

Cycle Chat

75p

Leicestershire & Rutland CTC

Since 1897

Spring 2025



www.ctclr.org.uk

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Cover; *Just a reminder that Spring is on its way.*

photo; Dave Binks



Editor's Thoughts

My trip to Hartington Youth Hostel to which I was looking forward in the last edition, took place, but because I was late putting the Winter Edition of Cycle Chat to bed, meant I had insufficient time to cycle the 56 miles there, so had to drive up. It turned out to be a fortuitous thing. Just as I drove through Ashbourne, snowflakes started falling onto the windscreen and were very soon getting bigger and more frequent. The closer I got, the harder the snow fell and in even larger flakes that settled on the ground. By the time I arrived, it was a virtual whiteout and the roads were getting worryingly covered.

The Hostel at Hartington is a very old, romantic building, with claims that Bonnie Prince Charlie once slept in one of the rooms. I was at first delighted that I, together with my partner who had travelled down separately from Cheshire, had been allocated the Bonnie Prince Charlie room. But tales of hauntings in the night, uneven, creaky floorboards, plus the bed being about three foot off the floor rather caused her to regret it. Even as a 6 footer I found it quite a hop to get up and into bed, and she is quite a bit shorter than me.

I was meeting a fairly large group of fellow cyclists from all over the Midlands and a bit farther, folks I hadn't seen since the Spring or even earlier. Some hardy riders from Notts CTC had ridden up, despite the very cold temperature, but fortunately, they had arrived before the snow came.

The members' kitchen was busy that night, with much chatter and laughter, with most choosing to cook their own dinner rather than buy the cooked one from the Hostel's restaurant.

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When I went to bed, I glanced out of the small leaded window and saw the snow was continuing to fall, but thought it wouldn't really be much and would have gone in the morning. However, the next morning we awoke to a dump of snow, 3 inches deep, that had created a beautiful winter wonderland.



I awoke early, due to the unusually bright light from outside being reflected into the room, and went straight out with the camera to capture the wonderful scene. My sister, to whom I sent a copy of the shot declared it to be just like a Christmas Card picture, and I think she was right. What do you think?

The local news was advising against all but essential travel and reports of HGVs and other vehicles sliding into roadside ditches.

Need I say that none of us even unlocked the bike shed that day? A quick change of plan was forced on everybody and the walking kit and warm weather clothing was dug out. Many others, like me, had seen the forecast and taken the precaution of packing extra gear.

From then on it was just a case of making the best of the weather. However, that was actually quite a pleasant, if cold, task. The sun was out all day every day and the Peak District was at it's magnificent best.

The cameras were kept warm under jackets to avoid battery problems (they don't do so well in cold conditions) and hosteliaries given more custom than they would have otherwise expected. We had a great time!



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 is 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.

From the Secretary

Alan Hartshorne

I hope most of you had a nice Christmas and New Year although we had a few casualties over the period, and although he hadn't ridden with us recently, a death, Vic Baines - see separate obituary.



Most of the time over Christmas and New Year it was dark, often windy, wet or both. So let's hope the next few months will be better, and we enjoy our cycling.

For the Mince Pie event I set out in the dark and as the sun rose thought we were in for a nice day, but by the time I got to Copt Oak the snow was coming down so thick but I carried on to what used to be the Castle Rock Pub, here I got off the bike and walked across the road. A van stopped and the chap said "Are you going to Shephed" I said I was, and he took me all the way to Belton. By that time the sun was shining. I am sorry to say the numbers were down, so of course the donation to Rainbows also. I think everyone enjoyed it although I think there were more women cycled to the event than men. There were quite a few in Christmas outfits so maybe we should have a competition for it next year?



I have put a list of events that might interest you elsewhere in this Edition of Cycle Chat. Last year I rode up to the Old John Car Park on May Day, locked my bike in Bradgate park and walked to the top to watch a team of Morris Dancers do their thing on a lovely morning, with the mist lifting as the sun rose. The Media were there so it was on TV and in the local papers. I took a flask with me, so I thought I would put it down as an event. I don't care how you travel there but the car park will be open before 7 am. But hopefully I will be riding through Anstey about 6am if any one wants to join me. Just hope it will be dry.

In September the event run by a member of the Ratae RC called "Get Busy Cycling" at the Matt Hampson Foundation at Burrough on the Hill, was a worthwhile cause. In anticipation of a similar event this year, I plan to leave Church View Nursery, Barkby at 11 am to ride to the event as there are tea and cakes. I will take my own sandwiches to go with the cakes. I hope some of you will join me. The Group AGM is again at Botcheston Village Hall, 2 pm to 4 pm, Saturday 10th of May. It would be nice to see a



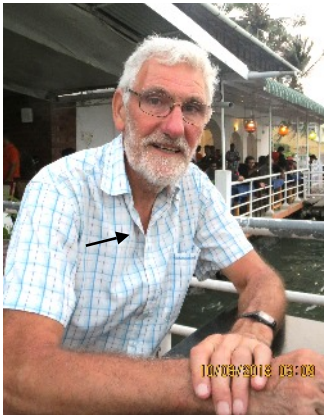
good crowd as the Group cannot function without you. It would also be nice to see members offer their services even if they don't ride with us, and surely you can spare a couple of hours? I enjoyed Pete Hopkins article on the Horseshoe Pass and remember once, when riding it myself, passing an older rider, who said "I want to ride this to tell my grand-kids" I thought "How nice". By the cafe at the top we turned along a bridle path by the edge of a quarry and onto an army training ground with a concrete path with ridges. We passed a rider bent over a gorse bush a voice from behind called out "hat' up Fred?"

"I've lost my teeth" came the reply, whereupon Fred rubbed them on his jersey and popped them back in, and jumped on his bike and carried on !

Anyway let's hope we all have a good cycling year and please attend the AGM it is very important.

Alan

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



President's Page

Dave Binks

Well, my fortunes have changed somewhat since my last Editor's Thoughts.

As no doubt some of you know, I have spent the last 10 or so years hiding from the British winter in Spain, and all was planned to do the same again this year. But a meeting with some wet leaves on a sharp bend on a cycle track in mid December put paid to that. I was just 3 miles from home at the end of a 45 miles ride and looking forward to a cuppa indoors.

Don't let anyone tell you it's much safer to use cycle tracks than ride on the road. My worst three crashes with resultant injuries, have all occurred on cycle tracks, usually because they are totally un-maintained and neglected.

Fortunately I was with others in my club who were just behind me, but not close enough for them to be involved. As I hit the ground, managing to twist a little sideways to save my hip, I heard the collar bone crunch. Having heard it twice before, I recognised it as that of a bone breaking. Of course, one's instant reaction is to get up again, and so I did, but with great difficulty as my leg/backside was very painful indeed. "Bad bruising" I told myself, "It will go". Somehow I managed, with much help from the two club-mates who were with me, to get back on and somehow managed to ride the 3 miles home. But I had to be virtually carried indoors and gently

lowered into a very soft cushioned seat. One of my mates stayed with me whilst the other went home for his car.

A car ride to Loughborough Medical Centre confirmed the break to the collar bone. My backside was still very sore, so I was wheeled in, seated in a wheelchair. I told the staff there that it was just bruising on my bum, so didn't ask for it to be X-rayed. A few hours later, after being taken back home again, my lady friend took me back to her place in East Cheshire where, stairs being impossible for me, so I could use her downstairs loo and front room sofa bed, and receive her tender loving care.

However, after 36 hrs I could stand the pain in the backside no longer and she drove me, in the early hours of the morning, to Macclesfield Hospital A&E. There, after a quick triage, to check I wasn't about to snuff it in the next few hours, I sat in the waiting room for hours until the normal X-ray staff came on duty. An X-ray and short wait later and I was in front of a screen with a lovely lady Doctor showing me two fractures in my pelvis bones, and she also pointed out the little bits that had come off them, just for good measure! No wonder I couldn't walk!

A 6-8 weeks projected recovery, at best, destroyed my holiday. So I'm "enjoying" the great British winter again. I had forgotten how cold, damp and miserable it is here in January and February.

But, assuming I can be classed as one ;- "You can't keep a good man down" as they say, so have already started planning my next cycling holidays. An optimistic short visit to Haworth Youth Hostel, (have you noticed there are almost never any "Youths" in Youth Hostels these days?) And then a 2 week stay in Spain in late March, trying to retrieve some of the sun and warmth I missed.

Elsewhere in this edition of Cycle Chat there is a list of some of the major events your local Group has planned. Have a look and why not come and join us? Contrary to uninformed opinion, we are not all Lycra clad athletes with rippling muscles who would put Chris Hoy etc to shame. We're also quite approachable and willing to offer advice and help if asked. There are NO additional fees to ride with us, unless the event itself has an entry fee. Just turn up with a bike and a smile and be welcomed.

**Don't forget to come to the AGM on Saturday 10th of May - AGM
Botcheston Village Hall 2pm to 4pm. See you there!**



Photo Ellie Howarth

No matter how injured you are, there's always tea and cakes to be enjoyed. Just don't trip over my crutches!

Just for fun

A mini touring quiz No. 6



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?

Fotheringhay Castle, Northamptonshire. Is an example of a ‘Motte and Bailey’ castle, where a large earthen mound was constructed and a fortified tower built on top. This one is well known as the execution place of Mary the Queen of the Scots. in 1554.

(a) What was the castle built primarily for.

Castle Bytham, Rutland is another example, and similar pedigree,
(b) but in the 1500s was replaced by what and where, nearby?

BOTH are worth visiting, though Castle Bytham may be seen from the road, but IS NOT open to the public.

Answers below

Fotheringhay Castle



- (a) Fotheringhay was built around 1100, and on the owners death passed to his widow, who remarried David the King of Scotland, It was a residence and later an English Royal Palace.
- (b) Castle Bytham owners were given permission to build nearby Grimsthorpe Castle, as a wedding gift, by Henry VIII.



Technical Topics

by Peter Witting



Cycle Kit Rollercoaster

I'm sure most of us remember when Covid-19 hit the supply of cycle kit, as factories were shut down. Spares became difficult to source, just as demand increased for bikes due to lockdown. Businesses ordered more kit as a consequence of shortages. But later those businesses, both wholesalers and retailers, ended up with surplus stock just as demand fell.

Famously CRC/Wiggle went into administration with brands and distributors owed some £26.7m. It was subsequently bought by the Frasers Group, who already owned Evans Cycles. The retail business of Mercian Cycles also arose from the ashes, and is now trading again under new owners.

One consequence of this turmoil is the arrival of Bankrupt Bike Parts! I recently needed to replace a Shimano front gear mechanism which had suffered a broken spring. The part was listed by Shimano on their Discontinued Products catalogue – yes, they have one! So, no point asking your LBS to order the discontinued part. But “Googling” the part reference, there it was on the website of Bankrupt Bike Parts. As the cost was under a tenner, I bought several. I now have several spare pairs of both front and rear Shimano gear mechanisms – all discontinued!

The latest closure is the US brand Light & Motion, whose lamps have had favourable reviews over the last 35 years. Owners will now have to rely on their LBS for service! Their CEO mentioned Political Winds as one reason for their closure. With Trump threatening import tariffs, then increasing the cost of imported components could have been the nail in the coffin for L&M.

Winter Wear

With Spring approaching, hopefully, maybe time to review what worked well over the Winter past! After the Castelli Espresso Thermal jersey was twice reviewed favoura-

bly in different magazines, I was tempted. Maybe it was the “Thermal” naming or the “Three-season” reference? The “Powerstretch” material is very cosy and nice, as is the zipped rear pocket for key & credit card! It may prove its worth as a two-season garment, but in winter it’s simply another layer. As such, something much cheaper would work as well.



In the September 2024 Cycle Chat, I praised the Skins brand compression leg-warmers – because they didn’t slide down! They proved their £80 cost over winter for the added warmth under my winter bib-tights. Very cosy!

I continue to recommend Shimano’s MW7 winter boots in extreme weather, a size larger than usual for thicker socks. For the hands, Castelli’s expensive Estremo gloves, used with a silk liner, continue to deliver in all but the most extreme weather. Then it’s the SealSkinz winter mitten, with silk liner, that deals with wet sub-zero conditions! As for the head, just use as many Buffs as will fit under the helmet!

Armchair Cycling Takes a Hit!

By the time you read this, Eurosport “The home of cycling” will have disappeared! Maybe you never subscribed, relying on ITV4 for free coverage of the big tours; well, that’s ending this year after the Tour de France. What’s left for free-to-air viewers maybe just some highlights on Quest!

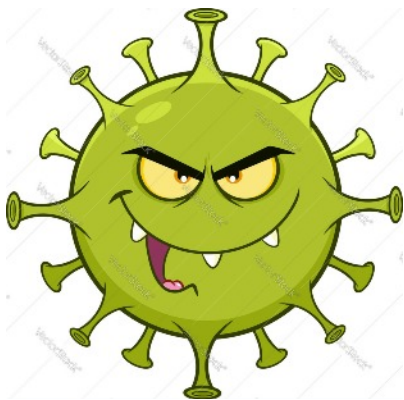
That’s the result of US business Warner Brothers, who now own Eurosport, Discovery, TNT Sports and Quest, becoming the exclusive TV rights holder for cycling from 2026.



Those who subscribed to Discovery+ for £6.99 a month to watch the major tours, will now be asked to pay £30.99, so a 443% increase, and nearly £375 per annum! All cycling is being moved to the TNT Sports channel. Similar huge additional charges will apply however you access it, whether Sky, Virgin etc. Previously I could watch Eurosport as part of my basic Sky package. Now I’ll be asked to pay an additional £25 per month to fol-

low live cycling – an additional £300 per annum! The only folk unaffected are those who already subscribed to TNT Sports to watch maybe golf or cricket etc. Interestingly it seems only the UK customers are being fleeced in this way, as Eurosport continues in Europe! I foresee some dodgy firesticks and VPN accessing the European content.

Not only is this an enormous price hike for UK subscribers, this paywall is going to deprive youngsters of their introduction to cycling as a sport. Will the sponsors who fund the teams be happy with fewer viewers? It seems those who made the agreement are only interested in raking in the money for their shareholders, not the future of our sport.



Lockdown Escapades

by Peter Witting

It's now 5 years since club-riding became illegal! Meeting in groups was banned to prevent the spread of Covid-19, and that applied to riding in groups! There were no vaccinations then, nor a lot of knowledge on the factors spreading the infection. But we were allowed to exercise by riding our bikes, providing it was solo. That was to try to keep us fit & healthy, while avoiding Covid. But

cafes and pubs were off-limits, except for takeaways. Some limited riding together was later permitted, which led to some cunning planning!

We were permitted to travel by car before commencing our exercise. How far was never set in stone. To avoid all my rides being on the same local lanes, I identified an array of parking locations about an hour's drive away, and around the compass. Best to avoid Derbyshire, where the Police seemed particularly heavy-handed! My locations allowed riding in areas just too far to be reached on regular club-runs, and to reach fresh cafes too!

To the south was Towcester, easily reached via the A5 south of Lutterworth, and with free parking at their Centre for Leisure. If the wind was from the west, then I'd use the cycle crossing over the A43 to head westwards in the direction of Cropredy. It had a café, but the village shop had takeaways to consume on the village green. The Harley Equestrian Shop at Woodford Halse became another favourite, and The Forge at Culworth. To the South was Silverstone and Buckingham.

Bingham in Nottinghamshire was another favourite destination, easily accessed via the A46 from Leicester. To the south-east was the delightful Vale of Belvoir, with the take-away Clawson Kitchen on the green at Long Clawson, and the Old Wharf Tearooms at Hickling. To the north-west lay Newark. This route had the special attraction of the facilities provided for cyclists when the A46 was dualled: Old bits of the main road, converted to bridleways for example, but fully tarmacked! To the west lay

A "Bike Buddy" flask holder





Nottingham with the nearly traffic-free National Cycle Route 15 past the water sports centre at Holme Pierrepont.

Great Ponton to the north-east, just off the A1, was another parking location. This allowed loops either side of Grantham. The lack of reliable cafes at that time led me to make use of the A1 services at Gonerby Moor; something I'd normally avoid, but any port in a storm!

When a café wasn't on the route, then a pork pie, cake, fruit & coffee from a flask was carried. That was when my Bike-Buddy flask carrier came into its own. It attached to the bike frame in place of the bottle holder.

Perhaps my most memorable escapade was on a fine sunny day in early summer. I'd made arrangement with several clubmates who regularly joined my motor-assisted rides (we still couldn't travel together), to meet in Spilsby over the border in Lincolnshire. Rather a long way to travel for our exercise, but a short ride to Skegness where the North Shore was almost deserted and we enjoyed our picnic lunch in perfect sunshine!

Peter Witting

Annual Sulley Rides

Sunday 16th March

This year's annual ***Sulley Rides*** will be on Sunday 16th March, starting and finishing at Lutterworth Town Hall in the centre of Lutterworth on the Market Place, LE17 4AT. As usual, there will be a choice of four routes to suit all riders: an easy and mostly flat 30km ride, moderate 50km and 70km routes, and a more challenging 100km route. All the routes are mostly on quiet country lanes and roads through very scenic countryside. The rides are open to all and are a perfect way to start the spring after a long winter. Last year 65 riders took part, making the event a good opportunity to catch-up with cycling friends from across the DA and beyond!

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



Riders can enter the event at the start (£5 for adults and £1 for under 18s, payment by cash or card). Please keep an eye on the DA website (www.ctclr.org.uk) in case the weather causes a last minute cancellation.

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

We look forward to seeing you on Sunday 16th March!

For more information please contact: sulleyride@ctclr.org.uk

Vic Baines

Sadly, long time member Vic Baines has died .

Alan Hartshorne remembers him.

Just after the New Year I received a phone call to say one of our old members Vic Baines had died. I first met Vic when he turned up for the run to the Griffydam Cycle Rally. However, when we came to leave for home we found he had already left so we thought that we wouldn't see him again. So I was quite surprised to see him the following week at the start. He rode with the City Section for many years when we often rode over 100 miles on a run. It was not unknown for him to do one of the all night runs first started by Peter Witting. I remember us brewing tea outside Belvoir Castle as the dawn came up. Vic got us the City Section Jerseys, which prompted Charnwood Section to get their own, red & green ones. Vic wasn't keen on Youth Hostelling but he did come on the Malvern and Wilderhope trips at Easter. Eventually he drifted away & after his dad died he looked after his mum. He still came to the Carol Service and Mince Pie run. He did still ride, but on his own, and I would occasionally meet him out on his bike.

I have happy memories of "Aunty" Vic as someone called him and he became known. Happy Days.

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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The Wheels of Adventure:

A Cycle Tour Through Leicestershire

The morning sun cast a golden glow over the rolling hills of Leicestershire as Emma tightened the straps on her panniers and adjusted her helmet. Her trusty touring bike, a sleek steel-framed companion she had named "Pegasus," was loaded with everything she needed for a three-day cycling adventure. The plan was simple: explore the quiet country lanes, charming villages, and hidden gems of this underrated English county. She had no fixed itinerary, only a map, a sense of curiosity, and a heart full of wanderlust.

Emma's journey began in the historic market town of Market Harborough, where the cobbled streets and timber-framed buildings whispered tales of centuries past. She pedalled slowly through the town, savouring the crisp autumn air and the faint scent of freshly baked bread wafting from a nearby bakery. After a quick stop to stock up on supplies - a crusty loaf, some local cheese, and a handful of apples - she set off toward the countryside.



The first leg of her ride took her along the Brampton Valley Way, a disused railway line turned into a peaceful cycling and walking path. The trail was flanked by hedgerows bursting with hawthorn berries and the occasional flutter of pheasants darting into the undergrowth. As she cycled, Emma marvelled at the tranquility of the landscape. The only sounds were the rhythmic whir of her wheels and the distant call of a skylark.

By midday, she reached the village of Great Oxendon, where she decided to take a break. She leaned Pegasus against a weathered stone wall and sat on a bench overlooking the village green. As she nibbled on her cheese and bread, an elderly man walking his dog stopped to chat. "Lovely day for it," he said with a smile. "If you're heading north, don't miss Foxtan Locks. It's a sight to behold."

Intrigued, Emma consulted her map and decided to follow his advice. The route to Foxtan Locks took her through a patchwork of fields and pastures, where sheep

grazed lazily and tractors rumbled in the distance. When she arrived at the locks, she was greeted by a scene straight out of a postcard. The Grand Union Canal wound its way through the countryside, and the series of ten locks formed a staircase of water, each step a testament to the ingenuity of 19th-century engineering. Emma watched as a narrowboat slowly navigated the locks, the boaters working together to open and close the gates with practised ease.



After a leisurely lunch by the canal, Emma continued her journey, this time heading toward the ancient woodland of Launde Woods. The climb was steep, but the reward was worth it. As she entered the woods, the world seemed to shift. Sunlight filtered through the canopy, casting dappled shadows on the forest floor. The air was cool and fragrant with the scent of pine and damp earth. She dismounted and walked her bike along the winding trails, pausing to admire the vibrant autumn colours and listen to the rustle of leaves in the breeze.

By late afternoon, Emma reached the village of Tilton on the Hill, where she had booked a room at a cosy bed and breakfast. The owner, a friendly woman named Margaret, welcomed her with a pot of tea and a plate of homemade scones. Over dinner, Emma shared stories of her day's adventures, and Margaret regaled her with local folklore and recommendations for the next leg of her journey.

The following morning, Emma set off early, her legs refreshed and her spirits high. Her route took her through the heart of the Leicestershire countryside, past fields of golden stubble and quaint stone cottages. She stopped in the village of Billesdon, where she stumbled upon a farmers' market in full swing. The stalls were piled high with fresh produce, artisan bread, and jars of honey. Emma couldn't resist buying a jar of local honey, which she tucked into her pannier as a sweet souvenir.

As the day wore on, Emma found herself in the shadow of Burrough Hill, an Iron Age hill fort that stood proudly atop a steep ridge. She parked Pegasus at the base and hiked to the summit, where she was rewarded with panoramic views of the surrounding countryside. The sense of history was palpable, and she imagined what life might have been like for the ancient people who once called this place home.

The final day of Emma’s tour took her through the charming town of Melton Mowbray, famous for its pork pies and Stilton cheese. She couldn’t resist sampling both, enjoying a picnic in the shadow of the town’s historic church. From there, she followed the River Wreake, its gentle waters reflecting the blue sky as it meandered through the landscape.

As the sun began to set, Emma found herself back in Market Harborough, her journey complete. She felt a deep sense of satisfaction, not just from the miles she had covered, but from the connections she had made—with the land, the people, and the history of this beautiful corner of England. As she



she leaned Pegasus against the wall of her cottage, she knew this wouldn’t be her last adventure. Leicestershire had captured her heart, and she was already dreaming of where her wheels might take her next.

Did you enjoy reading that little tale? So did I, but the story was written, not by a human, but by a computer, somewhere in the World, probably China.

I expect that by now, you will have heard of AI (Artificial Intelligence) and in particular “Deep Seek”.

Curious to explore exactly what that was, your Editor loaded the “Deep Seek” programme into his computer and told it to “Write a story about cycle touring in Leicestershire”.

Within just a few seconds, the story appeared on my computer.

Apart from correcting the American English spelling, the above is exactly what it wrote, except that the photos were put in by the Editor.

Of course, the programme didn’t know anything about cycling in Leicestershire, it was all taken, or stolen you could say, from information written by humans and held on the Internet.

So now you know why authors and journalists are concerned.



Jeff at the St David's Pass checkpoint, near Bala Lake. Photo from "CTC Cycle Shorts"

Jeffrey Eaves

(Rutland Jeff as he liked to be known in print)

Jeff moved to Rutland from Worcestershire after retirement and had been involved with cycling most his life.

Locally Jeff was an active contributor to Cycle Chat writing under name of Rutland Jeff and nationally through British Cycle Quest.

Many of those who have completed or started BCQ before I took over, would know of Jeff and many would have visited Jeff at his Rutland home to have their cards validated. Some continued to visit Jeff just for a chat and cuppa if they were cycling in the area.

For Jeff on a personal front in one way it was like when I took over BCQ, not long retired and looking for something to do. Jeff did the role for about 20 years before he decided it was time to hand over, recognising age and health were not on his side.

In the time since I took over from Jeff my greatest regret is not being in a position to present Jeff with a Platinum Medal. The last time Jeff had his cards validated, he had 358 completed checkpoints, just 44 left to do, many in Scotland. His plans to finish BCQ were set back by COVID. He did manage to have one last trip to Scotland to do BCQ in the autumn of 2022. Jeff used his "space age" Moulton for such trips as he could fold his bike for the long train trips required to get started.

Like many cyclists, Jeff had a few bikes. In addition to having a Space Age Moulton, Jeff also had an original Moulton, one of the first of the production line. In my last visits to Jeff he had converted to an e-Bike and was still exploring the area within a 50 mile radius of home. He would report on the status on the BCQ Checkpoints he visited on his rides. His daughter was telling me he was still riding his bike in November last year.

In addition to being a regular correspondent for Cycle Chat, Jeff was the Editor of the Bulletin of the Association of Cycle and Lightweight Campers for a period of time. Visitors to Jeff's home would recognise the small primus stove and other camping equipment on display.

Jeff was actively involved with the local church, being a Lay preacher. Like with Cycle Chat Jeff was an active contributor to the parish magazine, and when his dog was alive Jeff used to write articles about cycle rides with his dog.

Without Jeff taking over BCQ when he did, I would not have completed BCQ myself and subsequently got actively involved with BCQ. So, I say a special thank you to Jeff and may you cycle in peace.

Stephen Dee, Shepshed

Jeff asked for donations to Cycling UK, rather than flowers.



Jeff in Dec 2019 when he was presented with a Certificate of Appreciation from the CTC for his BCQ work.

Inappropriate Peeing

Avril Eyre tells us of some embarrassing moments in her life.



Toilets are a bit like policemen, you can never find one when you want one. Out on the bike finding a pee stop is easy for blokes - they simply face into the hedge and relief is immediate. For us ladies it is slightly more complicated. Full cover is necessary and not always easy to find. A pressing need often affects judgement and leads to bad choices. Here are some of mine.

Under a railway bridge into the lee and shelter of blue bricks, I was in full flow when I heard whistles and laughter, looking up I saw above me on the bridge a row of workmen getting a full view. I quickly straightened up and, in an attempt to brazen it out I called “You’ve seen it all before”. A voice floated down “Yes, but not yours”.

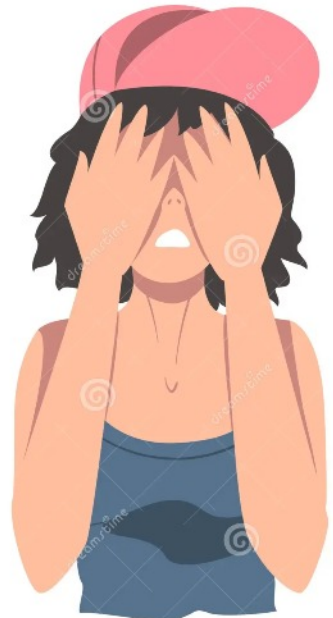
Beware the false lay by and hedge. This turned out to be the bottom of a drive up to a rather posh house. I realised this as I stood up and looked upwards, there in an elegant bay-window, seated around a table were some people having brunch. A hasty retreat was called for.

Beware also the completely deserted lane where no traffic has passed for ages but the minute I stopped to stoop every man and his dog appeared from miles around to get a good look.

Fenland roads are a minefield for the frantic peeper. With no hedges for miles I thought to make do behind some tall reeds. The ground opened beneath my feet and I was knee deep in water in a narrow but quite deep dyke.

Even when you think you’ve picked the perfect spot behind a thick hedge, suddenly, on a railway line you’ve failed to notice, a passenger train chugging slowly past not twenty yards away. A face at every window takes note of your underwear.

I did the “End to End” on a shoestring budget, staying in Youth Hostels, cooking my own food





and picnicking along the way. On the few occasions when I had to do B&Bs, I tried to mitigate the expense by eating every scrap of food provided. After an overnight B&B on the Queensferry Road in Edinburgh, I ate a full English and consumed 6 slices of toast, all washed down with 5 cups of coffee. For good measure I drank the remaining milk. I'd not gone far before I started the frantic search for a pee stop. Houses lined the route and the traffic to the Forth Bridge was nose to tail, I was desperate. Getting onto the cycle path over the bridge I noticed I was gaining height, up and away from the motor traffic. Seizing my chance as the traffic passed below me, I stopped, stooped and made my contribution to the mighty river.

AND FINALLY you might think motoring would be trouble free in the pee stakes but on a memorable occasion when motoring through the US Everglades with not a tree or bush in sight, I thought to make use of the dry ditch running alongside the road. I jumped down and took cover. Almost finished, I heard rustling noises and there coming along the ditch with a purposeful look in its eye was a large alligator. Somewhat to my surprise, I was able to execute a perfect vertical take off and was back in the car in "two shakes".



The Long Mynd

Barry Bogin's report of a CTC Holiday

On the weekend of 27 to 29 September 2013 I took part in a CTC Holiday tour of the Long Mynd, Shropshire. This was a mountain biking weekend on the open moorland tracks and a few woodland sections of the Mynd. The Long Mynd, which means "Long mountain", lies about 10 miles south of Shrewsbury. The Mynd covers an area of over 8.5 square miles, most of which is owned by the National Trust.

The Mynd is made up of geologic deposits that date back for than 560 million years. Sometimes the region was below the sea and at other times it rose to form the Scottish Mountains. Today the area consists of a very 'lumpy and bumpy' series of steep hillsides and deep, long valleys. There are spectacular views, which are a reward for gut-wrenching climbs up gravel or dirt tracks. If the climbs were not sufficient for heavy-breathing, then there are breath-taking descents into hidden valleys. It is some of best cross-country mountain biking in the UK.

The riding started on Friday afternoon at about 2PM. I took the train from Loughborough on Friday morning and arrived in time to cycle the 11 miles to Bridges Youth Hostel. But I did not follow my map, instead taking a 'short-cut' which added about 8 miles to my travel! The route did take me to a hawk feeding area south of Shrewsbury and I did about 2 miles on bridleway through that area. I finally arrived at the hostel at about 4:30PM.





Bridges Hostel is in the village of Ratlinghope, on the western side of the Mynd. It is only 5 miles from Church Stretton, on the east side, which is the largest village in the Mynd. In the winter, the narrow steep lanes over the Mynd are impassable and even in the summertime the people of Ratlinghope consider the drive to Church Stretton to be ‘a long one’. The hostel was built in the mid 1800s as a village school by the wife of a local wealthy landowner. This woman had been in the theatre in London and she was not accepted into the polite society of the Shropshire aristocracy. Even her sons snubbed her. As a widow, she took her late husband’s money and built the school and cottages for the tenants – leaving as little money as possible for her heirs.

We had two guided rides each day. On Saturday we rode directly from the Hostel, taking in the local area of the Stiperstones and Eastridge woods, covering about 25 miles. The Stiperstones are an outcropping of granite rocks that rise to 536 m (1,759 ft) the second highest point in Shropshire. On Sunday we rode from the Hostel over and around the central and eastern Long Mynd, about 15 miles. The descents were challenging for me and I walked down some sections.

After lunch we all departed. I rode back to Shrewsbury. This time I did not lose my way and covered the 11 miles quickly as there was only one serious uphill and then a long descent. I hit 40 MPH – on a mountain bike with knobbly 2.9 inch tyres and rear panniers!

Join the CTC and take a look at other mountain and road biking holidays.

Editor’s Note - “CTC” is the original name of Cycling UK and stands for “Cycle Touring Club”.

Perhaps not local to most

Another ride into Lincolnshire as described by Rutland Jeff.

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 layout 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 Stroxton, 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 redevelopment, 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 round-about. 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 day's lane riding and I suppose about fifteen miles of lanes onwards through Oasby, Aisby, (careful you don't lose your way here), Aunsby, Aswarby, Screddington 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 have been tuned to ride them seemingly almost from memory, passing through Elsthorpe, Grimsthorpe (with its castle, and before my time a Touring



Mallard Steam Train

Explorer Award check-point), to Swinstead, Creton 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 a 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 on a twenty year lease to continue the clipping and restore what was sadly lost in the two years they were not maintained. After my tea, it was an easy ride home across what we locally call the Cottesmore Bowl, perhaps just over another ten miles.

68 miles, depending on sight-seeing diversions Rutland Jeff.

(NB. Would Clipsham Avenue make a Leicester area Club-Run destination?)

Birthday Rides Peak District, 2004

I took these shots of the crowd at the Presentation. Can you spot anyone you know? Howard & Betty Naylor are in there somewhere..... Dave Binks



Kevin Mayne CTC Chief



Howard & Betty Naylor Seated in red





Tim Young has been looking through his photos and sent the above shot of his “Old Timer” mates. Photographed at Stonehurst Farm, Mountsorrel.
Left to right :- Frank De La Rue, Malc Reynolds, Dennis Mawby, George Lawrence, Albert Franks, Alan Wardle, Pete Coombes, Ashley Jackson (Jacko), Vick Spinks, Colin Fields

Correction to the people named in the photo sent by Tim Young accompanying Malcolm Reynolds’ obituary in the Winter edition of Cycle Chat. The people are (left to right) Malcolm Reynolds, Dennis Mawby, and the now correctly named, Dick Clarke, a very well known and loved member of the Leicester Forest CC, not, as erroneously stated, Dick Clayton.



“I’ve really had it with my dog: he’ll chase anyone on a bike.”

“So what are you going to do – leave him at the dog’s home? Give him away? Sell him?”

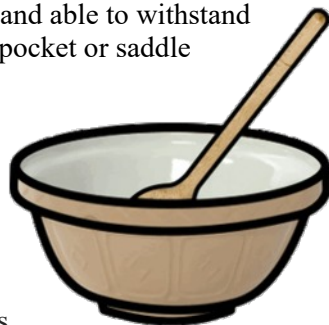
“No, nothing that drastic. I think I’ll just confiscate his bike.”

Pete Young

The below is a recipe I found many years ago that is easy to make, and is very good to carry on a bike ride, containing lots of energy and able to withstand the rigours of being wrapped and packed into a jersey pocket or saddle bag.

Snack Attack Brack

Good anti-bonk grub – VERY GOOD ON THE BIKE



Preparation time :

Overnight or at least 2 hrs plus 10 minutes

Cooking time : 1.5 – 2.0 hrs

Makes: plenty

Ingredients

237ml (1/2) pint of tea without milk (hot or cold is OK)

450g mixed dried fruit

200g (7 ozs) brown sugar (white can be used if brown not available)

After soaking the above overnight or for at least 2hrs

280g (10 ozs) self-raising flour

1 well beaten egg

Method

1. Soak fruit and sugar overnight or for at least 2hrs in the cold tea
2. preheat oven to Mk 3 (160C)
3. Mix all ingredients together
4. Pour into well greased 21 x 11 x 5cm loaf tin (or similar, not critical)
Suggest put greaseproof paper on the bottom of the tin to facilitate easy removal.
5. Bake for 1 1/4 – 2hrs until knife comes out clean.

Easy to make, transport and keep (in a tin).

Full of energy, but without added fat. Great on the bike!

Try spreading with butter, honey or jam etc, or eat plain.

Can double the quantity and make one big loaf.

Freezes well, but will also keep well anyway.

Birthday Rides, Bala 2005

I took these during the freewheel competition at this great event. Janet & Graham Preston are sadly no longer with us, but the Thompson family are still active CTC/Cycling UK members and supporters.

Dave Binks



Graham Preston



Chris Thompson



Harry Thompson



Alfie Thompson



Alice Thompson



Janet Preston

Forthcoming Leics & Rutland Group Events

Sunday 16th March - Sulley Rides. See separate Item in this Edition.

Thursday 1st of May (May Day) - Old John Car Park 0700 am

Saturday 10th of May - AGM Botcheston Village Hall 2pm to 4pm

Sunday 18th May - Meriden

Friday 20th to Sunday 22nd of June - York Rally

Saturday 6th of September - “Bizzy Cycling” Matt Hampson Foundation,
Burrough On The Hill

Sunday 5th October - Off Road Ride

Sunday 21st of December - Mince Pie Event Belton Village Hall

Illegal Electric powered bikes

Some of our readers may have seen or heard of a recent TV programme about electric bikes (ebikes).

The presenters in the programme kept referring to ebikes being dangerous because of their speed, power and weight, lumping anything with 2 wheels and an electric motor as being an ebike. However, the cycle industry was very annoyed about the way it was presented because there was no distinction made between LEGAL ebikes that are speed limited to c15mph, a maximum power of 250W and require the pedals to be in motion before the power comes on, and ILLEGAL ebikes. Anything not complying with all those limitations is ILLEGAL and classed as an electric motor vehicle, NOT an ebike.

Many of the electrically powered 2 wheel vehicles (which includes stand-on scooters) seen around are in excess of those limitations in one way or another, and are thus illegal.

Alan Hartshorne recently attended a meeting with officers from the City Council, where the subject came up. At that meeting it was announced that it is to crack down on these illegal vehicles in the City.

Editor's comment - It remains to be seen what, if anything, happens !

THE SULLEY CHALLENGE RIDES

SUNDAY 16th MARCH 2025

Held in memory of David & Doreen Sulley, who were CTC members and the organisers of the original event.

This event is open to all – not just CTC members.

Entry fees: £5 (£1 for under 18s) cash or card. Riders can enter at the start.

Choice of 100; 70; 50 and 30 km routes.

Start between 0900 and 11.00. HQ closes at 16.30.

Venue and start/finish:

Lutterworth Town Hall, Market St, Lutterworth LE17 4AT.

Toilets at the HQ, free parking nearby on Sundays. Refreshments will be available all day.

You are advised to recheck the event details on the website (www.ctclr.org.uk) prior to the event if there is bad weather in case of a cancellation/ route changes, etc

Gpx files are available on the website and route sheets will be available at the start. Paper maps needed are Landranger 140 and/or 141 depending on which route is taken.

Event organiser Robert Sulley email: sulleyrides@gmail.com



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

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

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

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

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

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

Hard copy printed by Sarum Graphics tel 01722 324733

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 7.30-3.30 Monday-Saturday. Hot food until 2.30.

This is in the main shopping street, next to Boots the Chemist.

Dove Cottage. This popular volunteer run cafe near Harby, in the Vale of Belvoir has now **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



NOTTINGHAMSHIRE CTC
CHARNWOOD IN
THE SPRING AUDAX

SAT APRIL 12th 2025

STARTS 08:30 TO 09:15

From
Trowell PARISH HALL. NG9 3QA

DETAILS

Interesting rural route mostly on minor roads.
104 km with Café Controls at Mountsorrel & East Leake.
Refreshments provided at the start and finish.
Minimum average speed 12 km/hr; maximum 30 km/hr.

ENTRIES

£9.00 for Cycling UK or Audax UK members.
(Plus £3.00 insurance for non members)
Entries close on March 31st, or when 200 entries
received.

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

ORGANISER: Rob Gibb
robert.gibb45@gmail.com



Profits from this event
will be used to support



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SAVING LIVES EVERYDAY



Photograph poster or use QR code for more information.

NUNEATON		Nuneaton CTC Cycle Club – Rides List - 201			Thursday rides meet at 10.30am. .
					
CYCLE CLUB					
<u>Date</u>	<u>Day</u>	<u>Venue</u>	<u>Distance</u>	<u>Name</u>	<u>Tel</u>
6th Feb	Thurs	Pingles Café	Half day	Anne Taylor	7779997764
13th Feb	Thurs	Burton Fisheries	Half day	John Andrews	01162 865738
20th Feb	Thurs	Astley Book Farm	Half day	Paul Kuchta	7414474233
27th Feb	Thurs	Morrissons	Half day	Jim Gerrard	7876457146
6th Mar	Thurs	Dobbies Gdn Centre	Half day	Paul Hands	7941508045
13th Mar	Thurs	Hill Top Gdn Centre	Half day	John Heggie	7785984662
20th Mar	Thurs	St Marys Hinckley	Half day	Paul Kuchta	7414474233
27th Mar	Thurs	Peoples Café Bed	Half day	Eric Rowland	7768396806
3rd Apr	Thurs	Sutton Cheney Wharf	Half day	Jim Gerrard	7876457146
10th Apr	Thurs	Cheese Farm Upton	Half day	Paul Hands	7941508045
17th Apr	Thurs	Pingles Café	Half day	John Heggie	7785984662
24th Apr	Thurs	Burton Fisheries	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 - EY LE10 1DW, BURTON FISHERIES				CV11 6RA	

South Leicestershire 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	
Feb 9	9:30	Broughton Astley	Tur Langton	N/A
Feb 16	9:30	Broughton Astley	Welford (Mini Meadows)	P
Feb 23	9:30	Broughton Astley	Twycross	N/A
Mar 2	9:30	Broughton Astley	Fleckney	N/A
Mar 9	9:30	Broughton Astley	Crick	N/A
Mar 16	9:30	Broughton Astley	Thornby	N/A
Mar 23	9:30	Broughton Astley	Brandon Marsh	N/A
Mar 30	9:30	Broughton Astley	Tur Langton	N/A
Apr 6 onwards - to be decided. Check website				

Neil Dixon Tel:0788 9854459 E-Mail:northneil@gmail.com

Web:<http://slctc.org.uk>

Facebook: SouthLeicsCTC Group

Twitter: #SouthLeicsCTC

CHARNWOOD RUNS LIST

Date	Start	Eleven's	Lunch	Leader
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 W	Rothley Station	Whitwick	Martin
30 Mar	9-30 S	Markeaton	Willington	Lyn
6 April	9-30 A	Mtk. Bosworth	Austrey	Dave
13 April	9-30 W	Desford	Mkt. Bosworth	Paul
20 April Easter	9-30 S	Sawley	Sutton Bonington	Martin
27 April	9-30 H	Atherstone	Stoke Golding	Nick
4 May	9-30 B	Swarkestone	Repton	Jim
11 May	9-30 M	Barton Marina	Coton in the Elms	Pete
18 May	9-30 A	Twycross Shack	Stoke Golding	Martin
25 May	9-30 W	Bosworth Country Park	Snaresstone	Dave
1 June	9-30 S	Quorn	Markfield	Paul
8 June	9-30 H	Mkt. Bosworth	Orton on the Hill	Lyn
15 June	9-30 B	Bradmore G Centre	Costock	Nick
22 June	9-30 M	Fradley Junction	Elford	Jim
29 June	9-30 A	Swarkestone	Willington	Pete

A - Ashby Centivo (ex HSBC) B - Belton Church H - Heather Church

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 Summer 2025 issue of
Cycle Chat is 1st May 2025
That edition will cover June, July & August 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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**For more details contact the Membership Department at:
CTC Parklands, Railton Road, Guildford, Surrey, GU2 9JX
www.cyclinguk.org.uk**

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***To: Pete & Lyn Gale, 6 Bluebell Close, Donisthorpe, Swadlincote,
Derbys, DE12 7RW lyntian@hotmail.co.uk 01530 271665***

***Please send me four printed editions of Cycle Chat (a year's supply).
I enclose a cheque for £5 payable to "Cycle Chat" - includes postage.
Overseas rates on request***

Name

Address



**Ray Clay (CTC Leics Secretary), Phil Liggett (CTC National President)
John Allen (Leics & Rutland CTC President), Mrs Pat Liggett.
at the 1997 Birthday Rides based in Leicestershire
Photo by Dave Binks**