridden some 5k miles annually for more than 50 years, that's ¼ million miles of exposure to ultra-violet sunlight. How many hours is that, you may query?

Well, at an 11mph average, that's over 22,500 hours. No real surprise then that I recently had to have removed from my face a squamous cell carcinoma. I was unaware that the U/V damage is cumulative over a lifetime. Furthermore, you need sunscreen protection not just for the occasional extreme exposure, but for everyday low-level exposure! Analysis shows that daily protection can reduce lifetime exposure by 50% or more (to quote Gregory Nole & Anthony W. Johnson of the USA). Which means I could have reached 160 years of age without this problem, had I taken their advice!  
So it's factor 50 for me from now on!

### ***Editor's Note***

*Re the broken Shimano 10 speed gear cable.*

*I have had a couple of these go on me, the first time it was in Spain, and like Peter I couldn't get the broken bit out of the lever (they always go there) and had to go to the LBS.*

*The second time it happened I managed to get home just using the front changer, and then looked online for a solution. A video on YouTube explained there is a little plate on the side of the lever body (underneath the rubber hood) that can be removed to give access - job done. My 11 speed bike is a bit more complicated, but also has a plate, so enables access.*

*I can't ever recall that problem on my Campagnolo 10 speed Ergo set up, despite it being much older and the bike I most use.*

*I'm sure electronic gear mechs have problems, just different ones!*





# One of the 800

Steve Ellis explains

The Spring 2024 issue of Cycle Chat was of particular interest to me as I am one of the 800 local Cycling UK members who does not currently ride with you, as referred to in the editorial. Please allow me to tell you my story.

It was Channel 4 coverage of Stephen Roche emerging out of the mist having rode himself to exhaustion pursuing Pedro Delgado on the steep slopes of La Plagne in the 1987 Tour de France what first attracted me to cycling. There was something truly epic about what I had just seen. 16 years old and suitably inspired, I took out my Raleigh 'racing bike' which had been gathering dust in the shed and started riding the local lanes. What would now be gentle hills to me became my personal Col du Galibier and Alpe d'Huez! I gravitated to my first proper road bike in 1992, a Giant which I still own, although the the gearing on it is far too high for me nowadays with a bottom gear of 42x23 as was the trend back then. Saying that, it came with 700x19C tyres too! It is however now more sensibly shod with 700x25C which are the largest tyres that will fit!

As time went on my interest in cycling came and went because of other commitments and interests, but I always returned to our sport. It was only in 2008, that I started to take cycling a bit more seriously. I bought a Specialized road bike and later that year, achieved a long held ambition in riding the course of Paris-Roubaix. Nothing can describe the exhilaration I felt as I rode over the cobbles of the Trouée d'Arenberg and the Carrefour de l'Arbre, following in the wheel tracks of legends.



Over the next few years, expeditions into the Peak District and Brecon Beacons followed, and I also rode the climbs of Box Hill, Ditchling Beacon, and Horseshoe Pass. In 2017 I did the LOROS Leicester To Skegness ride, raising quite a bit of money for an important cause, where a favourable wind helped me to complete the route at over 19 mph average!

Anyway I joined Cycling UK in 2020 (although I personally prefer the historic name of Cyclists' Touring Club). It was in May 2021 during the pandemic that I rode down to Meriden on the date of the cancelled Cyclists'

Memorial Service that year, wishing to pay my respects. Not expecting to find anyone there, I found that other cyclists had indeed made the trip and I had a chat with a friendly group from Coventry CTC. They invited me to join them on club rides. Whilst Coventry is some distance away, as they meet at the Coventry Park & Ride it makes it easy for me to drive there then go for a day's cycling with them. I join them perhaps once a month between April to October and I have been made very welcome. Whilst I enjoy the fellowship of riding in a group, I am partially deaf and find it difficult to communicate whilst riding along.

In 2021 however, my cycling activities came to an abrupt halt when I was unfortunately knocked off my bike by a car at a junction. I spent quite some time off the bike due to the injuries sustained. Since the accident however, I have lost a lot of confidence on the bike and no longer have the love I once had for cycling. Since the pandemic, the roads seem to be ever busier and there seems to be little goodwill towards us cyclists. Accordingly, much of my cycling last year was on bridle paths on my gravel bike, or on the turbo trainer. Nevertheless, I have continued to attend the annual Cyclists' Memorial Service at Meriden and intend to do so again this year.

Anyway, that is my story. Whilst I do not currently ride with Leicestershire and Rutland CTC, hopefully we will meet on the road one day.



# Just for fun

## A mini touring quiz No. 4

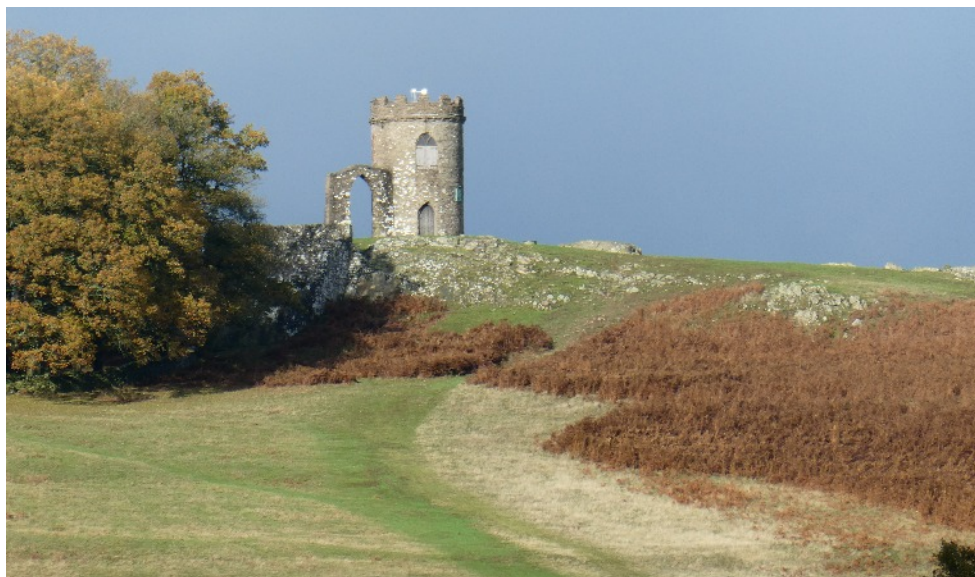


### Rutland Jeff asks how observant you are

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

**Bradgate Park**, east of Leicester, always has something to see, but try to go when it is not busy. We (nearly) all know that this was the former home of Lady Jane Grey, Queen of England for nine days, in 1554, but who/what was ‘Old John’ also commemorated here?

Answer below



“Old John”

photo Dave Binks

Another test to come in the next edition

*‘Old John,’ was possibly an old windmill shown on a map dated 1754, but  
existent from the 1740’s*

# More Experiences with Electric Bicycles

Rutland Jeff

In 2020 in Cycling UK's magazine there was an advertisement, headed "Intelligent power for a responsive ride," introducing a Cambridge cycle shop-/engineers e<sup>2</sup> 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 BikeTest 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 costal A5, I 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 a ride to see the re-vamped Bulb Festival in Spalding, which turned out to be a on a damp chilly day and a seventy three mile ride (in May), and later that month I also managed relatively easily to make my annual visit to Lincoln -this time a ninety one 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 eighty 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’ – 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 rideable 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 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 own 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 or more 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 car 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 signs 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.

For the next couple of weeks I couldn't give cycling much attention, as two of my daughters came visiting for holidays, but I did ride it locally to try it out, (and learn how to use the wireless blue-tooth technology). I also discovered I could not use the new cycle computer I had purchased for it, as when the motor went live, it cancelled the computer wireless signal (i.e. My test ride was around a local road-runners competition six mile circuit, which reduced to three when the electric motor cut in to push me up the hills). I solved that by exchanging the cable version from my other Moulton. The only other parts I HAD to change were to fit full mudguards in place of sports, and change the rubber pedals to pedals with clips, and fit chunkier handgrips, both to help me cope with my arthritis.

So – a month or so later I gave it its first real trial, a day out to join the Grand Union Canal at Leicester, thence the River Soar footpath, on through Cossington Country Park, and then back home through the Wreake Valley (forty one miles). In the morning I rode



it without the motor, and in the afternoon used the electrics at any sign of a hill, (after all it only had eight gears compared with my other bike with twenty-seven). It was an absolute delight, it even coped with a road closed to traffic, and more than lived up to its publicity slogan “Feels like it gives you a gentle push!” I had been converted. Yes there were minor things I didn’t like, such as the chainwheel had only forty four teeth – (advertised as having fifty two/four), which merely caused me to have thrashing legs when cycling on the level, and the fitted day bag wasn’t really big enough for me.



Oh the delight, no more pushing up bigger hills. I was even able to get it through two kissing gates at Cossington, by up-ending it vertically (all the other gates had cyclist/horse provision).

A few weeks later, I had another day ride on it, this time seeking out some seriously BIG hills. Imagine, I could now ride up the longish climb from Woolsthorpe by Belvoir – not only that, it was at a minimum of ten mph and I was *only* in battery power level one (of eight), whilst the later longer Croxton Kerrial climb, I changed to level two, and climbed effortlessly at fourteen mph. On my TSR27, I would have had to walk as even though my gearing was low enough, it would have been dangerously wobbly as I can no longer ride at faster enough pace in low gears. I arrived home an hour earlier all because of that gentle push the electric motor provided when I needed it. Interestingly I checked the electricity used on the battery meter – I had only used less than twenty percent of the available power.

By a way of a conclusion: I didn’t know, but there appear to be two different sorts of electric bike. Mine has both systems, where I can use the motor continuously on my ride and have a uniform smooth effortless ride, OR by simply using a switch, change to the system where it detects pressure on the drive chain, and if it thinks I am straining, the motor auto cuts in and gives the necessary push. No undue pull on the chain - no battery usage. It also has a built in gradient meter - going up the motor comes on, going down its back to battery off. I haven’t tried it yet, but there is also a facility to move off from a

standing start at fifteen miles an hour for two or three seconds, for example from stationary at traffic lights! Not just yet, but perhaps next year I MIGHT consider buying another battery with a bigger power storage capacity (£200+), and its specially made carrier (£140)? Presently my battery will take me about thirty two miles before re-charging, the bigger one forty six. My only complaint is about the battery charger, it is massive and heavy: no tucking it into the saddlebag, (imagine two bags of sugar side by side). Taking it on tour for several days will need an accompanying motor vehicle, but with a second battery instead, a long week-end touring is feasible. Regarding that 'front heavy' comment in the opening paragraph, I didn't experience this, probably because I habitually use front pannier bags.

Sorry, -I forgot to mention what the electric drive is. It's an ARCC Innovations, e<sup>2</sup>pod Intelligent Drive System. ([INFO@ARCC.CO.UK](mailto:INFO@ARCC.CO.UK))

*Since I wrote it, I have been able to have further rides on the electric bike - one was a near disaster as I had accidentally caught the bottom of the rain cover in the battery mounting clip - and hence it broke the electrical connections, and I only had leg power -fortunately on a short ride to church, so only suffered a bit of huff and puffing as I was wearing a suit!*

*I had another near death experience on my other non-electric bike.*

*I had taken the lane from Palace Hill (off the A47 east of Houghton on the Hill), to get to Gaulby. Initially this lane goes downhill, and I hit 30+mph going over the hump back bridge at the bottom. I immediately had to emergency brake as there was NO advance warning of a cattle grid - stopping just two bars across it. Small wheel bikes can traverse these grids BUT Moulton's springing means you are literally bounced in each and every direction and it is safer to push across. The combination of bridge and speed and grid all together were my worst cycling experience in many years.*



*I have now done an all-day electric bike ride with the motor used all way. Lovely sunny morning, but cold dull afternoon, made all the pleasanter using the electrics on the tough bits over 50+miles.*

Rutland Jeff.



*The article below was written for Notts CTC's "Cyclonda" magazine, their version of Cycle Chat, by Emily Wilczek*

## Lauren Baker

Lauren is Cycling UK's Cycling Development Officer for the East Midlands. For those that don't know, Cycling UK is the trading name of Cyclists' Touring Club (CTC), founded in 1878, of which Notts CTC is a branch. A brief history of the organisation, along with related articles, is available from Cycling UK's website: <https://www.cyclinguk.org/history>.

### **Can you tell us about your role at Cycling UK: what does a typical day in the life of a cycling development officer look like?**

There's honestly no typical day in the life of a Cycling Development Officer. Sometimes I'm at home, writing emails, helping with funding applications, doing online meetings, ringing people and checking in on how different groups are doing. On a more exciting day I'll be out and about in all corners of the East Midlands. This could be going to meet a new contact who is interested in the programmes I work on, the Big Bike Revival and Community Cycle Clubs. I might be going to an event Cycling UK has funded, perhaps a ride, a Dr Bike, or a learn cycle skills or maintenance skills session. I'll chat to participants, maybe interview them and sometimes help out. Occasionally I deliver group leader courses, which are focused on how to run rides for beginners and less confident riders. The programmes I work on are focused on helping people who don't cycle to start, especially those from communities underrepresented in cycling and where the barriers to cycling are greatest. Because of this I work with a diverse range of organisations and get to meet a lot of different people from different walks of life; I work with lots of nonprofit cycling businesses, independent bike shops



and mechanics, but rarely with traditional cycling groups. My role with Cycling UK falls within the 'Behaviour Change and Development' team, we're trying to change people's transport behaviour and receive funding from Active Travel England for this work.

### ***How did you get into cycling?***

As a student in Birmingham I was looking for an easy way to get to campus and decided to give cycling a go. My best friend lived at a co-operative called Coventry Peace House which had a bike recycling project so she was easily able to sort out an affordable second hand bike for me. After being a utility cyclist for a little while my interest escalated, I started touring, helped to found a cycling co-operative, bought a road bike, now here I am.

### ***When and why did you join CTC?***

I joined around 10 years ago. My partner and myself both had incidents in a fairly short space of time where having insurance coverage would have been beneficial, so we decided to join. Once the Cycle magazine starting coming through my door I was excited to learn more about the organisation and more about touring. I still look forward to Cycle magazine arriving!

### ***How many bikes do you own, and do you have a favourite?***

Four, a hybrid for around town, a road bike, a touring bike and a gravel bike. There's also a Brompton I am borrowing long term from work, but I don't think that counts, right? The touring bike, a Surly Long Haul Trucker, though currently underused may be my favourite. But don't tell the others.

## **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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### ***How far do you ride each week?***

It's variable, cycling is my main form of transport but I work from home so honestly sometimes I really don't ride very far at all! In the warmer months I try to get a good ride in on the weekends, and I will also be out and about more as part of my job, visiting different groups and partners and attending events.

### ***Describe your ideal day's cycling.***

Warm and sunny. Hilly, with just the right amount of gradient for it to be rewarding but not so hard that it's a massive slog. Quiet lanes and great views, and a well earned beer at the end is always nice. A summer day on the Peak District on my road bike ticks a lot of boxes.

### ***Do you have a favourite local ride?***

My go to no-brainer local ride takes me out to Farnsfield, Eakring, Maplebeck, the edge Southwell, and then back to Nottingham through Woodborough and up Bank Hill. I find the roads to be fairly peaceful once I get past Blidworth, and there's enough hills to make it interesting but not too hard.

### ***What's your favourite café stop and what would you have there?***

Controversially, I'm not a big café stop person. I prefer to have some sandwiches in my saddle bag and find a quiet, picturesque place to eat them. But I will give the favourite café stop accolade to the lovely Café Velo Verde. I'd normally have a halloumi and tomato cob with a black coffee, it's a good motivation to get out in the winter when I'm not really feeling it.



### ***What was your most memorable cycle ride and why?***

In 2018 I spent four months touring solo around the west/north west of the US and Canada. Perhaps a cliché but it was a transformative experience. Plenty of memorable days including a slog up to Yosemite in blazing heat, with a break to jump in a mountain river with a total stranger. Pedalling over the border into Canada blasting Alanis Morissette, having just been asked to confirm that my panniers did not contain any firearms. Almost hitting a bear on the way into Banff is firmly imprinted in my memory.

***What would be your dream cycling holiday?***

It would have to be a touring holiday, I am trying the whole ‘bike packing’ thing but I am not sure I have it figured out just yet. I like being able to carry more than the bare minimum! It’s probably quite an achievable dream but I’ve never done any touring in

France, which I understand to be excellent and very cycle friendly. I do like to incorporate some mountains so perhaps a trip to the Alps or Pyrenees is in order. I’ll get round to it one day.



***If you could change something about cycling today what would it be?***

I would change the attitude towards cycling, both from decision makers and normal people who don’t cycle. We need better infrastructure to speed up the shift towards cycling for transport purposes, those in power need to understand the vast array of benefits associated with cycling in order to commit the funding and political will to make big changes in our towns and cities. If people who don’t currently cycle saw it as a valid transport choice, and one which they might like to take up themselves, this would lend weight to calls for better infrastructure and hopefully make our roads less hostile spaces.

***What are your other interests apart from cycling?***

I have a shared allotment plot at St Anne’s, trying to grow food and preventing the undergrowth from taking over is one of my other hobbies. I love cooking, eating and reading about food. I am really into my gym classes at the moment, I started going to help work on some weaknesses which were impacting my cycling, but now I enjoy them in their own right.

***Tell us something we don’t know about you?***

I am part of the elite and secretive Nottingham ‘Cider Club’, we make traditional cider from our heritage apple trees, also found at St Anne’s. We then try to remember to drink the cider, it has a tendency to accumulate!

*It should be noted that Lauren has now left that role and her employment with Cycling UK in order to do a PhD about e-bikes and e-scooters in Nottingham, looking at education to improve safety in usage and increase uptake.*



**Photos taken by the Editor on his recent tour on the Isle of Wight.**

Clockwise from top left:- The Needles; Sign at the roadside; Cyclists unloading their bikes from the Hayling Island Ferry with the remains of a damaged and abandoned Mulberry Harbour Caisson from the D-Day landings in the background,



George Halls Cycle Centre  
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# It Had to Happen...

## Rutland Jeff Tells of More Experiences with Electric Bicycles

Since writing the previous article, despite the weather, I have used my 'new' electric bike for a few more miles – nearly four hundred actually – here's the latest.

First, I had to change the cycle's gearing – it was becoming a bit wearisome thrashing my legs around on the 44 tooth chainwheel – straightforward enough once I had obtained a replacement chainring, (and putting the one fitted into storage as it was virtually as new -who knows when I reach my 90th birthday I might [re-]need it?), and of course I required a longer chain to suit – only to discover the manufacturer had fitted a quarter inch chain! The better three thirty second inch chain I fitted made an instantly noticeable improvement to the drive! The loss of lower gears would be compensated for by the electric motor.

Next, I home designed and made a frame fit storage bag, just above the bottom bracket, and moved the obligatory emergency toolkit/inner tube etc and light set there, so freeing up valuable space in the mounted day-bag.

The next change was imposed upon me, as when coming home from a pleasant longer day ride, around Ferry Meadows Country Park, as I approached a local hill, I switched on the motor, and then half way up the hill it froze – the wheel literally locked, and had I been going faster I would have fallen off! (*This hill is known locally as the one where a year or two ago, in the early evening thieves stole the farmers big tractor, and then ran over the farmer's wife as she was taking their dog for its evening walk*). Somehow I got the bike to the hill-top, only to discover I could then ride the rest of the way home, -even using the motor to ascend the few remaining not so steep hills!

Back home, I tried re-charging the battery, only to find it wouldn't, and the red fault indicator on the charger lit up instead. An email to/from the cycle maker said "bring the bike to Cambridge and we will sort it out". In the meantime, by pure chance I found the Bosch battery and motor manufacturers 'contact us for advice' web page, so duly emailed them. The reply came back by return that probably the battery had possibly not been maintained properly, and as it was about five years old, should be replaced. (*Lithium batteries are dangerous if serviced by inexperienced persons. Should damp get inside, the circuitry damaged, or it not be re-sealed adequately, etc, they become at least liable to catching fire, sometimes worse by exploding. They should also NOT be dropped – the casing may crack with similar disastrous results. Professional refurbishment is also NOT recommended for most makes*).





So, I crossed my fingers and decided to replace the battery – literature advised they were easily available from local retailers. Needless to say, my bigger power one (36V 6Ah) was not – would have to be a ‘special order.’ So back to the drawing board. Bigger batteries are priced at £350/370+, the available slightly smaller ones (36V 4Ah) cost £150+ each, locally at ‘Screw Fix,’ and two less powerful ones gave a nominally longer ride

than the single bigger one (and no charges for delivery/collection). Two were ordered – after all I hadn’t yet on rides ever run out of battery power, and if needs be could also buy a custom made spare battery carrier for the coming new years longer rides! Also, if one failed, I would have the other immediately to hand!

So that’s now the position I find myself in – a return to better less wet/windy weather will see if I made the right decision. (The complete set-up is described as “shower proof” – so just in case I have made some spare wet-weather unit covers as well.) So far alternating the smaller batteries has proved acceptable, and with storing them in the house between rides, the ‘lock-up’ which started all that has not been repeated.

One last matter was the disposal of the faulty battery, -you just cannot drop these into your recycling bin – there’s a chance they might explode! I solved that by a bike ride to the council recycling depot, where I explained it was a lithium one, and they took it free of charge.....only to see the operative walk over to a dustbin on the site, and for her to literally throw it in, and quickly put on the lid. ‘Not my worry’ now I thought as I hastily left, though I did find myself asking if this might have been the reason there had been major fires recently at other nearby re-cycling depots, caused by less scrupulous persons disposing of their lithium batteries in their domestic bins, also, what’s going to happen when car owners (in their multitude) will need to replace their batteries in a few years?



**This year’s theme for the  
Photographic Competition was  
CYCLE PATHS  
OR TRACKS**



Unfortunately there were no entries this year for the Photographic Competition





## The Law of Road Accidents

John Catt has been looking back in the CTC Archives,

### Extract from the CTC Gazette of June 1933

The Club is co-operating heartily with the Pedestrians' Association in Supporting Lord Danesfort's "Road Traffic (Compensation for Accidents)" Bill, which is now under consideration by a Select Committee of the House of Lords. The Bill is a short and simple one, laying down that compensation shall always be payable by a motorist to a pedestrian or cyclist injured by him unless the injured person was entirely responsible for the accident. That is to say, the present law, under which the victim must prove negligence before he can secure compensation, is reversed in the Bill, and the motorist must prove negligence in order to escape liability. On May 11th Mr.G.Herbert Stancer (Commonly know then and in fact today as "GHS"), the Club Secretary, appeared before the Committee for about an hour, and elaborated the following memorandum :—

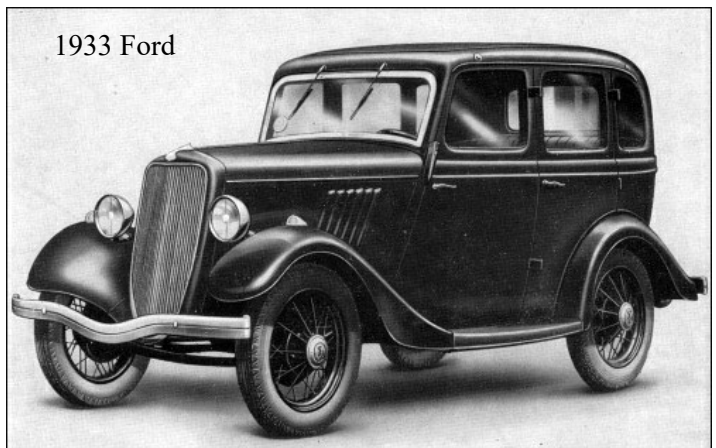
"The Cyclists' Touring Club consists of approximately 30,000 members of both sexes, and claims to speak on behalf of an estimated round number of seven million users of bicycles in Great Britain. The Club is constantly engaged in negotiation and litigation on behalf of members injured in road accidents, and during the last five years has recovered £28,813 in damages spread over 3,305 claims. The Club does not take up cases in which non-members are involved } hence it will be seen that the total amount of loss inflicted upon British cyclists generally must reach an enormous sum.



“Cyclists are especially exposed to accidents, for they cannot leave the carriageway and leap to safety on the pavement or verge. Frequently they are run down from behind by motor vehicles without warning, and know nothing of the accident until they awake to consciousness -if so fortunate - in the hospital. In nearly all such cases it is impossible to establish the motor driver’s negligence, and compensation is therefore not recoverable.

“As a class, the users of bicycles are persons of small means. They cannot enter into expensive litigation to recover damages, and the legal necessity of proving negligence on the part of the motor driver presses with great hardship upon a wage-earner who may be already deprived of his livelihood by reason of his injuries, and condemned to drag out the remainder of his years as a helpless cripple. Cyclists frequently ride alone; motorists are more commonly accompanied, and when an accident occurs the cyclist involved is placed at a serious disadvantage in the matter of obtaining evidence, especially as independent onlookers are notoriously reluctant to be drawn into legal proceedings.

“It is the opinion of the Cyclists’ Touring Club that the Road Traffic (Compensation for Accidents) Bill would ameliorate the lot of the most defenceless class of road users without inflicting any appreciable hardship upon those in more fortunate circumstances. The appalling number of road accidents must necessarily involve the community in heavy financial



loss, and it is of importance—not only from a legal point of view, but from that of humanity and social well-being—that the innocent victims of such accidents should at least be assured of compensation. The Club associates itself entirely with the evidence offered by Sir Alexander Butterworth, on behalf of the Pedestrians' Association.”

Amongst Mr. Stancer's main points were that motor cars, judged by the infallible standard of insurance rates, were at least 250 times more destructive than cycles, and that the financial loss inflicted by motorists upon the cycling community was in the neighbourhood of £1 per head every five years, i.e., considerably over £1,000,000 per annum. He urged the desirability of a change in the law even from the viewpoint of a humane motorist, who would not wish to shelter behind a technicality if he had injured a fellow creature.

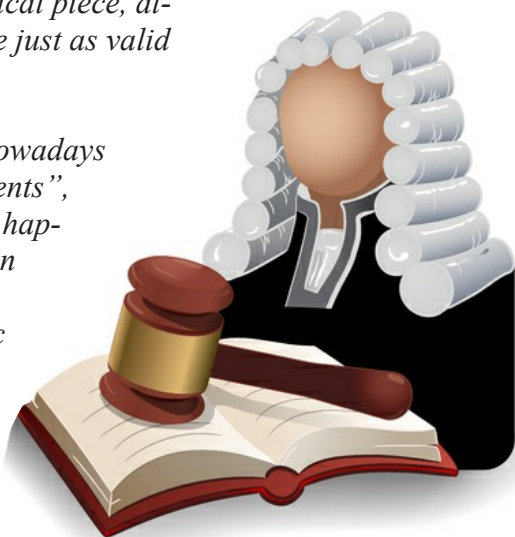
The Committee was still sitting at the end of May, but most of the witnesses had then been heard, the motoring associations of course opposing the Bill. The members of the Select Committee are Lords Iveagh (chairman), Fairfax, Elibank, Danesfort, Lamington, Ellenborough and Kinnoull.

### ***Editor's Note***

*Please remember this is an historical piece, although many of the arguments are just as valid today.*

*It's also interesting to note that nowadays the Police don't call them "accidents", because that implies they are just happenstance and could not have been foreseen or avoided.*

*They now call them "Road Traffic Collisions" which better reflects the reality.*



## **River Severn Fish Pass at Worcester.**

**Dave Binks goes for a fishy ride, and took his camera with him.**

I last visited the City of Worcester in November 2023, (before all the rain started!) and followed the cycle route down the west side of the River Severn on my way back to my caravan.

At an area called Diglis, just south of the City, there is a full width weir across the river to regulate the flow and maintain water levels upstream. But beside this, I also noticed what was obviously a fish pass, sometimes called a ladder, designed to allow fish to pass upstream on their way to spawn. But it was closed with no entry to all and sundry although you could look down onto it.

I recently snatched a few days away between the rain, and retraced my steps. This time, being Spring, it was open to visitors who were invited to enter, and a couple of volunteers were on hand to explain what we were looking at.

A fish pass is a man made structure that is sited beside a weir or lock or some other major man made obstruction that presents too great an obstacle for many types of fish to get past.



***Lower entrance to the Pass, showing the weir on the right.***



*Looking along the pass. The fish swim towards the viewer*

Fish passes are not that unusual on the big rivers in the UK, but this one is one of the largest in England and Wales, and is unique in that there is an underwater viewing window where you can sit and watch the fish going through behind a large glass window.

Steve, one of the volunteers in attendance on the day, explained what I was looking at, which was just as well, because it wasn't that obvious. If you look at the photos and the explanatory sign, you can see the idea is to allow the fish to swim in short steps upwards and against the force of the river, then rest for a while in a succession of sheltered pools (eddies) before they tackle the next step, eventually to emerge upstream of the obstruction and thus be able to continue on their way to their spawning grounds.

At one time, not too long ago, the Severn was quite polluted, and Salmon in particular, couldn't survive, but a concerted effort has been and is continuing to be made to change this. Now salmon are able to breed and survive in the river. Whilst I was there, not much more than 20 minutes, 4 salmon were seen, but unfortunately not by me because I was outside chatting!

Some of the salmon that pass through are big, some as large as 2-3 feet in length, and smaller fish, such as Twaite Chad, one of the rarest fish in the UK, and the strange, eel like, Lamprey that attaches to stones on the river

bed are sighted. Chad were once very common in the Severn, and were counted in the thousands, but when locks and weirs to enable boats to get as far upstream as Worcester were installed in the 1840s, they disappeared almost overnight because unlike salmon, they can't leap past obstacles.

The pass is big, being 100m long, 8m wide and 5m deep.

There are 11 ascending "pools" or areas of slower flow, each one being just 20cm higher than the preceding one. This breaks what would be one big jump into smaller steps for the fish. The floor is laid with stones to slow the water down right at the bottom, which helps smaller eels and lampreys. Rather excitingly, the fish ladder boasts an impressive underwater viewing gallery, where you can sit in dry and comfort and watch the fish pass through behind a large glass window. Unfortunately, the day I visited the window was in need of a good clean on the river side, but you could still see through.

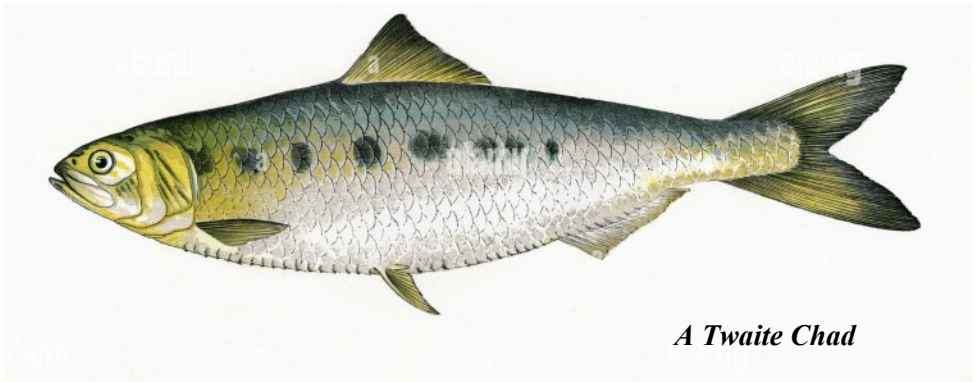
They have video cameras and other electronic gizmos that monitor what is happening and have now recorded 25 different types of fish passing through.

If you're down that way, do go and have a look although this is not the only fish pass on the Severn.

More info can be found on [www.unlockingthe severn.co.uk](http://www.unlockingthe severn.co.uk)



*A Lamprey Eel*



*A Twaite Chad*



*Watching the fish pass the (dirty) window as they make their way upstream*

*Volunteer Steve is on hand to explain*



# Annual Sulley Rides

Report from Robert Sulley

## 33 rd Annual Sulley Rides 2024

The 33rd Annual Sulley Rides were held on Sunday 17th March, starting and finishing at Lutterworth Town Hall. The rides are reliability rides held each year over a choice of four distances. The weather was wet early but began to dry out by mid-morning so those who chose to start later had the best of the weather.

This year 65 participants took part in the rides. It would have been 66 but unfortunately Alan Hartshorne broke a spoke on his way to the start and was unable to participate. This year the most popular distance was the 100km route which was ridden by 29 people. 27 rode the 70km route, and 9 rode the 50km route. Tea, coffee, cake and biscuits were served all day at the Town Hall which proved to be very popular with all the participants. Riders this year came from across the midlands and beyond which gave many people the chance to catch up with friends old and new.

Thank you to everyone from Leicestershire and Rutland who rode this year, and we look forward to seeing everyone next March for the 34th annual Sulley Rides!





## *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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### **WANTED - Your Photos**

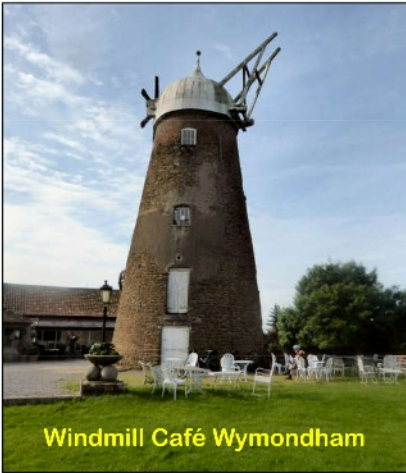
As I hope you have noticed, more photos are appearing in Cycle Chat but we constantly need more. The advent of digital photography has made taking, manipulating, distributing and reproducing the images easy these days, so there is no excuse for not giving your work a wider audience.

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

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**

**AN AUTUMN**

**DAY OUT AUDAX**

**SAT SEPT 28TH 2024**

**START 08:30 - 09:00**

**FROM**

**TROWELL PARISH HALL, NG9 3QA**

### **DETAILS**

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

Refreshments provided at the start and finish.

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

### **ENTRIES**

£9.00 for Cycling UK or Audax UK members.

(Plus £3.00 insurance for non members)

Closing Date for entries: September 21st.

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

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

**ORGANISER: Caroline Smith**  
**cascycle@gmail.com**



Profits from this event  
will be used to support



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**SAVING LIVES EVERYDAY**



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

## Cafe News



> **At Hilton, Derbys**, the cafe in Don Amott's Leisure World (Caravans etc) has just reopened after a total rebuild. It was good before, but is excellent now. Open 7 days a week.

**Dave Smith** reports on 2 new cafes for you to try:-

> "Café 55" Grange Lane, Thurnby (just off the A47 opposite Coles Nursery) east of Leicester. LE7 9PH. Closed Mondays.

> "The View" in Rutland Nursery, Lyndon Road, Manton, Rutland, LE15 8RN

Just a reminder that many local cafes are shown on

<https://www.google.com/maps/d/viewer?mid=1R4nZWGoIVfwL92CQhaSZGbF8&hl=en&usp=sharing>

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

## 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

<b>NUNEATON</b>		<b>Nuneaton CTC Cycle Club – Rides List - 20</b>			Thursday rides meet at 10.30am. .
					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>	<u>Name</u>	<u>Tel</u>
2nd May	<b>Thurs</b>	Pingles Café	<b>Half day</b>	Anne Taylor	7779997764
9th May	<b>Thurs</b>	Burton Fisheries	<b>Half day</b>	Paul Hands	7941508045
16th May	<b>Thurs</b>	Astley Book Farm	<b>Half day</b>	Paul Kutcha	7414474233
23rd May	<b>Thurs</b>	Morrissons	<b>Half day</b>	Jim Gerrard	7876457146
30th May	<b>Thurs</b>	Dobbies Gdn Ctr	<b>Half day</b>	Eric Rowland	7768396806
6th June	<b>Thurs</b>	Hill Top Gdn Ctr	<b>Half day</b>	Roger Payne	7757103139
13th June	<b>Thurs</b>	St Marys Hinckley	<b>Half day</b>	Ann Jenkins	7921822378
20th June	<b>Thurs</b>	Peoples Café Bed	<b>Half day</b>	Angie Fisher	7824808788
27th June	<b>Thurs</b>	Sutton Cheney Wharf	<b>Half day</b>	John Andrews	1162865738
4th July	<b>Thurs</b>	Cheese Farm Upton	<b>Half day</b>	Anne Taylor	7779997764
11th July	<b>Thurs</b>	Pingles Café	<b>Half day</b>	Jim Gerrard	7876457146
18th July	<b>Thurs</b>	Pingles Café	<b>Half day</b>	Roger Payne	7757103139
25th July	<b>Thurs</b>	Astley Book Farm	<b>Half day</b>	John Heggie	7785984662
POSTCODE KEY - NUNEATON LIBRARY - CV11 5DR, HILL TOP GARDEN CENTRE - CV7 9LH PINGLES CAFÉ CV11 4LX, ASTLEY BOOK FARM - CV10 7QB PEOPLES CAFÉ BEDWORTH CV12 8NF - CHEESE FARM UPTON CV13 6JX ST MARY'S HINCKLEY - EY LE10 1DW, BURTON FISHERIES CV11 6RA					

## South Section

Contact Neil Dixon for more details on 0788 9854459

Before attending any of these rides, please confirm that they are actually taking place as-is, or if they've been changed. The best way to do this is to send me an email at northneil@gmail.com. Someone will hopefully be at the start at the appropriate time to lead the ride, but anyone wishing to ride to the destination separately are quite welcome to do so.

DATE	TIME	START	DESTINATION	COMMENTS
02/06/2024	09:30	Broughton Astley	Twycross	
09/06/2024	09:30	Broughton Astley	Market Harborough	
16/06/2024	09:30	Broughton Astley	Heather	Cattow's Farm
23/06/2024	09:30	Broughton Astley	Billesdon	
30/06/2024	09:30	Broughton Astley	Thornby	
07/07/2024	09:30	Broughton Astley	Ratcliffe Culey	Elevenses at Ellie's Field pop-up cafe
14/07/2024	09:30	Broughton Astley	Medbourne	Elevenses at Rural Relaxing
21/07/2024	09:30	Broughton Astley	Welford (Mini Meadows)	
28/07/2024	09:30	Broughton Astley	Thornby	
04/08/2024	09:30	Broughton Astley	Twycross	
11/08/2024	09:30	Broughton Astley	Fleckney	Coffee at Toast Office
18/08/2024	09:30	Broughton Astley	Tur Langton	
25/08/2024	09:30	Broughton Astley	Bosworth	Coffee at Battlefield Centre
01/09/2024	09:30	Broughton Astley	Brandon Marsh	
08/09/2024	09:30	Broughton Astley	Ratcliffe Culey	Elevenses at Ellie's Field pop-up cafe
15/09/2024	09:30	Broughton Astley	Thornby	
22/09/2024	09:30	Broughton Astley	Draycote Visitor Centre	
29/09/2024	09:30	Broughton Astley	Fleckney	

## A Date For Your Diary

**September 8<sup>th</sup>**, your new President invites you to join him on his first ever **President's Run.**

Details still to be decided, but it won't be long, or hard, and all are welcome.

Details will be posted on the Group website [www.ctclr.org.uk](http://www.ctclr.org.uk) and in the Autumn Edition of Cycle Chat due out 1<sup>st</sup> September, or ring Dave on 0794 1151792 nearer the date.

## CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
05 May	9.00 W	Enderby	Newbold Verdon	Paul
12 May	9.00 S	Markeaton Park	Willington	Lyn
19 May	9.00 M	Fradley	Elford	Jim
26 May	9.00 B	Beeston Marina	Ruddington	Martin
02 Jun	9.00 A	Market Bosworth	Austrey	Dave
09 Jun	9.00 W	Countesthorpe	Stoney Cove	Nick
16 Jun	9.00 S	Castle Donnington	Ticknall	Paul
23 Jun	9.00 H	Atherstone	Stoke Golding	Jim
30 Jun	9.00 M	Fradley Junction	Rosliston	Martin
7 July	9.00 A	Tamworth	Coton in the Elms	Dave
14 July	9.00 B	East Leake	Newbold Coleorton	Paul
21 July	9.00 H	Hinckley Morrisons	Orton on the Hill	Lyn
28 July	9.00 M	Pretty Pigs	Ratcliffe Culey	Jim
4 Aug	9.00 S	Markeaton	Makeney	Martin
11 Aug	9.00W	Burbage Common	Shackerstone	Dave
18 Aug	9.00 A	Barton Marina	Coton in the Elms	Pete
25 Aug	9.00 B	Bradmore	East Leake	Paul
1 Sept	9.00 H	Fradley Junction	Elford	Jim
8 Sept	Hay on Wye	Holiday		Lyn
15 Sept	9.00 M	Tamworth	Baxterley	Martin
22 Sept	9.00 W	Atherstone	Mkt Bosworth	Dave
29 Sept	9.00 A	Sutton Cheney	Ratcliffe Culey	Paul

A - Ashby HSBC (Bdg)  
M - DFS Measham

B - Belton Church  
S - Lount X Roads

H - Heather Church  
W - Bagworth Village Hall

Runs contact: Jim Gerrard Tel 07876 457146

## **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 Autumn 2024 issue of  
Cycle Chat is 1<sup>st</sup> August 2024  
That edition will cover September, October & November 2024**



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**Martin Bulmer of Charnwood Section,  
Staunton Lane, near Ticknall.**

**Photo by Stephen Dee**