

Cycle Chat

75p

Leicestershire & Rutland CTC

Since 1897

Winter 2024



www.ctclr.org.uk

Leicestershire & Rutland CTC Officials

Secretary

Alan Hartshorne, 16 Chadwell Rd, Leicester, LE3 6LF 0116 2314891
and 07858 583188 email alanhartshorne@gmail.com

Cycle Chat Editor

Dave Binks, 92 Balmoral Road, Mountsorrel, LE12 7EN 0794 1151792
email:- 92davebinks@gmail.com **NOTE NEW EMAIL**

Cycle Chat Administration

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

This is not a full list of Officials



Editor's Thoughts

As I write this, BBC Radio 2 is full of the really amazing bike ride being done by the disk jockey Paddy McGuinness who is cycling 300 miles on a Raleigh Chopper for BBC Children in Need. Paddy has no experience of cycling, except as a child, so his feat is really something to be admired.

Unfortunately, although it does give cycling air time, it's for all the wrong reasons. It's hard enough to persuade people that bike riding is not hard without him doing this on a bike that was designed for children to ride around the local streets "looking cool". The reports all focus on how hard it is and how he (and his backside on a seat not designed for an adult male doing that sort of distance) is suffering.

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I commented in the last edition of Cycle Chat on the contrast between the attitudes of British train operators and those on the Continent. I have made various train trips with my bike in Holland, Germany, Austria, France and Italy, all without any real problem, but I did have to pay. I have just tried to book a trip back to Loughborough from Manchester and there is NO carriage of bikes on at least one of the train operators involved in that trip. So it's ride the 90 miles with luggage, in winter, or take the car. I have just received a request to sign a petition about increasing bike capacity on trains, but had to make the point that without a financial incentive, the operators, being commercial, are very reluctant to agree.

Anyway, I hope it's not too early to wish you all

Merry Christmas

Dave Binks

From the Secretary

Alan Hartshorne



We are now in the last part of 2024, I think it is proving to be the very wet start of the last quarter of the year although it has not been the best of years. I spent a lovely weekend at Stragglethorpe near Cotgrave camping with the ALC now we cyclist's seem to be the majority in the group, although most were on Bromptons. I rode out of the campsite to visit the Velo Verde cafe on the way I passed the Derby & Burton Group on the way to Skegness. This was on Saturday morning, as I had volunteered to relieve the stewards so they could visit Nottingham I went back to the campsite for lunch time & enjoyed a wonderful sunny afternoon chatting to people including Kim who is involved in a HPV group & she was pointing out the qualities of her touring recumbent, & telling me about the event she was organising for these machines. In the evening the heavens opened with one of the worst thunderstorms I remember but it was quite good in the tent with it going on around me. Next morning it was still raining, the ride home was not good. With the off-road event in a weeks time the following Saturday I rode round the course whilst most of the course had drained very well the woodland part was very muddy particular by gateway's plus new barbed wire had been put up alongside the route although in normal course should have caused no problem . But then on Monday , Tuesday & part of Wednesday it rain heavily again , I decided to ask the committee for advice, those that replied indicated that I should call it off especially as rain was forecast for the Sunday. So that anyone that had planned to ride had time to make other arrangements. I heard on the radio that the leaves are staying on the trees for longer this year with the wet this year, which means the roads with could be slippery longer so be careful on wet leave covered roads, It is with great sadness that we will not be having a Christmas Carol service this year , I know I shall miss this event leading

up to Christmas but less members have been attending over the years & since Covid it has been so few, I will attend the carol service at the cathedral as I have done for a few years, but it will not be the same. The Mince Pie Event is the event to look forward to and other clubs have said the same, let's just hope we have decent weather for it as it's always a gamble at this time of the year. The Sulley Ride is 16th of March & on Saturday the 6th of September is the busy cycling event at the Matt Hampson foundation at Borough on the hill, it would be nice to see some of you attending this worthwhile cause. I hear that Dove Cottage in the Vale of Belvoir has closed such a shame. I hear that a roundabout in Cambridge will have 36 traffic lights on it while I think that sounds a bit excessive motorists are complaining but I have worked out that if I went to Fosse Park I would have to stop at 6 sets of traffic lights on that junction & motorist 2 if they are unlucky. I see that Cycling Weekly has published articles on cycle touring does that mean it's on the increase I hope so. It is sad news about Sir Chris Hoy he has helped to increase the interest in cycling, This is the time to get your lights out & make sure your tyres are not worn & prepare for the winter roads

I hope you all stay safe on the roads this autumn and winter & have a good Christmas & New year & keep cycling.

See www.ctclr.org.uk for the latest information.

NEW MEMBERS



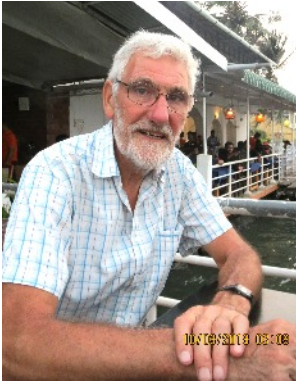
Peter Witting reports:-

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



After recovering from the tough tour in Germany and Italy when I and others climbed the massive Grossglockner Mountain in Austria (see Autumn edition of Cycle Chat), I embarked on another tour, this time to the north western coast of Italy near Genoa. You will no doubt be aware of the high rainfall experienced in parts of Europe earlier in the Autumn. I can confirm that at least some of those reports were true, certainly

where I was! My tour was the second of two identical tours, run consecutively. When we heard that the first tour was having very wet conditions, we naively assumed it would have settled down by the time ours started. How wrong can you be? Of the 10 days cycling, only 3 were dry. Some days it didn't just rain - it bucketed down in torrents for hours.

The name of the region is Liguria. No, I hadn't heard of it before either, and wondered why not at all for cycle tours. Well, putting (pouring?) aside the rain, the area is very hilly, either going up (steeply) or down (also steep and very twisty), and almost no flat land between. I have done similar hilly areas and although hard, got rewarded with views and scenery that make it all worthwhile. Unfortunately that cannot be said of the Liguria area. When the dense tree cover does allow a view, all that can be seen are heavily wooded hillsides and sharp topped hills. Many roads, although almost devoid of motor traffic and thus great for cycling, had pretty poor surfaces. And the villages were not pretty! And to cap it all, the two lights I was carrying, which claimed to be "waterproof", weren't, and had to be binned. I won't be rushing back.

My recent President's Run was a disappointment when only 3 others turned up! In defence of those who never came, I suppose the fact that it was raining hard early on would have put some off, but as it turned out, the rain had stopped by the start time and the sun came out later.

Am I the only to find this time of year, when the sun is low, but bright and on your left, rather difficult to avoid being blinded? No. I don't mean by the sun itself, but the constant flashing as it shines through the hedgerow, then into shade again, then flashes on and off as you go from sun to shade in rapid succession?

Have you noticed that you have to occasionally stop and dig out the mud that stuck to the underside of your mudguard, thus rendering it almost impossible, or at the least noisy, to turn the wheels? And it's always the rear wheel isn't it, the one that takes more effort to remove and allow access to the mud!

In a few days I'm off with a group of friends to Hartington Youth Hostel (yes, a Hostel that's still open!). This was booked quite some time ago, when the weather was still pleasant. Of course, I know we're into November now, but the icy snap and sleet forecast is still a bit unfair.

The news about Sir Chis Hoy and his announcement that he has terminal Prostate Cancer and has only about 6 months to live is both very sad and shocking. That someone who has always looked after himself so carefully throughout his cycling career, winning numerous World and Olympic medals, can be affected, has caused a great increase in other men seeking assurance or treatment from their Doctors. This has struck a particular note with me, because I have experienced Prostate Cancer scares on two occasions. Fortunately, both have, so far, proved to be foundless. When you have a blood test and it comes back with elevated PSA (Prostate Specific Allergens) levels and your Doctor phones you and starts talking about treatment it is terrifying. There is a discussion going on in medical circles about early regular testing, but this is controversial because the tests are not reliable. This unreliability proved to be the case for me. On both occasions a second test came back negative. What does affect these tests is sexual activity and vigorous exercise *such as cycling*, in the 2-3 days before the test. So, obviously for the repeat test, I refrained from both and was greatly relieved when the "All clear" came back.

Anyway, enough of that, Christmas is coming, so expect to see the shops full of glitter and fake snow, and the TV adverts tempting you with all sorts of festive fair. You will no doubt manage to avoid, or cope with that, but you will be expected to attend the Annual Mince Pie Meeting at Belton Village Hall, on Sunday December 22. The doors open at 10.30 and cakes, refreshments, lots of smiles, and people you know but haven't seen for ages, will be inside. A Tombola is being run as usual, with all sorts of mostly cycle related prizes. The money raised after expenses goes to Rainbows, the Children's Hospice, in Loughborough. After more than 25 years, this annual gathering is almost an Institution. The event is now being organised by the East Midlands Cycling UK Member Group, so expect to see cyclists from all over the East Midlands, and even further afield there. Radio Leicester even turned up one year, and carried out live interviews with some people! Unfortunately this year, although I'll be there in spirit, I won't be there in person as I'll be in York for the Christmas period, hoping for weather good enough for some exploring in the surrounding countryside.

So as I can't do it face to face:-

Season's Greetings to you all

Just for fun

A mini touring quiz No. 5



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?

Scarrington, Notts. was recently mentioned in an article in a previous edition of this magazine. There is a **PINFOLD** and a **HORSESHOE STEEPLE** opposite the church. Whilst the article mentions the estimated number of horse-shoes remaining, (a) what was done to stop treasure-hunters stealing them, and (b) what were the wages of ‘The Pinder’? The Pinder was the person charged with care of the

The Horse Shoes “Steeple”



(a) Wire netting was fixed around the bottom.
(b) In 1789 every farmer paid 2pence, and every cottager paid 10 pence, at Christmas. (There was also a levy for stray animals captured).

What kit do I need for the Mardling Ride?

by Peter Witting

I was planning a holiday in Norfolk. It was some decades ago. A friend of Barbara was lending us her static caravan. A great opportunity to discover the area on a bike. Maybe the local CTC group could advise. Would their listed clubruns provide a clue, with cafes and pubs? Maybe I could even join their clubrun?

It was in the days of Yahoo, before Google became universal. Not everyone had their own home computer, let alone a hand-held device. Getting answers was still problematic. But as an IT professional, I downloaded the runs-list of the North Norfolk group.

During the week of our visit there was a convenient mid-week ride. The problem was that it was simply described as a “Mardling Ride”. I racked my brains to recall any such term in relation to cycling, but in vain.

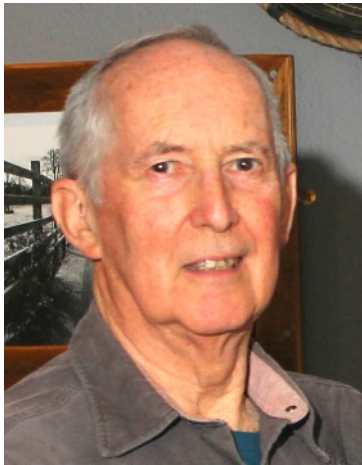
So, I turned to Yahoo for an answer. And there I saw the question, but asked by someone else: “What kit do I need for the Mardling Ride?”. Alas no one had provided an answer! I had to try Yahoo for the definition of mardling – it was to gossip or chat! So, it was simply a ride to meet up for a chat, rather than a full clubrun. Just like the Kettering CTC’s Tuesday rides that simply meet up for 11s.

The point being that Mardling is a Norfolk dialect word, not used elsewhere. If you want a full list, try “The guide to understanding the Norfolk dialect (fur fur-riners)” from Herbert Woods Broads Holiday Adventures. I like “nonicking”!

Is there a local equivalent to mardling in the Leicester dialect? Well, yes – it’s “canking”! We know of Cank Street near Leicester market. At one end there is a plaque commemorating the Cank well. The first reference dates from 1313! This is where the ladies went to draw water. They would have to wait their turn – literally waiting to turn the handle to draw up the bucket. So, while waiting they would be gossiping – canking! The Cank Well would have been the forerunner of the Leicester Mercury!

Anyone for a “Canking Ride”?





Technical Topics

by Peter Witting



A Lock is a Lock is a Lock (?)

We've all done it, haven't we? Unlocked the bike after 11s, put the lock down while opening the saddlebag, spotting we're being left behind by the departing bunch, then haring to catch up while forgetting the lock! Only days later do we realise our mistake.

You can simply replace with the same model, but maybe there's a newer, better lock? When Cycling Weekly reviewed 6 of the best locks (May 30th 2024), there were 3 security gradings: Silver, Gold or Diamond! Did I want the diamond grade 6.9Kg Kryptonite costing £199.99 – er, no! OK to use with a ground-anchor set in concrete in your garage, enhanced with the home burglar alarm – and a 5-figure bike to match! The diamond 1.3Kg Pitbull Mini would be OK for commuting maybe, but I needed something much lighter.

So, there's a "Ground-Anchor" lock, a "Commuter" lock, and what I needed – the "Café" lock! The Café lock would succumb to a decent set of pliers, so best when two bikes are locked together and still viewable through the café window – better than nothing! I recall a Thursday Club café visit where the bikes were left in a yard at the rear of the café, and open to the street. One bike was missing – the one with no lock. We dispersed around the town (Rothwell), and the bike was spotted being wheeled down the side of a terraced house. A bunch of grey-haired grizzled cyclists were raring to use their unarmed combat skills learnt during National Service, so the bike was rapidly returned!

I had to do my own research on Café locks. My old Safeman cable lock was fine, weighing 125Gms with 75cms length and 4mm cable thickness. It could be locked without a key, but needed it to unlock – not an ideal design! Safer to have a combination lock, like my old Kryptonite combo. The Hiplok FX weighs only 75gms, with 100cms cable length and a 3-digit combination, and is very popular. I ended up with a 3-digit combination Giant Surelock Air Loop weighing just



50Gms. The cable is 110cms long, but a mere 2.2mm thickness, hence the lightness. Hiplok do a 20gm Z model, but I thought that would be pushing my luck too far!

That'll be £108,000 sir!

The international body controlling cycle sport, the UCI, sets out the regulations controlling bikes used in competition. One rule is designed to stop rich countries having an unfair advantage from money spent on research & development – like our “Secret Squirrels” under Sir David Brailsford! The rule states “Equipment shall be of a type that is sold for use by anyone practicing cycling as a sport.” So, anything used in competition must be available to the general public as well as to competitors.



The Japanese were notably successful in the recent World Track Championships held in Denmark. They were riding Toray branded carbon-fibre frames, developed for the Paris Olympics. The Keirin was unexpectedly won by Japan's Kento Yamasaki riding the Toray bike. Should you wish to have one, it could be yours for a mere £108,000. A limited market, I'd say!

Editor's Comment:- what makes this bike particularly unusual is the left sided drivetrain

1x drivetrain upgrade trick!

The “one-by” single chainring has gained popularity over recent years due to several developments. The obvious one is the increasing number of sprockets on a cassette. Shimano introduced their GRX Gravel groupset a few years back with a 10-speed double chainring option. That's now discontinued in favour of 11-speed, intended for one-by use. The other development is from improvements in the spring metallurgy used in the rear changers. They are now reliable over bigger changes of gear capacity. Remember the original Sun Tour gears in the '70s where you had to carry a spare spring to fix at the roadside?

The problem comes when you want to fit the 2nd chainring to extend the range on a one-by. Do you buy a new pair of expensive STI levers just to operate the new front gear changer? Tony Davis avoided that simply by fitting a bar-end changer linked to the new front changer – love it!



(These fit inside the end of the handlebar)

Letters Page

Dear Editor



On page 10 of the last issue I was interested to see a photo taken at the start of the Horseshoe Pass in North Wales. In my youth on Merseyside, our West Wirral Wheelers runs via Llangollen often included this spectacular pass, which over the years has sometimes been used for the National Hill-Climb Championships.

I'm attaching a photo taken in April 1976, using a self-timer on a folding telescopic tripod. Margaret and I were spending a week at the Family Annexe at Llangollen Youth Hostel – towing Colin (then 9 months old) in his wooden baby trailer behind our old Sun Wasp tandem, which had a 1/8th inch chains and only three gears. We had just reached the top, with its welcome Ponderosa Cafe, open even in those days and named inappropriately after a popular TV Western series from the early 1960s.

The pass is a long drag of about four miles, and we managed to pedal all the way, as pushing a tandem and heavy trailer uphill is even harder than riding – and much more awkward! The trailer was mounted on five coil springs, which produced a gently rocking cradle action, so that Colin slept all the way!

Peter Hopkins.



Secure parking, Loughborough

Alison McAuliffe is requesting your support in her efforts to get a very secure bike store in Loughborough town centre. We all know that bike racks are no longer fit for purpose in today society.

Unfortunately her 71 year old husband was attacked as he had just unlocked two expensive locks and chain from his bike. The police know about these thefts etc but seem to be unable to do anything about it so she is looking to have a unit in Queens Park, or use one of the empty shops in the centre. This will encourage more people and many students to use the town centre and also workers.

She would be most grateful if you would help by contacting by email or phone Charnwood Borough Council on this matter. Or try your local Councillor.



JUNE MILLS 1931--2024

June Mills of Leicester passed away peacefully at home on 1st. September 2024.

June was a member of the old Loiterers Section of the club now The Easy Riders Section for many years. In her heyday June was out cycling most weekends with her partner Pete Butler. Pete is still alive but in very poor health living now with his daughter in Boston Lincolnshire.

David Smith

*June steers her first husband,
who was blind.*



An Autumn Day Out Audax - Sat September 28th 2024

A report on Notts CTC Autumn Audax

Words and pics by Caroline & Tim Smith.

Four days before the audax, Tim and I cycled round the route to check all was OK. There had been a lot of rain and we were not surprised to encounter a road closed sign on our way out of Mountsorrel. The water was well over a foot deep under the bridge on the Sibley Road and more rain was forecast. On Friday, Colin went for another look and the alternative route was also affected by flooding. It was time for 'Plan C', keeping east of the Soar. Unfortunately, this meant that we would not be able to visit our first café control at Stonehurst Farm, but riders would keep their feet dry. We generated a revised gpx track and amended the route sheet, both of which were e-mailed out to all the riders on the Friday afternoon.

After all the rain, Saturday started cold, but dry. It turned into a lovely sunny day, with bright blue skies, perfect for cycling. 81 riders, from all over the country, turned up bright and early at Trowell Village Hall. They all enjoyed the 150km ride round the quiet lanes of Charnwood. Some seemed quite relieved to have made it back, while others extended the ride considerably by cycling to the start and back home again (at least one rider completed 180 miles on the day). A special mention goes to our youngest rider, Edward, who completed the ride at age 10 and was still looking fit at the end.



There was lots of chatter in the hall while everyone enjoyed the wonderful spread of freshly made cobs and lovely homemade cakes, kindly baked and donated by some of our members.

The event was a great success, providing an excellent day out for all the riders and raising the profile of Notts CTC. It also raised £759.49 for Lincs and Notts Air Ambulance, who are an invaluable service to the community. This made a total of over £2370 including the Spring version.





Cycling your way to better health

(originally printed in Barrow Voice magazine September 2021)

By Barry Bogin

Do you want to live to be 100 years old and be healthy when you get there? Then ride a bicycle! Researchers identified the places in the world with the most centenarians -- Okinawa, Loma Linda (California), Costa Rica and the Greek island of Icaria. The people in these places shared nine common features. One of them was moderate, regular and prolonged daily physical activity as a way of life.

Bicycling supplies all of these. An hour of bicycling is long enough to work your muscles, produce a mild sweat, raise your heart rate and raise your mood. Bicycling is good for body and mind.

Like many, I had a bicycle as a child, but gave it up in my teenage years. In my late 20s I returned to cycling to get outside and reduce some of the stresses of young adult life. My re-cycling began with a few friends and became more regular and enjoyable when I joined a bicycle club in 1978. That was when I lived in the state of Michigan, USA. The club was then called the Schwinn Wolverine Sports Club. Several world champion cyclists were associated with that club.

In 2007 I came to live in Barrow Upon Soar, UK and one of the first things I did was join the Leicestershire Road Club. The LRC organizes group rides for the fitter cyclist on Sunday and during the week – when we are not in lockdown. Visit our Facebook page and contact us to join, <https://www.facebook.com/groups/19494697792>.

Another of my clubs is the Leicestershire and Rutland Cyclists Touring Club, <http://www.ctc.leic.org.uk/>, which organizes its own rides, well suited to the less experienced cyclist. This club is part of Cycling UK, the national bicycle charity, worth joining for information, support for new bicyclists, insurance and legal coverage (just in case). Take a look at Cycling UK's article on the ways that the bicycle helped during the pandemic, <https://www.cyclinguk.org/article/how-cycling-can-improve-mental-health>. Sales of bicycles surged in the past year and with good reason. Cycling is one way to not only cope with lockdowns, but also to do your shopping, help with climate change (is Slash Lane flooded again?), and stay fit.

I am going out for a ride!

Peter Witting Retires as Honorary Treasurer.

As you may have heard, Peter has finally closed his books and passed them over to a new treasurer of Leicester & Rutland Members Group of Cycling UK (CTC).

Alastair Jackson has taken over managing the accounts and registration and we wish him well, and hope we can support him as he seeks to stop us going daft with the money.

Peter was recently awarded a presentation engraved plate by your Group Secretary, Alan Hartshorne at the popular “Mint & Ginger” cafe in Tur Langton.

The plate reads:-

**AWARDED TO
PETER WITTING
FOR 50 YEARS AS TREASURER
FOR
LEICESTERSHIRE & RUTLAND CTC**



Ireland with Eddie Cotterill

By Martin Cowlyn

Many of our readers will know that Eddie Cotterill, a well known local cyclist and racing man in his earlier years, died recently. His funeral and reception was very well attended.

This has prompted Martyn Cowlyn to recall a truly memorable cycle tour he did with Eddie.:-

I should have known what to expect when I joined Eddie Cotterill on a fortnight's tour of Ireland in July 1964. He was the first cyclist who helped me when I'd moved to Leicester the previous October - I joined the Leicestershire Road Club group he drove out to cyclocross events in the Midlands. On one occasion he lost me "somewhere in Warwickshire" after I'd suffered a buckled wheel while descending into a quarry on



*Eddie, centre, holding Club Record Certificate, surrounded by his clubmates at the 1968 Leicestershire Road Club Annual Dinner.
(l to r) Mick Ward, Paul Bowler, Graham Green, Eddie, Dave Bowman.
Kath Nickels joins in the celebration.*

Kenilworth Common - thrown over the handlebars after hitting a tree-root I landed face-first onto gravel, which didn't do much for my appearance. At the end of the race Eddie found my bike and my clothes but nobody knew where I was, except that I'd been taken to hospital. Since there were several hospitals in the area, he had to drive around until he eventually found me in a very quiet A & E department - I still don't know where. There were no mobile phones in 1963!



In a cycling context the term “hard rider” meant a rider who could cycle at pace for hours on end, and Eddie fitted the bill, as he proved to me in Ireland, when we covered up to 130 miles a day, and coped with relentless westerly winds.

I was home in Surrey for the summer when Eddie phoned, wondering if I'd like to join him the following week for a youth hostelling trip to Ireland - if so we could meet up at Liverpool Pier head for an overnight ferry to Dublin. British Railways were happy to take bikes, so it was easy to get a train to Liverpool Lime Street - slow, reliable, but very long trains (diesel hauled, unfortunately) so that the guard's van didn't quite reach the platform in Liverpool. I'm not sure how I solved that problem, but it didn't stop me being at Pier head at the right time.

Leaving Liverpool wasn't straightforward either. Our evening ferry moved slowly through the extensive system of locks, pausing on the way to load on some cattle who could be heard protesting. There were no luxuries for us on the night crossing so very little sleep, meaning two very weary, and hungry, cyclists disembarked into seemingly deserted Dublin streets at around 6.00 a.m.

Cycle Chat Administrators

Pete & Lyn Gale manage the role of Cycle Chat Administrators. They handle all subscriptions and finances as well as actually posting your hard copies out to you.

Any queries re subscriptions, advertising etc, should be addressed to them.

Pete & Lyn's details are :-

Address: 6 Bluebell Close,

Donisthorpe, Swadlincote, Derbys DE12 7RW

Phone 01530 271665 email lyntian@hotmail.co.uk

We made our way alongside the River Liffey towards Dun Laoghaire and on round the coastal headland towards Bray. I can't remember what bike I was using, but it will have been secondhand, with cheaper kit like a Stronglight double chainring and French Simplex or the even cheaper Huret gears. It was probably my first "good" bike - a Bates with distinctive Diadrant Forks and Cantiflex tubing, bought from Saville's in Battersea - a shop which specialised in selling secondhand (no "preloved" nonsense then) racing machines to clubmen. The odd-looking frame design was a ruse used by a few frame-builders (like Hetchins' curly stays) to be instantly recognisable in racing photos in "Cycling" (Weekly as it is suffixed ed now), which circumvented the RTTC*'s ruling of "no advertising of any sort" permitted for riders in their time trials - not on clothing or bike frames. (* Road Time Trials Council - the governing body for time trialling)

I'd saved up long and hard to buy my Bates for £30 by working on Saturday mornings in a tiny factory (Castelco) that manufactured push-button switches for bedside lights. The bike came with high-pressure tyres, not sprints and tubulars, but had chrome forks which sparkled in the early morning sun, so I was delighted to have something I could use for racing. By the time of this tour I'd bought (from Saville's again) a Campagnolo-equipped Carpenter road bike complete with quick-release sprint wheels and striking orange d'Alessandro 6 ounce tubular tyres (tubs) so the Bates had become a cyclo-cross and touring bike.

Anyway, the rather poor gear mechanism now on the Bates crunched as we entered the sleepy village (which I now know to be Killiney) along a narrow lane - only a railway line separating us from the sea. Looking down I drifted across the road, my head mak-



A typical Bates machine - not mine - this one has a painful saddle!
Note the unusual front forks.

ing hard contact with the back corner of a parked flatbed lorry - no crash helmets in those days unless you were racing in a velodrome! It didn't hurt much, but Eddie's expression suggested something was amiss - rather a lot of blood!

We were next to a station, which should have some first aid - not a bit of it! We were directed to the beach, where a small tent in the distance should be sheltering some lifeguards - not that there was anybody swimming there or anywhere else on the beach. The three or four young lifeguards felt that I needed hospital treatment so, after scrabbling to find four Irish pennies (or British, as our coinage and notes were in common use) one of them ran off to the nearest phone box to get an ambulance. I sat pressing a pad against my head.



In due course an ambulance arrived and Eddie and I sat in the back of what was a Minivan/ambulance. On the bumpy roads it wasn't ideal to have a head wound! We found the hospital seemingly deserted, so I was dealt with immediately, with a stitch in the wound, then a signature required on a document that said I was discharging myself against medical advice! Medical care had to be paid for in Ireland then, which may have accounted for the lack of patients, although it was free for UK citizens.

By now it was about 10.00 a.m. - we were hungry, on foot, with our unlocked bikes several miles away at an unknown station - we'd forgotten to note its name. (I was able to recognise it recently using Google Streetview).

Nonetheless, we were properly on our way into the rugged Wicklow Mountains by lunchtime.

Our route plan was to head south-west to Killarney, to explore the nearby coast, then head back through Cork and Wexford to Dublin, all in two weeks. This meant a suc-



Killiney Station

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



Bikes from



Claud Butler



DAWES



ORBEA



Clothing from

ENDURA



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

cession of 100 mile days, or thereabouts, often into a strong headwind which blew relentlessly from the south-west. We were staying in youth hostels, without booking, but soon learned that you were never turned away, however full the hostel might be.

All my kit for a fortnight was crammed into a Carradice Longflap saddlebag - side pockets contained small aluminium pots of sugar, coffee and milk powder - the pots were scrounged from a chemists shop - as it was self-catering only in Irish youth hostels. A cup dangled outside the side pocket. On top of the bag, secured by two toe straps, was my rolled-up cape; inside that was a selection of tools and spares.



Some hostels were primitive - in one you washed in a roadside stream.

Killarney's large villa hostel was packed - probably double its stated capacity - the common room floor was filled with mattresses, so we enjoyed an impromptu evening of live music, then stayed put as it was difficult to move over the sleeping hostellers.

In the remote village of Waterville both the settlement and the hostel appeared deserted when we arrived and tried to sign in. Suddenly, there was a loud roar, then a door by the office burst open and a seemingly endless stream of men poured out. They'd been watching a Gaelic final (hurling, football?) and "their team" had won. It seems most of the village had been watching the village's one set in the hostel. To buy milk we were told take a jug to the farm next door, where it was filled with the warmest, creamiest and freshest milk I've ever had.

Even referring to my YHA card from the time I still only have the sketchiest idea of our route, as many hostels didn't bother to stamp your card. After the Wicklow Mountains we headed west, incorporating the Blarney Stone on our route to Killarney. We'd been looking forward to the Gap of Dunloe, a narrow climbing road between the Purple Mountains and MacGillycuddy Reeks, and it didn't disappoint. From there we circled some of the western peninsulas, before ending up in Cork, where I had to report to a hospital to have my stitch removed - it took about thirty seconds!

We plotted our route using a pre war set of Bartholomew's 1/2" maps someone had given me. One day we were blown up a mountainous valley, to take a short-cut white road (small lane) over the hills clearly shown on the map, saving about 20 miles. We were faced with a wall of rock, with no white road to be seen, so it was a case of battling back down the valley into the strong westerly! The modest 80 miles now turned into 130 miles of suffering (for me) and a stroll in the park for Eddie - ever the "hard rider".



Blarney Castle.

It's said that if you "kiss the Stone", you are said to get the "Gift of the Gab"!

We returned to Dublin on time for our ferry back to Liverpool, with the plan of then cycling back to Leicester, where I'd overnight with the Cotterill family - Eddie's parents, brother Don (a cyclist and accomplished accordionist) and, just visiting, Diane (Eddie's young girlfriend and future wife). The next day I cycled the 105 miles back to Chobham (Surrey) using my normal route of Stoney Stratford, Aylesbury, High Wycombe and Marlow.

The postscript was that, thanks to Eddie, I was fitter than I'd ever been. Over the next month I set lifetime-bests over 50 miles and 12 hours time-trials. The tour gave me a love of Ireland, and I'd soon returned for two more cycle tours with my partner (future wife) Trudy - we also took our car over there on four occasions.

Then, after Brexit, it turned out I was automatically an Irish citizen, eligible for an Irish/European Union passport, as my mother had been born in Cork in 1918. She wasn't Irish, but Ireland wasn't independent then, so she became retrospectively Irish as well as British, along with her sons and grandsons.

Eddie died last April, a cyclist throughout his life, first a member of Leicestershire Road Club and then with Leicester Forest. In 1968 he was a member of the winning team in the National 24 hour championship, backing up Mick Ward and Eric Tremaine.

Martin Cowlyn

A ride in the Vale of Belvoir

Rutland Jeff takes us on one of his rides

You may recall I mentioned hospital surgery in my last article – well that went off reasonably well, (after the second attempt), with three of my wounds healing nicely, though the fourth had to be resolved with antibiotics a week later, but I just had to get back to normal living AND GO another bike ride, so cautiously I opted to stay perhaps a little closer to home, and repeat a ride I used to make with my dogs from time to time (for new readers, they rode in a box on the rear carrier of several of my bikes – with walkies interspersed when safe to do so) – after all it would be easy going, and little strain on the wounds stitches now I had help from my new electric assisted cycle! Perhaps you might be tempted to follow in my wheels so I will suggest a start/finish at Melton Mowbray.



For several years I have been beset with at least one road diversion on every ride, though I did have some getting to the start from my home, so be warned if you approach Melton along the A606, watch out for the new road layout south of the town.....they have just built a new round-about (on which one could build at least two new houses complete with gardens), and presently blocked new turnings into future developments! Hopefully by the time you read this, also road works exiting Melton northwards will have been completed, so, from the town centre cycle northwards by an unclassified road alongside the Cattle Market -it is about a half mile uphill to the top, where I turned left into *proper* lanes (signposted to Holwell). On one occasion as I rode there I came across a gentleman dressed in pyjamas and dressing gown running the opposite way to myself, then five minutes later, there were two lady nurses in hot pursuit! This was one of those strange things that cyclists are prone to, but, he was running towards a nearby nature reserve which is worth spending a few minutes exploring, being disused iron mine workings (where there are caves now forming the homes for bats etc, and lots of hilltop paths to explore, even masses of snowdrops in the spring).

Left through the village and onwards and over the Vale edge and a lovely long drop down into the Vale of Belvoir proper, then into Long Clawson. On my visit it was a case of dismount here – they were completely relaying the road through the village, so with other cyclists a half mile walk along the footpath eastwards. Should the name seem familiar, you are in the home territory of perhaps the biggest Stilton Cheese creamery in the world.

Leaving the village turn northwards and follow relatively flat lanes/paths (till about late afternoon) and go on-through Colston Bassett (another home to a Stilton Cheese creamery). Again straight through the village, but you might like to stop/visit the now ruined old church set a little to the north. As you make your way towards Cotgrave shortly you will come to the Nottingham-Grantham canal. (Incidentally at Cotgrave is another Country Park with a cycleway connection to the National Water Sports Centre). Here you have strayed in Nottinghamshire.



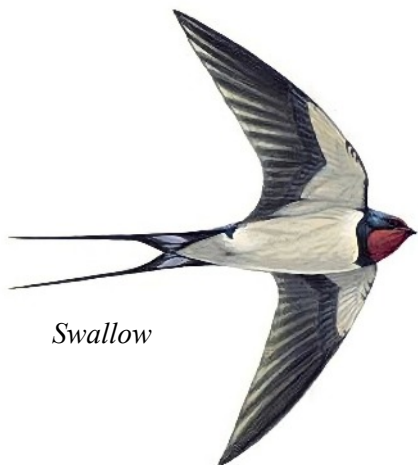
I personally find the Vale of Belvoir is boring cycle-wise..... yes it is relatively flat like the Fens, and yes the terrain is more varied, but to my mind it needs something to make it interesting, so I was converted when I first discovered this waterway. The canal weaves and winds its way through the countryside with interest at most turns and bridges. Only once have I ever cycled to its source into the river Trent – not worth the effort once in Nottingham, but towards Grantham it's a different matter, interest all the way

On this visit I found my route eastwards following a muddy ditch, as the recent fine weather had dried the canal bed. Sometime I had noted on my map that this stretch was marked up for fishing contests, but not today, how-ever I was able to cycle the first few miles along a part gravelled towpath with complete ease and enjoy nature at its finest, with birds and dragon flies busy about their business. As I crossed a lane I was stopped by a cyclist, who congratulated me for having cycled all the way from Rutland and was dumbfounded when I told him I might even reach Grantham before turning homewards *even at my age!* Probably about five miles later I came upon a right-angled bend in the canal called the Devil's Elbow, (his other elbow is

in mid-Wales, partway along a note-able very steeply climbing lane). A few yards past is an information point, for there is a war memorial to the Sherwood Foresters Regiment. Notice that as well as the memorial, there is also a bridle track crossing the canal, and alongside this the locals have planted a poplar tree for each village's local soldier who died during the first world war. You will now have returned into Leicestershire.

You cannot get lost, continue to follow the canal past Kinoulton, then Hickling, (where there is the only difficult road crossing as they have had to squash in the chicane, which really needs to be a foot or so wider, though it does keep motorcyclists off the towpath). There is also a café at the canal basin for simple lunches etc. Those following the 'British Cycle Quest' will also find a checkpoint here, this requiring the answer to the question, "What unlikely animal might you find here?" *I bet you cannot guess what this is?* and still for another mile or two there is a part gravelled path to ride along.

Unfortunately I had forgotten where I used to stop with my dogs for lunch so today stopped at bridge 36, where there was a bench alongside the path (there are similar seats about every half mile or so), and I now hungrily ate my steak pie, washed down with a flask of coffee, with quite a few interested large dragon flies for company – I even was checked out by my first Swallow this year, delight of all delights, but shouldn't you now be thinking of the journey to Africa? (*Is it a*



Swallow

sign of the times – where have they all been hiding- even in my home village they, together with house martins, were one of the commonest signs of summer, but no longer, the even cuckoos have gone?) I will not linger over the fact that a few hundred yards on was the picnic spot & benches I was looking for, at the next road bridge (Hose Bridge).

Shortly the towpath changes to a grassy track for the next few miles – but still easy to follow, though at a slower pace. WARNING: the first time I ever rode this section I had seven punctures in half a mile, and had to abandon my ride followed by a long walk home, with dog, (the farmer had cut the hedges alongside), though this has never been a problem along the canal since!

On past Harby village – a biggish Stilton Cheese creamery closed down here a few years ago – and at a road bridge comes the hardest part of the ride as the height of the bridge over the towpath is barely that of your handle-bars above the towpath – so don't take off your helmet otherwise the possibility of a bad graze to your head, and stoop very low! Shortly you will pass beneath a rebuilt traditional brick bridge where care was taken to incorporate a bat roost into the structure, whilst near another farm bridge my dog and I came upon a cat, once, which literally jumped into the waters and swam to the other side to escape from my interested Jack Russell. Pass under more bridges of disused railway tracks, and a mile or so on, there is another war memorial in the hedge to the crew of a crippled Lancaster Bomber, which came down in the neighbouring fields to your left, at Barkestone Le Vale. The towpath continues as a grassy track, but keep glancing to the right, and shortly you



will see Belvoir Castle perched high on the hillside. Near here on the opposite bank, is a now derelict small farm stilton cheese creamery.

As we approach the Bottesford road-bridge we revert to a gravelled towpath, thence through a canal cutting seemingly on top of a hill, before passing what guide books tell of a canal-side wharf built by a former Duke of Rutland to unload coal to be transported by his own private cable railway uphill to the castle itself. (Wagons can be seen at the castle's shopping annex).

After Stenwith bridge you may have problems. On this ride the towpath was closed for lock repairs/restoration and the path diverted onto an adjacent former railway track - a mere field away - which is NCN route 15 - as far as "The Dirty Duck" at Woolsthorpe by Belvoir, which if required can



The Dirty Duck PH

provide food and drink to weary travellers, before continuing along the proper towpath again. Incidentally it was here that I found my shoes full of grass seeds, so had to stop and get rid of them - later at home using the vacuum cleaner for the last few! *If wished you can follow the old railway to the top of the Vale hills, where you leave it and turn left to re-join the route at (\$) following.* Once at this point my dog made a dash to explore by himself, to return with a grin on his face twenty minutes later. On another the Canal Support Group were holding an open-air Art Exhibition alongside the towpath! On your left the Lincolnshire County boundary is only yards away.

I had had a really satisfying ride so far, but here I made the choice that today I would make for home, rather than follow the canal to its ride-able end a mere 3 to 4 miles further on, after all I had climbed about twenty feet in height over the last twenty or so flat miles! On joining the next road, I crossed the canal bridge and rode south into Denton, (passing an entrance towards the reservoir which used to keep the canal waters topped up - also a very pleasant picnic spot in its-self). Ahead was a climb up out of the Vale, a wiggly left (\$) -right&right road junction, then on, crossing the Viking Way to Saltby for a stop and flask of tea. That big wireless station mast on the right, is the tallest TV aerial mast in the UK at Waltham on the Wolds. I suggest you travel left towards Sproxton, thence right to Coston, where there is a deep ford to catch the unprepared, and you shortly join the B676 for an easy quietish though humpy and twisty ride back to Melton Mowbray passing a horse course- but I of course took a left turn to home in Rutland.

Total about 55/60 miles Melton to Melton, 40 along roads, 10 gravelled towpath and 10 along rideable grassy paths allowing 5 for diversions.

Rutland Jeff.

Malcolm Reynolds, CTC & Leicester Forest CC

Tim Young reports that Malcolm Reynolds died peacefully on the morning of the 16th October 2024 at the age of 95, being born 22/08/1929. He had a good active life almost up to his death. Dementia was diagnosed about 18 months ago and he coped well with this until the close of this September when his health nosedived and he succumbed in just over a fortnight. I had visited him regularly and seen him the day before he died.



The main picture is of Malcolm at Owston village hall in 2010 when we cycled there to watch the cycle race pass thro' on its way to the finish at Melton. He was 81 in the picture and still as fit as a butcher's dog. The second picture is of Malc, left, Dennis Mawby, middle and Dick Clayton, right, at Edwinstowe on their way to a race, probably at Tuxford. Malc was about sixteen at that time. They were all about the same age.

Apart from cycling with our Wednesday group, I think he time trialed up until he was 88, when an accident while out training/cycling, forced his retirement from racing because his balance became adversely affected. He was a member of The Leicester Forest CC, as was most of our group. As a younger man he had ridden quite a few 12 and 24 hour trials, returning quite impressive results. He did tell me but I can't remember the figures.



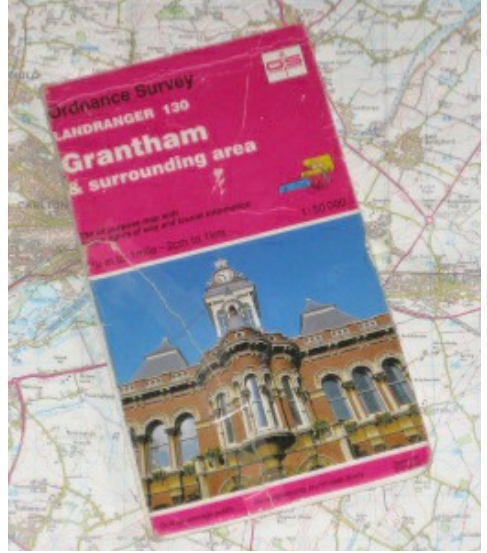
L to R, Malcolm Reynolds, Dennis Mawby, Dick Clayton in about 1945, all aged about 16. Note the race wheels strapped to the 'bars.

Also, as an engineer, he had built his own racing cars and hovercraft and raced both in the seventies, even appearing on the TV show, "World of Sport". His wife, Noreen, died in early 2006 and in her younger days set ladies records that stood for years. He left two daughters who are in their fifties, 6 grandchildren, 14 great grandchildren and 2 great, great, grandchildren.

Perhaps not local to most. Another ride into Lincolnshire.

Rutland Jeff takes us on another jaunt.

Hasn't this year been nearly a 'pain' regarding the weather, (not helped by all my health problems)? Anyway, I did manage a fine and warm day in late September, and looking at a map dotted with all the places I have ridden to the last couple of years, found a *gap*, and decided to fill it with a bike ride to Helpringham – a village towards the top right hand side of Ordnance Survey Landranger map 130 Grantham. As such, there was not much to invite me, BUT it made the excuse to go somewhere, and being relatively flat terrain I decided to use my non-electric Moulton bike.



The first few miles I was in 'home territory,' but I was able to enliven it by seeking out the new road lay-out a little to the south east of Grantham itself. In order to avoid cycling through the town, I usually approach from the A1 and Little Ponton, by using a minor road and (now) bridleway through Stroxtun, -first found when I rode a Veterans triennial 100 miler group ride in 1998, (organized by Lincoln DA.) – still as delightful as ever, crossing the A1 by a flyover, and the LNER at a railway bridge with a choice of two ways, one via a gorgeous lane to Woodnook, (which is better ridden in the opposite direction), or today, by another lane uphill towards Cold Harbour. This lane has now fallen foul of road re-development- hence the reason for today's visit.

The A52 hereabouts joins with the B1176 and B6403 Ermine Street, and has always been almost a cyclists nightmare -i.e. keep a watch for heavy motor vehicles not sure which way to go! That problem has now become

less so for the small traffic island has grown considerably in size, and is far better signed. My minor road about half a mile earlier now abruptly has been closed and turns briefly westwards as a wider lane instead, joining the new 'bypass' road at a T junction. Presently there is no new main road west as there is no bridge over the railway line so I delighted in riding uphill along the new arterial road almost by myself to the aforementioned new roundabout. Easy as they say?

I continued roughly northwards into Lincolnshire proper along the Ermine Street before a right turn back into lanes and Welby, thence a quarter days lane riding and I suppose about fifteen miles of lanes onwards through Oasby, Aisby, (careful you don't lose your way here), Aunsby, Aswarby, Scredington and slightly just down-hill into Helpringham. (There's a whole lot of new village names to get your mind around and you could almost see each from the previous one as you travel! A couple of places aroused my passing interest but today I didn't explore further.

Coffee and a sandwich beckoned in Helpringham, and I jointly made use of the village bench, with another seemingly local cyclist who just happened to be passing his time away. On other rides, I have turned northwards here along the B1394 to



Heckington, famous for its working eight bladed windmill, visitor centre (and BCQ checkpoint), but not today, as I cycled in the completely opposite direction through another succession of small villages, Swaton, Horbling, Billingborough, Pointon, Dowsby and Dunsby, still on more or less level ground and no hills in sight, for probably another fifteen miles. I even passed through Sempringham, mentioned in an earlier bike ride, as the site of the first Abbey for both men and women and the burial place of the last princess of Wales (in the Middle Ages). A glance at the map also showed me as following the former drainage channel called Car Dyke less than a mile to my left (eastwards), also similarly mentioned in an earlier article.

Literally yards after I left the B1177, there is a westwards turn off the A15, (not quite a cross roads) to Stainfield, and I was able to continue with lanes, but with a difference – they went UPHILL – I had left the flat Lincolnshire Fens, and after a seemingly big hill was approaching the pleasantly undulating Leicestershire fens, and once more found my various bikes has been tuned



to ride them seemingly almost from memory, passing through Elsthorpe, Grimsthorpe (with its castle, and before my time a Touring Explorer Award check-point), to Swinstead, Creeton and Little Bytham.

Another diversion from here (on other rides) would take you the three or four miles to LNER main

railway line where in years before I was born, the Mallard steam railway engine broke the world steam train speed record and its steel girder memorial standing forlornly in fields, but not for me today as I was in need of fuel i.e. a mug of tea.

Again bearing westwards, the lane plunged downwards then just as abruptly up again to Clipsham, and I could stop. As you cross into Rutland, there is signed parking spot, (with a couple of benches), and as I drank my tea my mind turned back into those times where I would sometimes come with a dog on the rear carrier, to visit Clipsham Avenue of 137 yew trees each clipped into fascinating shapes by Amos Armstrong from 1870 (plus a few more in his adjacent garden). The first time I saw them I was enthralled as every one was different – some three dimensional, others with a relief design clipped into one side, often depicting an event of the time they were clipped. In 1955 the tradition was continued when the Forestry Commission took over on a 999 year lease, until 2010 when they were no longer able to afford time/cost of continuing this unique work. From 2012 a voluntary group took over to continue the clipping and restore what was sadly lost in the two years they were not maintained, on a twenty year lease. After my tea, it was an easy ride home across what we locally call the Cottesmore Bowl, perhaps just over another ten miles.

(NB. Would Clipsham Avenue make a Leicester area Club-Run destination?)
68 miles, depending on sight-seeing diversions.

Rutland Jeff.

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

Editor: Dave Binks, email; 92davebinks@gmail.com tel; 0794 1151792
92 Balmoral Rd, Mountsorrel, Loughborough, Leics, LE12 7EN

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

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

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

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

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

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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.



Cafe News



New village cafe :- Graze.

7 Bradgate Lane, Asfordby LE14 3YD

07973 837323. Open 7.30-4.00 Monday-Saturday. Hot food until 2.30.

Dove Cottage near Harby, in the Vale of Belvoir has closed, permanently.

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



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robert.gibb45@gmail.com




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Photograph poster or use QR code for more information.

NUNEATON		Nuneaton CTC Cycle Club – Rides List - 2024			Thursday rides meet at 10.30am. .
					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>	<u>Name</u>	<u>Tel</u>
7th Nov	Thurs	Peoples Café Bed	Half day	Angie Fisher	7824808788
14th Nov	Thurs	Sutton Cheney Wharf	Half day	Paul Kuchta	7414474233
21st Nov	Thurs	Cheese Farm Upton	Half day	Jim Gerrard	7876457146
28th Nov	Thurs	Pingles Café	Half day	TBA	
5th Dec	Thurs	Burton Fisheries	Half day	John Heggie	7785984662
12th Dec	Thurs	Astley Book Farm	Half day	Anne Taylor	7779997764
Xmas Lunch at the Newdegate Arms Bedworth					
19th Dec	Thurs	Morrissons	Half day	TBA	
26th Dec	Thurs	Dobbies Gdn Centre	Half day	TBA	
2nd Jan	Thurs	Hill Top Gdn Centre	Half day	TBA	
9th Jan	Thurs	St Marys Hinckley	Half day	Jim Gerrard	7876457146
16th Jan	Thurs	Peoples Café Bed	Half day	Eric Rowland	7768396806
23rd Jan	Thurs	Sutton Cheney Wharf	Half day	Paul Hands	7941508045
30th Jan	Thurs	Cheese Farm Upton	Half day	Ann Jenkins	7921822378
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 - CV11 6RA					

Mince Pie Meeting

Sunday 22nd December 2024



The famous Mince Pie Cyclists Meet will again be taking place at Belton Village Hall (10.30am to 12-30pm). Teas, refreshments and chat

Tombola in aid of Rainbows Children's Hospice.

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
Nov 24	9:30	BA	Crick
Dec 1	9:30	BA	Welford (Mini Meadows) Swinford
Dec 8	9:30	BA	Fleckney
Dec 15	9:30	BA	Twycross Gill Lord
Dec 22	9:30	BA	Tur Langton
Dec 29	9:30	BA	TBD
Jan 5 onwards			- to be decided. Check website

(BA = Broughton Astley)

Neil Dixon Tel:07889854459 E-Mail:northneil@gmail.com



**A Very Merry
Christmas and
New Year to
All Our Readers**

**May 2025 be a
good year for
you**

CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
1 Dec	9.30 S	Melbourne	The Milking Parlour Calke	Pete
8 Dec	9.30 M	Twycross	Market Bosworth	Jim
15 Dec	9.30 W	Thurlaston	Newbold Verdon	Lyn
22 Dec	9.30 A	Castle Donington	Pegs Green	Martin
29 Dec	9.30 H	Sutton Wharf	Heather	Dave
5 Jan	9-30 B	Swarkestone	Ticknal	Paul
12 Jan	9-30 S	Shardlow	Melbourne	Nick
19 Jan	9-30 W	Thurlaston	Mkt Bosworth	Jim
26 Jan	9-30 A	Melbourne	Ticknal	Pete
2 Feb	9-30 H	Bos. Battlefield	Carlton	Lyn
9 Feb	9-30 B	Quorn	Zouch	Martin
16 Feb	9-30 S	Redhill Marina	Ticknal	Dave
23 Feb	9-30 W	Enderby	Stoke Golding	Paul
2 Mar	9-30 A	Rosliston	Harlaston	Nick
9 Mar	9-30 H	Atherstone	Shackerstone	Jim
16 Mar	9-30 B	Cossington	Burton on Wolds	Pete
23 Mar	9-30 S	Markeaton	Willington	Lyn
30 Mar	9-30 W	Rothley Station	Whitwick	Martin

A - Ashby HSBC (Bdg)

B - Belton Church

H - Heather Churc

M - DFS Measham

S - Lount X Roads

W - Bagworth Village Hall

Runs contact: Jim Gerrard 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 Spring 2025 issue of
Cycle Chat is 1st February 2025
That edition will cover March, April & May 2025**



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

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