

Hallo Everyone

Here we are with a new edition of Winged Wheel which I hope you will enjoy. We have had some good rides recently and, as I write, the weather hasn't been too bad, if a bit wet! Whilst I have enjoyed being editor, I think it's time that I called it a day so if anyone is interested in taking on the post, please get in touch. I hope that everyone continues to contribute exciting and interesting articles. Thanks for all the articles that you have sent in this time. I would like to wish you all a very Happy Christmas and all the best for 2026.



Judy

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Presidents Ramblings

This is my penultimate "president ramblings" to my current presidency, and as yet there has been no expression of interest in taking on the reigns for the future. Please consider this situation and ask yourself if you might be able to take on this role. The position of "President" is generally accepted as being for a fixed term of 3 years, so it not a job you could be stuck with! In reality the job is not onerous, all that is required is the ability to chair meetings and give some thought about the groups management and functions.

As I said in my previous ramblings, our group are looking to fill several posts including Secretary and Sunday rides coordinator. I cannot stress strongly enough that the club cannot continue to exist if it fails to fill either of or both the President and Secretary posts. We are fortunate that our current Treasurer is willing to continue, as this position is also crucial to the good standing of the club under the Cycling UK constitution.



Please give urgent consideration to the situation as the AGM is fast approaching.

On a more mundane level Winter and the bad weather is fast approaching, so check you are prepared for what it throws your way, by ensuring you cycles are well maintained. When out cycling be mindful of conditions and act accordingly.

There is advice about riding in bad weather on our website. This largely addresses group riding, and I am mindful that many members don't ride on the group's formal rides.

I have been solo and club riding for some considerable time, so have learned from experience, and have been lucky enough not to have suffered serious injury. I am however concerned that not all riders have the awareness or knowledge afforded by time, like me. For this reason, I am offering some comment on danger issue as I see them, and I apologise to those who already have the awareness and knowledge.

In Ice and Snow riders should increase the gap between themselves and any other rider they may be with. In some situations, riding single file should be the norm as this combined with greater distance between riders, will reduce the risk of bringing down others should an incident occur. Riders should always be wary of conditions and pay attention to locations where there are buildings or vegetation casting shadows as these can catch even the most experience rider out.

In windy conditions riders should increase the gap between themselves and others. Again, in some situations, riding single file should be the norm as this combined with greater distance between themselves and others, will reduce the risk of multiple collisions should an incident occur. The wind direction and nature will influence any choice regarding single file riding. In gusty side winds single file riding might be more appropriate. In head wind situations those following are shielded so when the leaders are slowed by a gust greater braking space may be needed. Riders need to be aware when changing direction and employ different tactics where necessary.

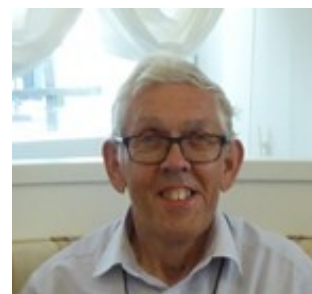
In rainy conditions riders should increase the gap between themselves and the rider in front because braking distances are sometime affected. In some situations, riding single file should be the norm as this combined with greater distance between riders, will reduce the risks. Although rain is not an obvious risk factor, riders should be aware of secondary issues such as increased risk of skidding, the need for greater braking space, potholes hidden by puddles. Visibility may also be an issue for those wearing hooded clothing or clothing that restricts movement. Reduced visibility is also an issue that affect those who wear spectacles.

Even on a dry day there are still risks lurking in the shadows, like slippery mashed up autumn leaves, mud, patches of frost, and debris washed off verges, go careful and stay safe.

Maurie.

Sunday Rides Ramblings

Yesterday a good number of members turned up, by bike and car, for our annual Pre-Christmas lunch at Campsea Ashe Station where we received our usual warm welcome. I always enjoy this occasion as it is an opportunity to catch up with fellow members who, for various reasons, I don't see as often as I used to.



On the club ride we encountered a road closure at the Bealings level crossing. I thought there was an obligation to provide a throughway for pedestrians but there were signs saying no access for pedestrians or cyclists and there was no way to get through the barriers. It would have involved a lengthy detour of several extra miles to keep to our original route so we had to rethink. It may be my memory at fault but I don't recall there being as many road closures as we have seen in recent years. Often I find that roads don't need to be closed at all - temporary traffic lights would suffice. It also seems that the closure is put in place well before work starts and is left for a time afterwards, presumably to suit the convenience of those erecting the signs rather than considering road users.

I am pleased to say that a member has come forward willing to take over the role of Sunday Rides Coordinator which will, of course, need to be confirmed at the AGM in May. This means I will be able to retire gracefully with a clear conscience!

If you're reading this before Christmas I wish you all a very enjoyable festive season, if not I hope you don't have too much of a hangover. Just a quick trip on the bike will cure that!

Michael Scott

Sunday Rides Coordinator

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Secretary's Notes

First, a date for your diaries. Our 2026 AGM will be on Tuesday 28th April at 7:30pm in Ipswich Sports Club on Henley Road. Do come if you can. CTC Suffolk is run by volunteers, and we always seem to be short of these.

Currently all of those on the Committee have a designated "role" – a responsibility for a specific part of the club's organisation. This may be ride planning, finance, the website, this magazine, welfare of our members, liaison with Cycling UK, organising and running our meetings,



or monitoring local highway schemes that affect cyclists. Some of these volunteers have been in the role for a long time and would like to resign (see Maurie's comments in the last issue), so we need new people to get involved.

In my case I have been Secretary since 2019, and on the Committee in other roles since 2012, so I definitely feel it is time to make way for someone else! However, as I have explained in these pages before, within Cycling UK this is a diverse role, as the Secretary is responsible for liaison with them as well as organising and minuting our own meetings. Hence it is not an easy role to take on all at once. For that reason I plan to hang around long enough to support any new volunteer for as long as they need it. One way to ease into the job gradually is to start by taking the minutes of our meetings. If you're interested in joining the Committee to help out in this role or any other, feel free to contact me to discuss (suffolkctc@gmail.com).

As we approach the end of the calendar year, not much has appeared in these pages about our Spring Tour to Kent in April. So I'll finish with a brief word about this. Based in Canterbury, over 30 of us stayed for 4 nights in a selection of accommodation, most in the hostel, with others scattered around in hotels, rented houses or camping. The tour was capably organised by Dave Wake, with a choice of rides to nearby coastal spots or climbing the hills to the South. This photo is of the wonderful café visited on my ride to Ramsgate and Margate.



John

"A Grand Morning Out"

By Ken Nichols

In the last week of November a group of CTC Suffolk, Ipswich Bicycle Club & Wolsey Road Club members and former members had an arranged private visit to the Ipswich Transport Museum in Cobham Road, Ipswich to see all the cycle exhibits and archives.

The many displays were a delight to the eye for anyone with an interest in cycling whether as transport, social history or cycle sport. There is also a fully equipped replica cycle shop which can take you back in time if you are of a certain age.

There was much laughter and smiles when some found their names engraved on the Ipswich Bicycle Club trophies on display. The collection of cycles and cycle related items is brilliant and our thanks to Andrew Pattle one of the volunteers, for giving us his time to show us around

This is a gem of a museum where you can discover a wide collection on transport in Ipswich.

Why not make a visit in 2026? www.ipswichtransportmuseum.co.uk

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Suffolk Churches By Cycle: Iken

St. Botolph's church stands out on a promontory in the river Alde and the tower can be glimpsed from the Snape Maltings area and from Iken Cliff. The cycle ride to it is memorable as the lanes get smaller as you enter a no through road, with the church found at the end in a quiet location. It is marred by too many "Private" and "Do Not..." notices. Fortunately parking is no issue on the bike.

Entering the church gate, there is a pleasant view with a thatched roof over the nave and some fancy flint flush-work on the porch.



There is strong evidence that this is where St. Botolph arrived in the year AD 654, setting up a monastery and spreading Christianity in the area. The present ancient church is on this site. There is a modern icon of St. Botolph on display inside.

The most ancient artefact (predating the church) is the stone base of a Saxon cross-shaft that was found when tower repairs were undertaken. It is highly carved and is on display inside the church to admire.



There are evidence of Norman "slit" windows in the nave and three of the four bells were cast around 1465 and the modern one c.1507 (I have had the pleasure of ringing them).

Inside the church and to the left is the imposing font, also from the 1400's. Its carvings are in great condition, having been restored. Angels around the top and lions around the base.

The church was in poor condition in the mid-1850's when the church benefitted from a Patron and Rector from Kent who were active in undertaking major restoration work. A new chancel was built faced with stone from Kent, which is an unusual sight in Suffolk. (The grand Rectory next door was also built at this time).

When I arrived in Suffolk in the 1980's the main nave roof was missing due to a previous fire in the thatched roof. The nave remained open to the elements and the parishioners continued to worship in the small chancel.

In the early 1990's a fine thatched roof and oak ceiling was constructed. Also some free-standing contemporary seating in oak were added. There are plain tiles on the nave floor and bare stone walls which sets off the oak ceiling very well.



Above the altar is a finely carved reredos representing the Last Supper along with panels of rural scenes. I particularly liked the heavily carved vegetables at the harvest time when I visited.

For cycling refreshments a picnic is appropriate but a few miles on there are a variety of options at Snape Maltings. Some local produce is available at a stall outside the old Rectory.

Derek Worrall

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Life without a car

by John Thompson

I have strong views about unnecessary car use. It relates to my becoming a Right To Ride Network (now the Cycle Advocacy Network) representative. That is predominantly about cycling as a transport mode, and, of course, CUK groups are about leisure cycling. Nevertheless, I'm sure most, probably all, of you use your bikes for short utility journeys whenever possible. I recognise not everyone's circumstances are the same as mine, so many people are not able to cope without a car. That said, I believe many people could manage without a car if they got out of the mindset and could save themselves a lot of money, never mind save emissions. Even when cars are a necessity up to a point, we should all think carefully about the necessity to use them. I'm probably preaching to the converted here!

Especially in view of my stance, I acknowledge the irony that the reason I learned to drive was because of cycling. It was when I started time trialling seriously and realised I may not always be able to get lifts to events. I was the 'old' age of 25 – I think 25 can be considered 'old' for a first driving lesson! Imagine my instructor's astonishment on my first lesson when I told him it was the first time I had sat behind a steering wheel! That said, I did drive to other types of cycling events, such as Audaxes, when it was the only practical way (a point I will return to).

After retiring from racing my driving became pretty infrequent. Then my Skoda Fabia started getting old. I got it second-hand in 2014, and even then I think it might have been 11 years old. From what I could gather, the previous owner didn't use it heavily, as neither did I. Nevertheless, that it lasted over 20 years is still surely very good. My understanding is that Skoda Fabias became very good cars when Skoda was taken over by Volkswagen. It was performing well to the end, but I was surprised at how much needed doing to it for the last few MOTs, and how much they cost, considering how lightly I had been using it. That combined with the deteriorating state of the paintwork, and when the felt on the inside roof came

away, I decided it had got silly! I saw it through to the wire, arranging for the scrap dealer to come on the last day of my insurance cover.

My decision not to get another car wasn't made lightly. What was tugging at me was the considerable money saving that could go toward realising ambitious cycling trips. However, my by then three main reasons for driving would be significantly less convenient if unable to. Firstly, for any cycling trips that would be impractical by train, I could car hire. It would make those trips more expensive, but overall I would still be saving a lot of money, and they are few and far between anyway. However, I'm also an Audax organiser and I have sometimes used car-assistance to plan and revise routes. However, they can mostly be done train-assisted, albeit more time consuming and involving longer rides. There might be an odd occasion when I might need to car-hire, but so be it. Secondly, between late September and early April I weight train on Tuesday evenings at Beccles sports centre. Hiring a car just to go from Oulton Broad to Beccles and back, once a week would be ridiculously drastic, so it would mean using trains, which would certainly be more time-consuming. However, I resolved to accept it and have now done it twice and it was fine. Indeed, I think walking, in fresh air, from Beccles station puts me in a better frame of mind for strenuous exercise than just getting straight out of a car. Thirdly, for taking my bike to Madgetts Cycles at Diss for maintenance. I always aim to be there for opening time at 9.00 am, before they get busy. Doing it by train would involve getting up even earlier and having to reserve my bike between Norwich and Diss and return. Also, to reserve it for the return journey, I would have to assume the maintenance would be completed by a certain time. If it took longer than expected, I could miss the train I had it reserved on. It's not so often the maximum 6 bike spaces are all booked, but it's not implausible. Thus, by missing the train, I could in effect have unfairly prevented someone else from being able to reserve a bike. I will have to reserve it at Diss ticket office when I return. Even if everything goes smoothly and I can get it on the first train (which it's likely I could), it will be a considerably longer day out than by driving. Some might shake their heads at such a rigmarole. Well, I'm retired so what matters? Especially, as after the railcard deduction, the fare is less than petrol would cost. The two trips I've now done were without my bike because it was to buy equipment, not for maintenance, but it was fine and Diss station has an especially nice cafeteria.

I had two recent situations, a cycling and a non-cycling one, where they took significantly longer by public transport than they would have with a car, but everything was fine. First the non-cycling occasion. I saw my GP because I had been suffering dizziness. He told me my ears were full of wax. What he initially prescribed didn't work so he referred me to a surgery in Loddon. Because Loddon is only 15 miles away for me, I pondered cycling it. However, I didn't feel comfortable about sitting in a surgery waiting room and laying on a medical table in cycling gear, so I used bus services. The first good thing was that I was now using my free bus

pass for its proper purpose. I originally got it as photo id for Condor Ferries for my tours of Jersey and Guernsey. My then driving licence was the old type that didn't include a photo. However, it was certainly a long day out compared with being able to drive a 30-mile round trip. First, as I wasn't experienced with using the buses, I wasn't sure where all the stops were, so I had to get to Lowestoft bus station, about 2 miles away. When I got on board, I was told I was too early to use my pass so had to pay the £3.00 capped fare. However, it was less than what petrol would have cost. However, I possibly cancelled it out by paying a non-cycling visit to one of my favourite cafes, the Rosie Lee tea room in Loddon centre. As it was nearly 5.00 pm before I got home, it was a very long day out compared to being able to drive it. However, how often will I need to go to Loddon to have ear wax removed? At least I hope it won't be very often! That dizziness wasn't pleasant!

The cycling occasion was riding the Suffolk Byways 100 km Audax based at Debenham. I caught the train to/from Wickham Market, and rode from there to Debenham and back afterwards. I wasn't joyous about having to get up about 2 hours earlier (4.00 am) than I would have if driving, especially as I felt I should refrain from the pub on the Friday night! However, I had the satisfaction of doing around 97 miles and being pleased about how I coped with it. I've mentioned before that my distance fitness had suffered a knock, so it was a confidence boost. I had a great day's riding!

In conclusion, it's proving an interesting experience, and so far everything is fine without a car. I felt a bit sad to see it go because, I reiterate, it had been a good car. To the extent I can enjoy driving, I enjoyed driving it..However, those cycling trips should be coming. I'm already noticing the positive effect on my bank accounts.

Perhaps many of you would drive less if there was better provision for bikes on trains and fares were cheaper, or at least if the cheap fares were easier to find. That is another debate, which can get political.

Finally, there will be a major change for my club in January. The Velo Club Baracchi reliability rides have been finishing at an Oulton broad car park, where riders had food and hot drinks served from my car. It will now finish at The Bell pub, Carlton Colville. I haven't had any complaints!

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The Buckshee Wheelers

What distinguishes a cycling club? There are surely vital differences between one club and the next, for why are there often several clubs in the same area – even the same town, Ipswich indeed. I will leave you to ruminate on this and draw your own conclusions on ‘distinctiveness’.

A few of us will remember the legends around the phenomena that was the ‘Buckshee Wheelers’ The ‘Wheelers’ were a ‘fellowship’ club - rather like the CTC, representing a ‘mode’ of activity rather than a physical territory. The Wheelers fellowship was in their confinement, for they were all cyclist servicemen serving in North Africa between 1939 and 1945 determined to continue ‘getting the miles in’ and competing in cycle races whilst serving in the war, in the desert. To maintain their exclusivity, membership was closed in 1953.

In Ipswich we had at least 2 members of the Buckshee Wheelers, Herbie Nevill of the Ipswich Bicycle Club was a local legend. Active as a racing cyclist/tricyclist through to his 70’s, he was a stalwart organiser, supporter, encourager of both the IBC and the Veterans Time Trial Association (VTTA) for decades. Herbie was a prolific mile eater, frequently riding from home to VTTA and Buckshee events in the midlands – even to his brothers in Tunbridge Wells just to get a haircut! I remember him as an always smiling cheery chap, never overwhelmed by weather or effort, always encouraging.

A fellow ‘Wheeler’ in the IBC was Stan Chaffin, another jolly cheeky chappie, dapper gent. A toolmaker by trade, reflected in the high standard of maintenance of his bikes and trike and still racing in his 60’s. We rode the ‘Tour de Artois’ a 200k Audax type event from Boulogne together in the 1980’s, got lost, cooked up sweetcorn won from a field on my camp stove, and still got to the finish within the time allowance.

In both cases there was something of their character – resoluteness, fortitude, generosity, grasping the fun out of a situation when you can, that often typifies that generation and I suspect the membership of the Buckshee Wheelers.

The ‘Wheelers’ were by no means a passive club, or their members uninventive. By accounts they rode anything they could muster to keep racing – in the desert, from place to place or just around a pile of oil cans. Season champions were awarded the ‘Bully Beef’ Trophy – a plated Frey Bentos Corned Beef tin. Annual races for the BBT continued among the membership long after the war into the 1970’s on TT courses in the midlands with the contestants into their 80’s. I remember a photo of Stan standing proud in the Buckshee strip of yellow top with dual red chest band strips and (of course) the woolly black shorts.

The Buckshee Wheelers have moved into the nations cycling history. The Obituary of the youngest member, Brian Haskell (83), a fine road-man from Huddersfield, was reported in the Funeral Times in 2023. By Resolution of the club the last member of the Buckshee Wheelers will bequeath all the club records to the Imperial War Museum.

My father should have been a Buckshee. He was a pre-war member of the IBC and served in Cairo towards the end of the war. He did occasionally refer to them and from him I learned of the Bully Beef trophy. A favourite song of the Buckshees circulating in Alexandria in 1943 would be a happy memory of times passed into legend:

*'Oh her name was Lil, she was a beauty,
She lived in a house of ill repute,
She drank whisky, she drank rum,
She smoked hashish and o-pi-um.....'*

Paul Fenton

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Deborah and Peter – Lands End to John O'Groats 2 – 13 September 2025



Lands End 1



John O'Groats

WOW, WE DID IT!! What an experience and an amazing achievement. Deborah was diagnosed with Breast Cancer 19 years ago - where has the time gone? As I was able to do this, be here and live life to the full thanks to modern medicine, I wanted to give something back with another fundraising effort for Breast Cancer Now. So far we have raised over £4000.

12 of us left Lands' End to start an adventure of a lifetime, challenge our bodies and minds to ride the length of the UK. My partner Peter did LEJOG 8 years ago, I was the newbie at age 65!

1004 miles in 12 days (1614 km) passing through England and Wales and Scotland.

54,986 ft of climbing (16,759m) For comparison, Ben Nevis is 1345 m tall, (though we didn't see as it was in cloud) with 76 hrs and 28 minutes spent in the saddle

The support crew Phil and Jamie from Discover Adventure were superb and kept us fueled and watered, sorted any mechanicals and gave support when needed.

We had quite a lot of rain, some sunshine but most important a great tail wind to push us along. We stayed in some fab and varied places, eating loads as needed energy! Key highlights include Cheddar Gorge, crossing the River Severn into Wales on the M48 (using the cycle path!). Doing the iconic climb Shap in the Lake District, entering Scotland at Gretna Green, taking the ferry from Gourock to Dunoon, having lunch at The Crask Inn which is in the middle-of-nowhere in Scotland. We saw St Michaels Mount, The Glorious Wye Valley and Tintern Abbey, many Scottish castles, Highland cows, lots of sheep and more cows, The Commando's memorial, then Dunnet Point, the most northerly point of the UK mainland before heading to John O'Groats. Whilst the destination was an achievement, the journey was challenging, eye opening, spectacular, and SO worth it.



The Route LEJOG

St Michael's Mount



On the way to Dartmoor in the rain

Cheddar Gorge

Shap

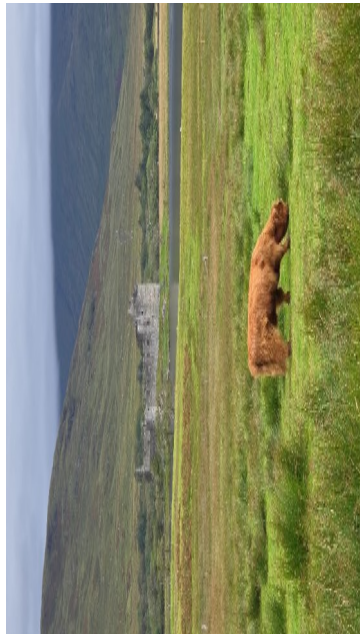


Tintern Abbey

River Wye



Gretna Green



Kilchurn Castle



Commando Memorial



Invermoriston Old Bridge



National Cycle Network
signpost at the Crask Inn



Dunnet Head





Lands End to John O'Groats with the team



Editor's note – I am really sorry that these pictures don't seem to have behaved themselves but they are far too good to just cut out!! Technology doesn't always cooperate!

Judy

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We stock high quality, eco-friendly and biodegradable products

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