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CYCLONDA

THE BI-MONTHLY MAGAZINE OF NOTTINGHAMSHIRE CTC

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April/May 2020

THE NOTTINGHAM

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Notts CTC Committee Meeting - Mon 24th February 2020

The meeting was attended by: Dave Griffiths, Julie Roberts, Terry Scott, Jeff Burton, Cathy Melia, Stewart Foster, Pete Coldwell, Caroline & Tim Smith.

Apologies: Pete Richards, Kate Bowman, Iris & Eddie Foweather. Kate Bowman has resigned from the Committee due to work commitments.

Minutes: The minutes of the last meeting were read/accepted – proposed Stewart Foster, Jeff Burton.

Matters Arising - AGM -Lowdham W.I.Hall has been booked for Sunday 8th November.

Section Report (attendance numbers)

Top Touring: 26/1 6; 23/2 4.

Inters: 8/12 8; 5/12 12; 22/12 7; 25/12 6; 29/12 11; 1/1 10; 5/1 10; 12/1 9; 19/1 6; 26/1 0; 2/2 5; 9/2 2; 16/2 9; 23/2 3.

Sportive rides: 8/12 4; 29/12 3.

Thurs rides 5/12 13; 12/12 4; 19/12 9; 2/112; 9/1 9; 16/1 11; 23/1 9; 30/1 9; 6/2 11; 13/2 10; 20/2 6.

D rides: 8/12 5; 15/12 9; 22/12 2; 29/12 1; 5/1 7; 12/1 5; 19/1 3; 26/1 2; 2/2 5; 9/2 & 16/2 cancelled; 23/2 2;

Saturday Rides: 7/12 6; 14/12 7; 21/12 11; 28/12 13; 4/1 12; 11/1 4; 18/1 9; 25/1 12; 1/2 8; 8/2 13; 15/2 cancelled; 22/2 7.

Correspondence

- ⇒ Letter from Ian McA.-Hewlings thanking for the Merit Shield award.
- ⇒ E-mail from Sustrans requesting volunteers to lead rides in Nottingham. Has been circulated via the Notts CTC Group e-mail.
- ⇒ David Whitfield, Nottm Post. Notice that he is leaving the Nottm Post and that their Saturday edition will no longer list cycle rides.
- ⇒ Pauline Hollands of Bingham informing us of the death of James Hollands.
- ⇒ Canal and River Trust - invite to attend East Midlands Waterway Forum North being held at Newark Town Hall on 9th March. To be forwarded to Newark Cycling Group.
- ⇒ Invite to Nottingham Bike Works events including maintenance classes.
- ⇒ Cycling UK notice that for their website new volunteering platform 'Assemble', they will be holding a Nottingham Roadshow on Friday 5th June.
- ⇒ Nottm Bike Works might be starting a Community Cycle Club. The above Roadshow may provide assistance.
- ⇒ 06/02/20 e-mail from Gary Court asking if Notts CTC a ride cancellation policy if poor weather. Terry has replied.
- ⇒ 'Raleigh Rally', Nottm Industrial Museum, Wollaton Hall, will be on Sunday 24th May.
- ⇒ 09/02/20 David Rhead, via Edmund Hopkins, did we have a member or would like to ask to be a community group stakeholder for Stapleford, which is one of the towns set to benefit from government 'Town Deal' money to push for cycling infrastructure.
- ⇒ 07/02/20 Edmund Hopkins copy of e-mail to his MP to boost government support and funding for cycling.

Finance

Due to the recent price increase of *Cyclonda* we will now be charging shops 75p a copy

Events

- ⇒ 'Charnwood in the Spring Audax' - 18/04/20 - over 50 entries so far.
- ⇒ Bike Maintenance course. Caroline will e-mail possible instructors - would prefer Sat.
- ⇒ The May Pub evening, due to holidays, will be on Wednesday 13th
- ⇒ Annual Ladies ride. Julie to contact Iris re date.

Publicity discussion about Facebook pages.

AOB None. The meeting closed at 20:38.



Cyclonda is the Bi-Monthly magazine of Notts CTC, the local group in Nottinghamshire of Cycling UK.

The views of the contributors do not necessarily reflect the views of Notts CTC.

The Notts CTC Committee meetings take place every two months. The next meeting is at 7.30 pm on: **Mon 6th April** in the *Vat & Fiddle* PH, 12-14 Queen's Bridge Rd, Nottm, NG2 1NB (normally in a side room).

ALL WELCOME

We welcome your contributions to the magazine.

Copy for the next *Cyclonda* by **1st May** please.

The cover picture is of Lois and Richard at Valor, on their Tour of the Sierra (it looks like they have just come out of a café!), which continues in this issue of *Cyclonda*. We also hear more of Bill and Dave's coast to coast long-distance ride and the Newark group's Camino de Santiago trip.

The weather has featured in many of our thoughts recently, with floods affecting some of our usual routes for cycling. There are glimpses of Spring around the corner as I write this ... and we have had two days without rain!

*Happy Cycling,
Cathy*



Diary Dates

Charnwood in the Spring Audax - Sat 18th April 2020

If you're interested then please enter ASAP! To ensure a good experience for all, the event will be limited to 200 riders. With over 200 entries last year it is worth entering as soon as you can. Both the Spring and Autumn Audax events have attracted growing support from the many cycling clubs in Notts, Derbys and Leics. It is a great event enjoyed by all. However, the most outstanding aspect is the amazing amount of money raised for Lincs and Notts Air Ambulance. With a relatively low entry fee including generous refreshments, the two events in 2019 raised a total of £1,600.

Thanks are due to the organisers who have built up the event over the previous years. Mark, Terry, Colin, Terry Taylor and Caroline have dedicated a considerable amount of time and effort to making both events so successful. Not forgetting the many volunteers who give of their time checking riders through the controls, preparing refreshments and promoting the event. I have taken on the role of organiser for the Charnwood in the Spring Audax 2020 with the support and experience of an excellent team.

How to enter: Go to the Audax UK website and find the event in the calendar. You can follow the instructions to either enter and pay online or print a form and post your entry with a cheque. Alternatively, get a form from me and return it to me completed with the fee.

Keith Barton

07805 629697, 13 Normanton Lane, Keyworth, NG12 5HB, email: keithbarton278@gmail.com

Kirkpatrick Macmillan Rally Fri May 22nd - Mon 25th May

Way back in the dark ages, a group from Nottinghamshire CTC went to the very first Kirkpatrick Macmillan rally. The 180th birthday will be commemorated by a meet near Dumfries, SW Scotland (as Drumlarnig Castle no longer hosts the event). See:

<https://www.cyclinguk.org/event/ride/kirkpatrick-macmillan-rally-km180>

It will include the usual Sunday Breakfast Ride to Keir Mill (Kirkpatrick Macmillan's birthplace), where he constructed the first pedal driven bicycle. After the breakfast, being so close to Drumlarnig Castle, there is an opportunity to visit and see the KM Replica bicycle which is now on permanent display in the Castle Visitor Reception Room. The weekend also features the well-established Dumfries and Galloway Spring Fling, and an Arts & Crafts event.

John & Pippa Hand



Café News



Alice's Tea Shop - brand new café, 4 Main Street, Keyworth, want to encourage cyclists to pop in. Bikes can be left safely to the rear of the café. Has a special 'coffee and cake' rate of £4.50 for any cyclist visiting! They welcome a booking for more than five, so they can ensure a table is reserved, but otherwise just pop in! Open: Tue-Fri 9-3.30, Sat 9-2.30, closed Sun & Mon. Tel: 0115 9375352, e-mail: info@alicesteshop.co.uk

'Alice', via Tim Smith

Coach House Tea Room. The Boot & Shoe pub, Flintham, has been taken over and a new café has been opened on a daily basis. The café is on the left as you enter into the car park. Open every day 9-4 (breakfast served 9-11). It is quite small (three tables) so is not suitable for a large group, but is a pleasant stopping place. There is also seating outside so may be a better prospect for groups in the summer.

Sherwood Cycling Club

Newark Area Cafés

The March Hare, Market Place, Corby Glen NG33 4NH - A bit twee but good food, small but pleasant outdoor area

Heckington Windmill, Hale Road, Heckington, NG34 9JW

"Sylv's", 7 Church Street, Heckington, NG34 9RF

The Pop In, 41 High Street, Heckington, NG34 9RA. Not open Sunday

Woodhall Spa. These days, it seems every other shop here is an eatery of some sort. I know some of you use **Janet's** but the two we use are:

Archie's 12, Station Road, Woodhall Spa, LN10 6QL - often easier to park bikes round the back of the shop, take the track behind the shops just off the roundabout coming into town

Woodlands, The Broadway, Woodhall Spa, LN10 6ST - possibly under new management

The Gardener's Retreat, Scothern Nurseries, Dunholme Road, Scothern, LN2 2UD

Cherry Trees, 2, Wragby Road, Scothern, LN2 2QU (Cycle path along A158 from Reepham turn useful if approaching from south).

Kirton Lindsey. The **Windmill Café** is still closed, but hopes to re-open this summer, after major structural work to the windmill, meanwhile we use:

Uncle Henry's, Grayingham Grange Farm, DN21 4JD

The Terrace Tearoom, Fair Garden Centre, Cleatham Road, Kirton Lindsay, DN21 4JR. Not as good as Uncle Henry's, but has the advantage of being at the bottom of the cliff if approaching from the west!

Mike Graham

Please remember to pass on any news about cafés to Iris and Eddie Foweather (details on page 13) so they can update the Notts CTC website.



was possible in the persistent rain before getting fed up and returning to our accommodation. Helen and I also managed to view some of the sights, particularly after the rain eased off in the afternoon, though much of the day was spent in the waiting room at the Camino office. And yes, Santiago, or at least the area around the cathedral, was as full of tatty souvenir shops as London, Bath or any similar area with a significant tourist industry! Although the rain did rather spoil the day, we agreed that it was probably preferable to being out riding in it!

To be continued.

Mike Graham

What's in a Name?

This item was inspired by a recent club run which went through the small village of Freeby near Melton Mowbray. On seeing the sign a brief discussion ensued about the name and its possible origins. I knew that the suffix 'by' was Danish, but beyond that I could contribute very little. So, on getting home I went to my personal library of maps which include books of reprinted maps by Thomas Moule from 1850 and John Speed circa 1620. In addition to this, I did the obvious of digging through the electronic dust motes of the internet.



What I discovered from these various sources I thought was quite interesting in how names get corrupted over time, and consequently decided to share with one and all. Starting with the name as it is now we have the village of Freeby which was also the case in 1850. However it appears the spelling was recorded as Frieby a mere three decades earlier in 1816. Prior to that, John Speed shows it as Fraby. My own conjecture is that this is a phonetic spelling of what he heard from a local source.

Going much further back, even prior to Domesday, it seems to have been called Fretherbi or Fredebi during the reign of Edward the Confessor. There is no record of it prior to that, but other information about the settlement of the East Midlands during the late 9th Century would imply that this was a Danish hamlet created as part of the mass migration into England during the time of the Danelaw.

As a final point on the name, it is worth noting that over 300 place names in England use the suffix 'by' which also happens to be one of the most common name endings in Denmark. Furthermore, some 200 of the English names are compounded with Scandinavian personal names, for example Rotherby (Hreidar's by). Don't blame me for this last one, I didn't mangle the language!

So, as you meander the highways and byways just remember that the names of the places we go through have also gone through many twists and turns to get where they are now.

Stewart Foster

Evening Ride/Pub Night - Weds 13th May

With the return of lighter evenings, I'll again be arranging some short evening rides ahead of each of the summer's pub nights. The first one for 2020 will be on Wed 13th May, when the ride will start at 7pm from our normal meeting point at Wollaton Park Gates. After heading through the park, we'll follow the Erewash Valley Trail to Cossall - from where we'll use a good quality bridle path to get us back to Strelley village. We'll then head to Radford, for the pub night, via Bilborough and Beechdale. The ride will cover a little over 12 miles at a relaxed pace.

For those unable to join the evening ride, the pub night will commence at about 8.30pm in The Plough Inn, St Peters Street, Radford NG7 3EN. It's well over 2 years since we last visited this pub for one of our social evenings, so we're due a return - as they've been great hosts in the past. We can be sure of some good beers, as the pub is the Taphouse for the excellent Nottingham Brewery, and there's also a garden at the rear of the pub - if the weather is good enough. If we're lucky, then the landlady might also provide us again with a few snacks.

If you plan to join the evening ride or join us at the pub, then please note the date. For once, it's not the first Wednesday of the month - as too many of the regular socialites will be away in Wales during the previous week. Also, if you plan to join us at the pub but haven't been before, then it will probably be worth checking out directions - as it is tucked away in the back streets of Radford.

Dave Griffiths

South Derbyshire Cycle Jumble – Sat 21st March 2020

Shardlow Village Hall, The Wharf, Shardlow, Derbyshire, DE72 2GH

Buy, swap or sell Road, Vintage and Mountain bike parts. Traders and private sellers with clothing, shoes, bikes, retro and new. Private/club sellers especially welcome. **Tables £10, bring your own table £8.** Outside space, weather permitting. Doors open 10am (8.30 onwards for sellers), £1 entry (early entry £4). Refreshments. Delivery available for bikes

Ian Alexander 07954 227309

Wednesday Pub Meets

If you are interested in joining these unofficial social events, either by bike or by bus, then please contact either Philip or Reg (tel: 0115 9630131 or mob: 07817 229681), who can also supply details of the buses to use.

The Pub Meets (all at 12 noon) for the next couple of months are shown below:

Philip Orme

Weds 1 st Apr	<i>Cuckoo Bush</i> , Gotham	Weds 6 th May	<i>Butter Cross</i> , Bingham
Weds 8 th Apr	<i>Salutation</i> , Keyworth	Weds 13 th May	<i>Admiral Rodney</i> , Calverton
Weds 15 th Apr	<i>Magna Charta</i> , Lowdham	Weds 20 th May	<i>Toby Carvery</i> , Colwick
Weds 22 nd Apr	<i>Harvester</i> , Wilford	Weds 27 th May	<i>Shepherds</i> , Cotgrave
Weds 29 th Apr	<i>Blue Bell</i> , Attenborough	Weds 3 rd Jun	<i>Cuckoo Bush</i> , Gotham

Ride to The Raleigh Rally - Sun 24th May

by Nottingham Classic Ride (11am - 4.30pm)

Nottingham Classic Ride (NCR) is once again hosting a leisurely ride (starting from Nottingham Train Station) that will take in The Raleigh Rally event at the Nottingham Industrial Museum, Wollaton Park, on 24th May.



NCR is an informal get together of cyclists who either like riding old bikes, or just like riding in everyday/smart/period clothing – think ‘Tweed Ride’ with a bit of attitude! The emphasis is on sociable rides, often with a theme and usually enhanced by the fun of a bit of dressing up. We regularly get more than 40% female riders on our outings and on occasions the majority have been women – we see this as something to be encouraged.

We eschew Lycra and/or ‘Hi viz’ on our rides: there are plenty of other outings where this proliferates. [I would go so far as to say that a lack of ‘cycle clothing’ can be a defiant stance: the recent rise of Tweed/Vintage rides has been in part, a reaction against UK media and cultural toxification of cycling: and not looking like a ‘cyclist’ generally achieves a more positive reception from the general public].

Most Nottingham Classic Rides are led by former Rural Rides leaders, with other experienced group riders helping out - and we’ve been at it since 2008. The 2019 edition of this ride had people coming from all over to take part: Riders journeyed from Bedford, Grimsby, Mansfield, Chesterfield and Leicester. NCR has links with Chesterfield Cycling Campaign, Manchester Tweed Ride and used to be involved with the former Cyclemagic project in Leicester.



Our 2020 ride to the Raleigh Rally will be an opportunity to get your old Raleighs out, or to dress up in some form of period attire (anything goes more or less, bar modern cycle garb) – but owning old Raleigh or other vintage cycle is not necessary to join our ride. Photo opportunities will, of course, abound and there will no doubt be a chance to end the ride with another (optional) refreshment stop!

You can get an idea what Nottingham Classic Rides are like by looking at our photos, or watching one of our videos (on *Youtube* or our *Facebook* page). Our rides are all free and full details of NCR’s Raleigh Rally Ride event can be found on *Facebook* – this year’s ride is organised and led by Andrew Marshall. We welcome anyone on our rides who is prepared to leave the lycra behind for an hour or two.

Julian Bentley

Cicerone, over 300,000 pilgrims, 22,000 of who were cyclists, made the journey in 2017. But if it’s far from *the road less travelled* it’s certainly not an easy ride; on our journey we covered over 1000 miles and 50,000ft of climbing.



Leon Cathedral

Not much of that climbing was done in the day after Vilarente, as we were still on the Meseta. Despite the easy riding, we had a relatively short day, partly due to spending some time sightseeing in Leon, where the cathedral, like so many, was shrouded in scaffolding. From there, we continued to an overnight stop in Astorga, another very interesting town, with an Episcopal palace designed by Gaudi, a large cathedral, and some Roman mosaics to interest us. After Astorga, though, the flat lands of the Meseta were definitely over with a climb to nearly 5000 ft over the Montes de Leon, followed by a steep, almost too steep (Andrew had to stop to cool his brakes) descent to Ponferrada. That’s a significant point on the route in that it’s 200km from Santiago and is the nearest place cyclists can start from and still get a *Compostela* certificate. (Walkers only have to do 100km and many start at Sarria) Not a problem for us, though from now on our passports would need to be stamped twice a day. We carried on as far as the village of Trabadejo, as after that was another climb to 4300ft at O Cebreiro, something we wanted to do in the morning rather than the heat of the afternoon.

The climb was as steep as expected, and didn’t stop at O Cebreiro, continuing for several miles, before reaching Alto de Poio and another fast descent to Sarria. We were rewarded by some spectacular scenery, with mist-filled valleys visible from above on the higher sections. From Sarria, in the valley, there were more mountains to our next stop at Portomarin. The town had been rebuilt in a higher location after the reservoir it now stands alongside was created in the 1960s. This had involved dismantling the historic buildings stone-by-stone and rebuilding them on their new sites. The town centre, although dating from the 1960s was built in a sympathetic style, though that night we stayed in one of the more modern buildings in the suburbs.

From there, it was 60 miles to Santiago, and with a forecast for rain the next day, it was an easy decision to do it all in one day. Starting in the foggy depths of one of the sort of misty valleys we’d admired from above the previous day, it became far more pleasant once the fog dispersed, and we made good progress as although far from flat, the long passes were now behind us. We were glad of our decision. as the following morning the heavy rains came as predicted. With little incentive to leave our accommodation early, we lay in and didn’t head for the town centre and the Camino office until mid-morning.

Bad move! The guide had warned of long queues for getting passports checked and *Compostelas* issued, and we’d expected to wait maybe an hour or so. Arriving at 11.30 we found the office crowded, and a numbered ticket system in operation; mine was numbered 1246, while the ones being served at the time were in the low 300s. Around 30 minutes later, the last tickets of the day were issued so we only just made it. We eventually got our certificates around 7.30pm. Only Helen and I stuck it out to the end, the others having decided they didn’t have enough stamps, and spent the wet day doing what sightseeing

The Camino de Santiago by Bike (Cont.)



Ermita de la Virgen, Tosantos

The next day took us past the Ermita de la Virgen de la Pena, a chapel cut into the hillside near Tosantos, through the city of Burgos, where we had a brief look at the cathedral, and on to the village of Itero de la Vega, a long day due in part to the lack of accommodation in Castrojeriz, about 8 miles earlier. The privately run hostel there was a bit down at heel, though comfortable enough, but their dining room seemed totally disorganised, with people complaining of long delays and poor food. Having seen another restaurant on our way into the village, we decided to give it a try. The waiter, standing idle at the empty bar, had

obviously been to the Basil Fawlt school of customer relations; his face dropped noticeably when we arrived; his quiet evening had presumably come to an end. We were shown into the dining room, menus were handed out without any conversation, and our plates were plonked down on the table without any attempt at bonhomie. But, it was one of the best meals we had on the holiday, with some excellent locally produced wine, and all for €11! Why was nobody else there?

We'd now reached the Meseta, a large plain punctuated with flat-topped mesas, the backdrop for Spaghetti westerns and, with its long, straight roads, reminiscent of road trip movies, though these days most of the mesas are topped with wind turbines and mobile phone masts, which diminish the illusion somewhat. The vineyards had given way to fields of now-dying - or drying - sunflowers and the stubble from the wheat harvest. For us, it meant much easier terrain, even if far from completely flat, but I thought it must have been rather boring at walking pace, and especially tiring in the afternoon heat. The easier riding enabled us to have another long day, ending at Villarente, a few miles short of Leon.



Straight roads on the Meseta

One of the fellow pilgrims I spoke to in the hostel at Villarente said that she felt the Camino was becoming commercialised, with the route passing through every village along the way and with it many establishments catering for *peregrinos*. My initial thought was that it probably was, though at least most of those establishments were local businesses; we only saw the major chains in the larger towns. But it has to be said that the historic route would have gone the same way for the same reasons, with pilgrims walking, or at best on horseback, and in need of supplies and accommodation. Indeed, the pilgrimage was a major contributor to the region's economy for over 700 years before its decline due to religious wars in the 16th century. Looking at the legend of St. James and how his bones came to be buried in a remote part of Spain, it's perhaps natural, if slightly cynical, to suggest it was a "nice little earner" for the region. Since the late 20th century, interest in the Camino has revived and once again it provides a massive contribution to the economy; according to

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<https://www.nottinghamindustrialmuseum.org.uk>




East Midlands Rally, Beaumanor, NOTE - Change of date!

This is held annually at Beaumanor Hall, to the south of Loughborough, **this year during the August Bank Hol (Fri 28th - Mon 31st Aug)**. The campsite is open from 4pm Fri until the Bank Hol Mon afternoon. There are usually two rides organised each day from Sat to Mon (depending on volunteers) for those who do not want to do their own thing: one about 25 miles which is at a sedate pace and another of about 50 miles to places of local interest. Some campers choose to devise their own rides or just relax.

The site facilities not only have the usual, toilets, showers and three dish-washing sinks, but also the use of a room with table and chairs, large larder fridge, chest freezer, electric kettle and two electric toasters (one for gluten free bread). The room is useful for charging mobile phones, sat navs, etc. There are two drying rooms available for those lightweight tourers who wish to wash their Lycra and get it dry overnight!

There are socials on-site on Sat and on Sun evening a film show with nibbles, biscuits, tea or coffee provided during the intermission.

You can book via the following website <https://sites.google.com/site/beaumanorcyclerrally/> or just google 'Beaumanor Cycling Rally'. Alternatively, just ring me (leave a message if no answer), and I can send you a form in the post.

Ian Alexander, tel: 01332 754633, e-mail: ialexander1967@outlook.com

Notts CTC E-mail 'Google Group'

Notts CTC have an e-mail 'group' for Notts CTC communications.

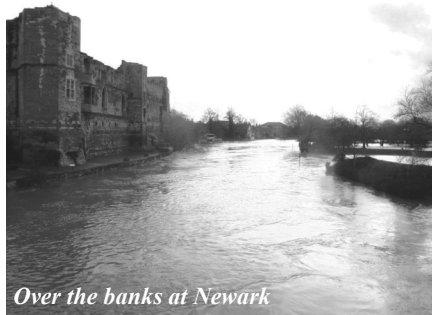
If you are interested in subscribing, please contact:

Tim Smith, tjescycle@gmail.com for more information. (**note: new e-mail contact**).

Newark Notes

A couple of unsavoury characters...

were to affect things in February, but to return to where I left off, it seems that some of us did get to *The Final Whistle* on Boxing Day after all, though I'm not sure they all took the planned 'pretty' route or even went by bike. I was away but where I was it certainly wasn't a day for being outside. As I was still away for the last Sunday of 2019, Andrew led a ride to Tollerton Airport, a distance quite far enough for the conditions, I think. But the holiday period seems an age away now, even if the last of the 2020 calendars and diaries are still hanging on at ever-reducing prices in the shops.



Over the banks at Newark

The new year started for the regular rides with a trip to East Leake, where we found *Bryers* undergoing refurbishment but still open and serving their usual good fare. The day was dry with sunny periods but, despite the light south-westerly wind, we opted for a fairly direct route home. It was January, after all. The next weekend, a showery start and a brisk westerly wind made for a shorter ride than usual, and we stopped at the antiques centre in Budby, a destination I'd use for my Intermediate ride for the start of February. A week later, a heavy frost led me to cancel the ride, mindful of the events of our first ride last December, when ice caused two of us to come off. I did get out on my own in the afternoon and found frost, and in particular that half-thawed variety that's even worse than when frozen, in shaded places well into the afternoon. I suspect it never thawed all day...

Rain stopped play the next weekend, but the beginning of February was at least dry, even if the blustery wind was a taste of things to come, something I'd curse many times over the next few weeks. Being down to lead the Intermediate ride, I used a similar route to Budby as we'd taken a couple of weeks earlier, as I knew it would be fairly sheltered. In that respect, it worked, and although there were a few exposed parts, we all had a good ride. I'm always amazed how the proprietors at Budby allow, even encourage us, to push our bikes through the antiques, personally I'd be afraid that a pedal or handlebar would knock something over. Having missed two Sundays, I was anxious to get out the next day, so I was pleased to find that the wind had abated and that, although it was raining, it was forecast to stop by mid-morning. Helen and Andrew must have felt the same, for they joined me at the start, and with another south-westerly, we rode to East Leake again, stopping at *Love and Piste* by way of a change. By the time we'd eaten, the weather had brightened up enough for us to put a bit of a loop in the return ride, and going via Burton on the Wolds added 10 extra miles to our total, though I'm not sure everyone appreciated the extra hills!

It was then that the 'unsavoury characters' muscled in. Yes, you've probably guessed they were called Ciara and Dennis. Both brought more wind and rain than wanted, Ciara bringing down the trees and Dennis majoring in the wet department. Back in November, I'd thought "if it's like this now, what's it going to be like in February?" well, now I knew. Although it hadn't exactly been dry in the intervening two months, the floods had mostly receded, but now the new lakes were back with a vengeance. TV news brought footage of homes being evacuated in places rather too close to home for comfort: if you were one of those affected you have my deepest sympathy. By comparison, the plethora of e-mails bringing news of rides cancelled or

then had to walk up again. At the top, it was a relief to sit on a rock with our lunch watching Curlews and Great Crested Grebes around us and listen to the sound of a railway train in the valley and songbirds overhead. About 4-ish we reached Whitby, the final few miles pleasantly cycling along an ex-railway cycle route. Our landlord for this evening had informed David that his house would be 'very difficult to find' as 'it is completely covered in ivy'. What a pantomime - we turned into the street, and sure enough, his house was covered in ivy - but as it was the ONLY house in the street with any ivy at all, it wasn't too difficult to find as it stuck out like a sore thumb!

To be continued...

Bill Alden

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www.facebook.com/nottscctc Notts CTC rides are advertised here. If you 'like' our Facebook page and 'like' the posts, they will automatically come up in your Facebook feed, so you'll get them regularly. We also have a 'Notts CTC - Open Forum Group Page' which will enable members to communicate with other members quickly, to discuss rides etc. If you are a Facebook user, feel free to add yourself to the group.

Julie Roberts

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The ride from Swalwdale took us past the village of 'Crackpot' (appropriate), via Catterick to Northallerton, where David checked on the latest Foot and Mouth situation and I sampled the town's doughnuts. Tyres hummed on the road and gears quietly clicked as the miles sped by and we passed fields of many colours *en-route* to our next stop at a small village called Thimbleby. Stopping at our B&B, we were met by our hostess armed with a spray gun and bowl of disinfectant. Another new experience. Two dogs, a Labrador and a Terrier called Boris, also welcomed us, One advantage of stopping at a farm B&B - truly superb home-cooked food.



In the dining room was a cricket bat leaning against the wall - it turned out to be a raffle prize, signed by the England and west Indies cricket teams in 1991. On the sideboard, alongside pictures of her children, was the framed picture of A PIG. Now we saw 'hubby' in the kitchen, and although he wasn't exactly slim, we didn't think that the picture did him any favours....

55.4 miles

Tuesday 12th June

What a start to the day - after a superb breakfast it was time to pack—and I realised that my baseball cap (all the way from the Florida Everglades, and highly desirable (to me)) was missing. A search of all my bags, the rooms etc. - no luck. In case I had dropped it on the way to the B&B, I cycled back along last night's route ... and it wasn't till later that David subsequently ventured that 'Boris' may now have a new addition to his kennel - but that cannot be proved, (and the cap's replacement from Robin Hood's Bay (black with fluorescent orange writing) cannot truly be said to be ideal).



David thinks that today's ride will be the hardest of our trip, with a multitude of very steep hills (thanks, David!). We started with cycling behind a group of sheep trotting ahead of us, followed by a ford at Osmotherly that had an open waterfall on the downstream side - great if you were unfortunate to fall off! Our route then took us up across the North Yorkshire Moors. Spectacular scenery, but not an ideal cycling route, with huge climbs to walk up and downhill stretches with sharp corners hidden by trees until the last moment - no good for the nerves!

Today, David shot away on the 'gentler slopes' while I plodded in my lowest gear - or walked, but by the end of the day, he had had enough saying "Thank goodness tomorrow is an easy day, I'm ready for it". Me - the first ten miles my legs felt achy, and the next ten miles I wondered what the **** I was doing there, and even fantasised about telephoning home to be picked up, then I settled down and stated to enjoy the ride through the spectacular scenery. The valleys came and went, and about 12-ish we stopped for a cup of tea at a pub (teashops closed). The pub was at the bottom of a STEEP hill into the valley - about twice as high as the suspension bridge, which we



diverted due to the flooding seemed rather trivial. For us, though, it meant another two Sundays with no organised ride.

A week later water levels had dropped slightly but more rain was forecast; looking at the forecast I postponed the start of my ride hoping the rain would stop. As expected, I woke to the sound of rain against my window, but it soon eased off and stopped around 10 minutes before the original start time. From the amount of standing water on the roads when we did set off, it had probably been a good idea to let the worst clear. With the delayed start, I'd expected everyone to want only a short ride but in the end we went to Cresswell Craggs, another regular destination. As hoped, the weather did brighten up after a rather dull start, and the wind, which we had to battle a bit on the way out, gave us a helpful push home. By the time you read this you'll know how the weather turned out for March but as I write, the forecast for the next few days isn't too encouraging...

Mike Graham

Annual Mince Pie Event on Dec 22nd 2019

2019 year marked the 41st anniversary of the event, again held at Belton Village Hall, Leics. The event, started off in someone's front room, has gone from strength to strength with more cyclists attending every year, weather permitting. The forecast for the day was good, but as Ann and I left Nottingham at 9.45am, it was raining! We thought the worst. However, *en route*, the rain stopped and the skies cleared. Last year's event had torrential rain for most of the day, but it didn't deter these hardy cyclists. We estimate that around 400 cyclists attended this year, 100 up on last year. This caused a busier time for the catering team, who had to boost their supplies from the local village store.

Ann and I ran the Tombola again (using win/lose tickets) This format seemed popular last year, so we stayed with a winning theme. Once again, it was a record success, raising a total of £862 on the day with ticket sales plus a £50 cash donation and a £50 bank transfer direct to our chosen charity "Rainbows", making a grand total of £962. They are a hospice in Loughborough for sick and dying children and young people who do not have the chance to do what we all take for granted.

I would like to thank everyone, past and present, for making this event so successful. This includes the event organisers, those who bought tickets, the people/businesses who provided the 90+ prizes this year. A way to boost the number of prizes for 2020, is for people who have unwanted gifts/cycling gear, to put the details of the gift on an envelope with their contact and have it listed as a prize. It will then be up to the winner to get in touch directly to arrange collection.

Special thanks goes to Glen at Pedal Power, in Loughborough, for his generous donations to the event. Thanks also go to the following: Pedal Power (Lough), Mercian Cycles (Derby),

Cyclo Monster (Derby), CBT Carbon Repairs (Moir), City Cycles Ltd (Leic), Mobile Bike Repairs (C&L), Cycle Inn (Nottm), Cycle Trax (Lough), City Cycles (Leic), Evans Cycles (Leic), Just Bikes Ashby, Rocky Riders (Nottm), Long Eaton Cycles, Future Cycles (Leic). Cash donations from: Cotic Ltd (Nottm), Dr D Blousefield and donation of prizes from Nick Potter (Derby CTC)



PS: if anyone knows who won the Mercian £25 ticket in the tombola could they alert them that the value should be £50.

Derek Willans

Tour of the Sierra (cont.)

Day 3. Berchules to Capileira. 26 miles

Learned from yesterday's experience of the heat. Aim for 7am start. Friendly host recovered our bikes at 7am - it's very dark! Slept poorly so delayed departure till 8am. Home-made breakfast not to write home about - last night's *hamon* and *queso* roll and long-life over-sweet pastries from the supermarket. Even the *café con leche* came out of a plastic bottle! Now though, we had the advantage of last night's climb - we start off downhill and we avoid the hill up from Alcuitar village below. Such a delight to be out before sunrise and I rapidly removed the extra layer on our first climb in a pleasant temperature. More distant hills take on a dawn grey hue. Genuine undulations today though some climbs lengthy and descents to die for!



Trevelas at 11 miles in is an idyllic valley end village with perfect atmospheric conditions for drying Iberian hams, so that is what they do! Coffee here is good too. Not going to eat yet - until we see local ham workers enjoying ham and tomato baguettes, so we must try one- it's good! Portuges at 19 miles gives excuse for a long stop with a naturally occurring sparkling *fuelle* (spring water fountain) with a strong rusty flavour and an amazing rusted waterfall.

Local tourist stalls on the side of the road and Lois finds a

straw sombrero under the table which the lady sells her for 7€. I guess it was her own, but she would no doubt make another one. This converts the stress of the sun to a delight - face covered all round and wind blowing through - beats the sweaty cap hands down.



1 mile on to Pitres and a chocolate factory with so many varieties to sample (even fig and acorn liqueur truffles!). I just hope they are not frequented by too many cyclists. Take two assorted boxes for Joe's birthday back in Almeria, despite the required hike tomorrow to over 3,000m—the carriage love factor! Six more miles to Capileira-end of the road, end of the valley and thankfully only the 2½ miles for the significant climb through pretty Bubion to our day's end by 2pm.

Such a pretty village with, again, its haphazard steep narrow streets, numerous bars and cafes and tasteful tourist shops. The houses in the Alpujarran villages are still built in the traditional way, with Roman-style waterproof magnesium plaster locally obtained, flat roofs of large slate slabs covered with plaster and chimneys like tubes with a slate and mortar hat on top (it is obviously cold in the winter). Concrete would crack with the slight movements of the houses built on a significant slope. Time to rest, shower and wander in the sunny warmth, *vino tinto* and a huge pizza before an early night. We're at 1,430m, just under half the climb from sea level to tomorrow's mountain pass - 19 miles of mostly gravel track with

Coast to Coast by Bike, June 2001 (Cont.)

This article was compiled by Dave Drinkwater's long-distance cycle colleague, Bill Alden from Winterbourne (north of Bristol).

Monday 11th June

Not a very good night last night, don't know why; it might be the coffee after the evening meal, a heavy duvet etc. There is a misty rain this morning, not enough to wear rain clothes (yet). This morning's ride will take us up over the Yorkshire Dales to 1,700 ft, then we should have a long downhill run through the Swale Valley and, finally, across the plains to Thimbleby.

During a chat with the B&B owners we discovered that they have four mortgages and a lease on the *Black Bull* pub - they have bought up properties on both sides to increase the business, and a cottage 'out the back' - they say that average occupancy is four years, due to the 24 hour nature of the business - and they have done five. It would be interesting to look back next year to see what happens as the wife Carol seems to have had enough.

5 O'clock. It's been a long day today, three miles uphill to 1,700 ft watching the rain showers sweep across the valley below us. It was a long walk up through very bleak scenery with the wind whistling around the hillside, and the sight of high snow poles alongside the road didn't help. Perhaps if we were inside a warm car it might have been different. At the top we passed across a substantial disinfectant tray - dry ... before descending into the Swale Valley. Trees started to line the road as it twisted and turned between dry stone walls, and the sound of a crystal clear stream bubbling and gurgling over brown rocks followed us as we freewheeled for miles through what had been said to be the most picturesque valley in England. The sound of lambs bleating and larks twittering in the sky complemented the wind whispering through the trees and the sight of an owl, which seemed to be able to completely rotate its head as it sat on a branch watching us cycle by, added to the pleasure of this part of our ride.



Oh, on the way down Swaledale, we stopped at a small teasshop (what else), where we were welcomed with open arms - not a lot of trade it seemed, Two other cyclists had stopped on their way UP Swaledale - they have a long cycle ride ahead of them. Still, they were lightly laden and seemed rather fit. During the inevitable conversation, one told us about coming across a flock of sheep and lambs on the road - they almost managed to avoid them, one of the cyclists stopping as a lamb ran into his front wheel. As the sheep shot away, this lamb just stood there with no sound, so the cyclist picked it up and felt its little heart racing. He cuddled it close for some time until it calmed down, then gently lowered it to the road. At that point the lamb started bleating and ran shivering to him. As it was obviously distressed, he picked it up once again and cuddled it until its heart stopped racing, then decide he had to find its mother (!!). This took some time, as the flock had shot away at high speed, but eventually he found them and was very relieved when the lamb recognised its mother and ran to her. Who says that cyclists are not animal lovers? (Well, excepting the odd dog or two...).

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no refreshments to pick up *en route* - bought oranges and found an extra plastic bottle for more water for the heat. We hope to start off in the dark!

Day 4. Sierra Nevada up and over to Granada. 50 miles

Start in the dark we did, but did also manage a *café con leche* at the earliest opening café at 7am (no bread till 8am, unfortunately). So, 7.30 am start with lights that we soon found unnecessary with the gradual lightening of the sky (and you know Jeff always prefers eyes to lights!). Stopped before leaving the village to pick up the best spring water from one of the *fuentes* delivering spring water constantly from a water pipe into a stone trough. We came across these in the villages and noted that many of the villages were at a similar altitude and I assume they were built there in ancient time because the water table



provided spring water in an otherwise dry climate. It was cool but rapidly again I removed my extra long-sleeved merino shirt and climbed in my ALDI merino T shirt I'd worn all tour (and swear it still smelled OK!).



After only a mile or so, while still dark, I had the feeling my left pedal was a little loose. I had wondered when fitting old metal flat pedals to our old trail bikes how worn they were. Quick check and an “Oh no!” it was the crank that was alarmingly loose. Now, we had run into this same scenario on a recent club ride with Dave Griffiths' bike and nobody was carrying a large enough Allen key to tighten up the crank bolt. Local farmer provided one, enabling a temporary fix, but before long it had worked loose again and

Dave had to cope tightening the bolt loosely with a pair of small pliers - at least he had those with him! So, he had managed to complete his ride lead and finally limp home. Well, certainly didn't want to limp over the Sierra Nevada! Happily I did have the larger Allen key required (amongst my half ton of tools and spares in my rack bag) so we were “All Go”. Even so, I had to keep tightening up the bolt every half mile or so. I had asked Graham Lansdell why it should come loose so soon after hard tightening and he explained that after riding it loose there is wear on the crank hole, which allows micro movements when pedalling, even after subsequent hard tightening which promotes gradual loosening on the left hand crank - interesting.

To be continued.

Richard Wilson

Rights and Amenities Update - Spring 2020



Readers may recall I mentioned the Trent Gateway Project, which is intended to masterplan a whole range of projects and improvements along the River Trent in Notts so that bids into grant aid can be made quickly and authoritatively in the event that a source of funding becomes available. It is the same principle that has governed the LCWIP (*Elsie Whip* as you might pronounce it), the Local

Cycling and Walking Improvement Plan, which sets out strategic walking and cycling across both County and City in Notts and Derbys. Government funding will be pretty much dependent on there being a good LCWIP in place.

On the matter of money for cycling, Notts CTC has expressed support in writing for the City Council bidding for a large sum (£80 million from memory) for highway improvements of which cycling infrastructure is a significant part. The government calls this source the Transforming Cities Fund 2. The work will have to be transformative indeed if the city council ambition to be carbon neutral by 2028 is to be anywhere near met...

I attended a first meeting of the Connections and Recreation Group of the Trent Gateway Project the other day and on behalf of our members I'll be looking at specific cycling improvements that we might put in place in the final masterplan. So, please contact me directly if you know of any blockage that stops us cycling up and down the line of the Trent, especially off-road. Connectivity is technical jargon, of course, but is naturally critical to planning a good ride. The group represents a wide range of interests and is chaired by a canoeist who alarmed me with reports of shooting weirs.

At the Cycle Development Group we have broadened our remit to include walking, generating a new title the Greater Nottingham Cycling and Walking Advisory Group and a new set of initials, CAWAG, which sort of rolls off the tongue. As a lobby cycling is far stronger when allied with walking. I posted the minutes and objectives to our discussion forum on 7th February as an update, but if anyone wants them again please drop me an e-mail.

I'm always busy on the Nottingham Local Access Forum and am currently looking at the issue of cycle parking in new development. We will be pressing the council to adopt supplementary planning guidance on the issue so that developers are obliged to think about it when drawing up a planning application. For example, a recent residential development allocated a miserly 50 cycle parking spaces for 220 student beds, and got consent. Most flat dwellers seem to keep their bikes on the balcony, or cluttering up a narrow corridor. I did hear of one development where the builder gave every new householder a bike but nowhere to put it.

I've processed a fair few traffic orders in the last several months; as usual they propose restrictions in speed or parking that happen to benefit cycling but are intended to address other issues.

Edmund Hopkins

Ride category	TIME	MEET	LEADER	LUNCH
C	9.45	Wilford Toll Bridge	Chris Laister	Portland Fishing
E	9.45	Trent Bridge	Andrew Osborne	Café
	10.00	Sconce Hills	TBA	
A	9.45	Tudor Square	John Drummond	Little Jack's
B	8.30	Bramcote Island	Stewart Foster	Café
D	9.30	Trent Bridge	TBA	Carry or Buy
	8.30	Bridge St, Newark	Mike Graham	
C	9.45	Wilford Toll Bridge	Stewart Foster	Portland Fishing
E	9.45	Wollaton Park Gates	Susan Young	Café
		LimeTree Ave entrance		
C	10.00	Wollaton Hall car park	Jeff Burton	Café
	10.00	Sconce Hills	TBA	
A	8.30	Trent Bridge	TBA	Manton Gdn Centre
B	8.30	Trent Bridge	Dave Griffiths	Oakham
D	9.30	Wilford Toll Bridge	Janet Thomas	Redhill Marina Café
	8.30	Bridge St, Newark	Mike Graham	
C	9.45	Wilford Toll Bridge	Keith Barton	Portland Fishing
E	9.45	Trent Bridge	Caroline Smith	Café
	10.00	Sconce Hills	TBA	
A	9.45	Tudor Square	Terry Scott	Viaduct View
B	8.30	Bramcote Island	Caroline Smith	Denstone café
D	9.30	Wollaton Park Gates	TBA	Darley Park Café
		LimeTree Ave entrance		
	8.30	Bridge St, Newark	Mike Graham	
C	9.45	Wilford Toll Bridge	Stewart Foster	Portland Fishing
E	9.45	Wollaton Park Gates	Alison Lord	Cafe
		LimeTree Ave entrance		
	10.00	Sconce Hills	TBA	
A	8.30	Carlton Square	Terry Scott	Saundby café
B	8.30	Carlton Square	Edmund Hopkins	Dunham PH
D	9.15	Wilford Toll Bridge	Janet Thomas	Goscote Nurseries
C	9.45	Wilford Toll Bridge	Stewart Foster	Little Jack's
E	9.45	Trent Bridge	Iris & Eddie	Café
	10.00	Sconce Hills	TBA	
	10.00	Sconce Hills	TBA	
A	9.45	Tudor Square	Terry Scott	Wymondham Windmill
B	8.30	Trent Bridge	Jeff Burton	Belton
D	9.15	Wilford Toll Bridge	TBA	Café

GROUPS		DESTINATION	Distance	C
MAY				
Thur 7 th	Thursday rides	Plungar	40m	
Sat 9 th	Saturday rides	Lowdham (easy ride)	<35m	
	Newark	Easy Ride		
Sun 10 th	Sportive rides	Foston Ford, Lincs	50m	
	Inters	Moir, Leics	70m	
	D rides	Newark Castle via Portland	50m	
	Newark	Club ride		
Thu 14 th	Thursday rides	Bingham	40m	
Sat 16 th	Saturday rides	Elvaston Castle (easy ride)	<35m	
	Off Rd (RSF)	Little Eaton, Derbys	35m	
	Newark	Easy Ride		
Sun 17 th	Top Touring	Wing Maze, Rutland	90m	
	Inters	Vale of Catmose, Rutland	75m	
	D rides	Wilson/Donnington via Sawley Lock	40m	
	Newark	Club ride		
Thur 21 th	Thursday rides	Owthorpe	40m	
Sat 23 rd	Saturday rides	Long Clawson (easy ride)	<35m	
	Newark	Easy Ride		
Sun 24 th	Sportive rides	Burrough on the Hill	55m	
	Inters	Churnet Valley, Staffs	80m	
	D rides	Darley Abbey	45m	
	Newark	Club ride		
Thur 28 th	Thursday rides	Car Colston	40m	
Sat 30 th	Saturday rides	Locko Park (easy ride)	<35m	
	Newark	Easy Ride		
Sun 31 st	Top Touring	Gainsborough Dog Island, Lincs	100m	
	Inters	Fledborough Church, Lincs	75m	
	D rides	Cossington via Old Dalby	45m	
	Newark	Club ride - Cancelled		
JUNE				
Thur 4 th	Thursday rides	Orston	40m	
Sat 6 th	Saturday rides	Bingham (new rider special)	25m	
	Newark	Intermediate Ride		
	Newark	Easy Ride		
Sun 7 th	Sportive rides	Tea at the Wharf, Hickling	60m	
	Inters	Belton, Lincs + Tea at Hickling	65m	
	D rides	East Leake, Old Dalby + Hickling	45m	
	Newark	Club ride - Cancelled		

Rides are categorised from "A" to "E" according to speed or distance,
"A" being the fastest or furthest



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RIDING GROUP SECRETARIES

TOP TOURING Jeff Burton (details above)
INTERMEDIATE Jeff Burton (details above)
SPORTIVE Terry Scott (details on page 18)
THURSDAY RIDES Stewart Foster (details on page 18)
"D" RIDES Position vacant. Enquiries to the Group Secretary,
Terry Scott (details on page 18).

SATURDAY RIDES Iris & Eddie Foweather, Tel: 0115 986 3656
E-mail: iris.foweather@gmail.com

NEWARK CYCLING GROUP Mike Graham, 81 Rowan Way, New Balderton,
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	GROUPS	DESTINATION	Distance	Ride Category	TIME	MEET	LEADER	LUNCH
APRIL								
Thur 2 nd	Thursday rides	Thoroton	40m	C	9.45	Wilford Toll Bridge	Stewart Foster	Portland Fishing Manor Farm Café
Sat 4 th	Saturday rides	East Leake (new rider special)	25m	E	9.45	Trent Bridge	Terry Scott	
	Newark	Intermediate Ride			10.00	Sconce Hills	TBA	
	Newark	Easy Ride			10.00	Sconce Hills	TBA	
Sun 5 th	Top Touring	Foxton Locks, Leics	90m	A	8.30	Trent Bridge	Jeff Burton	Café
	Inters	Cold Overton, Leics	70m	B	8.30	Trent Bridge	Stewart Foster	Café
	D rides	Southwell via Timmerman's Gdn Cntr	45m	D	9.30	Trent Bridge	TBA	Café
	Newark	Club ride			8.30	Bridge St, Newark	Mike Graham	
Thu 9 th	Inters	Easter Tour to Shropshire - Alcester	80m	B	8.30	Wilford Toll Bridge	Jeff Burton	Café
	Thursday rides	Colston Bassett	40m	C	9.45	Wilford Toll Bridge	Stewart Foster	Little Jack's
Sat 11 th	Saturday rides	Bottesford (easy ride)	<35m	E	9.45	Trent Bridge	Bob Harvey	Café
	Newark	Easy Ride			10.00	Sconce Hills	TBA	
Sun 12 th	Inters	Barton under Needwood, Staffs	75m	B	8.30	Wilford Toll Bridge	TBA	Café
	D rides	Langar via Sibthorpe	45m	D	9.30	Trent Bridge	Janet Thomas	Café
	Newark	Club ride			8.30	Bridge St, Newark	Mike Graham	
Thur 16 th	Thursday rides	Kneeton	40m	C	9.45	Wilford Toll Bridge	Caroline Smith	Portland Fishing
Sat 18 th		Charnwood in the Spring Audax	100k			Trowell		
	Saturday rides	Hickling (easy ride)	<35m	E	9.45	Trent Bridge	Dave Griffiths	Café
	Off-Road(RSF)	Dove Cottage, Leics	35m	C	10.00	Wilford Toll Bridge	TBA	Café
	Newark	Easy Ride			10.00	Sconce Hills	TBA	
Sun 19 th	Top Touring	High Low, Derbys	80m	A	8.30	Aspley Library	Caroline Smith	Monyash
	Inters	Winstar, Derbys	70m	B	8.30	Aspley Library	Stewart Foster	Bonsall café
	D rides	Notts Lanes via Moore's Gdn Centre	50m	D	9.30	Trent Bridge	TBA	Dove Cottage
	Newark	Club ride			8.30	Bridge St, Newark	Mike Graham	
Thur 23 th	Thursday rides	Elton on the Hill	40m	C	9.45	Wilford Toll Bridge	Terry Scott	Portland Fishing
Sat 25 th	Saturday rides	Redhill Marina (easy ride)	<35m	E	9.45	Trent Bridge	Terry Scott	Café
	Newark	Easy Ride			10.00	Sconce Hills	TBA	
Sun 26 th	Sportive rides	Charnwood Forest	50m	A	9.45		Terry Scott	St.Joseph's
						Tudor Square		Tea
	Inters	Ancaster, Lincs	75m	B	8.30	Trent Bridge	Jeff Burton	Byards Leap
	D rides	Bottesford via Hickling	45m	D	9.30	Trent Bridge	TBA	Little Jack's
	Newark	Club ride			8.30	Bridge St, Newark	Mike Graham	
Thur 30 th	Thursday rides	Scarrington	40m	C	9.45	Wilford Toll Bridge	Stewart Foster	Little Jack's
MAY								
Sat 2 nd	Saturday rides	Langar (new rider special)	25m	E	9.45	Trent Bridge	Bob Harvey	Café
	Newark	Intermediate Ride			10.00	Sconce Hills	TBA	
	Newark	Easy Ride			10.00	Sconce Hills	TBA	
Sun 3 rd	Top Touring		85m	A	8.30		TBA	Café
		Langold Lake, Notts				Daybrook Square		
	Inters	Clumber Park, Notts	70m	B	8.30	Daybrook Square	TBA	Café
	D rides	Elvaston Castle via Sawley Lock	45m	D	9.30	Wollaton Park Gates	TBA	Café
						LimeTree Ave entrance		
	Newark	Club ride			8.30	Bridge St, Newark	Mike Graham	

Rides are categorised from “A” to “E” according to speed or distance,
“A” being the fastest or furthest