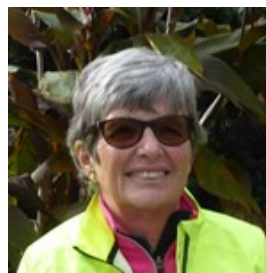


Hallo Everyone

Here we are with another issue of Winged Wheel which I hope you enjoy. Yes, I am still the editor as no one came forward to take on the post at the AGM. Please give some thought to giving it a go and, if you are interested, I will be more than happy to chat with you about what the job actually entails. I really enjoy doing it, even if the air does get a bit blue when the technology doesn't do what it should, but I can't do it for ever and I feel that some new blood would be a good idea.



My grateful thanks to everyone who has contributed articles, there wouldn't be a Winged Wheel at all without them. Special thanks to our new rides coordinator, Kathryn for her lovely piece.

I started my piece in the last edition by asking how everyone had coped with the cold and wet weather but, what a difference 3 months make! Now I need to ask if you are all coping with the extreme heat. We had a shorter ride last week by starting earlier and having lunch early to avoid cycling in the hottest part of the day which made a pleasant change from curtailing a ride to to wet weather!

Have you had your holidays yet? We have recently returned from a lovely week on Rhodes Island. It wasn't a cycling holiday, so I won't bore you with lots of details but it was great with beautiful scenery, friendly people, delicious food and, last but not least, fantastic weather.

Happy cycling

*Judy*

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### Past Presidents Ramblings/end of an Era/ a new beginning.

For those of you who have not heard, the post of President of the group has been superseded by Chair. This brings the group into line with Cycling UK's convention and more accurately represent the responsibilities of the post. At the AGM, where the change was made and approved, no one came forward to take on the role, and therefore I have continued in the interim, but I am pleased to say that Glen Smith



has now volunteered. For those of you who like little known facts, I am pleased to be able to point out that I have the honour of having been both the last President and the first chair of the group. Getting old, as I am, I struggle to remember when I joined the group's committee, but I do recall Keith Halton was secretary at the time, so it must be 30 years. Having first joined the committee with no role, I have since held various posts over that period.

I am conscious that Winged Wheel goes further afield and encompasses many more readers than just those who join the organised club rides and tours centred on Ipswich, and that some may not know of my recent change in circumstances, having lost my wife and soulmate of 52 years, I am sure you will understand my need to take a break.

Alison and I met because of this cycling group, back in the days when it was a DA (District Association), and she cycled until a few years back. Recently her interest had been re-kindled. Over the years we cycled as a family touring England and Europe with Rann trailers, tandems and then solos. Both our children and all our grandchildren cycle.

I will continue to cycle; I have yet to find a more therapeutic or restorative activity. When out on a ride you can't help but appreciate nature, and the changing seasons serve as a reminder of how fortunate we are to be able to pursue such a rewarding activity, that give us pleasure and purpose. On top of that there is the social side of club riding, and the camaraderie of a shared interest in all things cycling and beyond.

What's not to like?

See you around.

Maurie.

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### Secretary's Notes

I'd like to start by extending a warm welcome to two new Committee members following our AGM in April, not forgetting to thank our retiring officers for their contributions over the years.

Firstly, welcome to Glen Smith, who is now our Chairman, taking over from Maurie Parish. Here I should mention that a motion was passed unanimously to change the name of the post from President to Chair(man or woman), to more accurately reflect what the role entails. Those of you who were at the AGM will remember that we failed to fill this post at the meeting, and Maurie agreed to carry on until we did. Glen was approached after the meeting, and agreed to take it on, with



approval from the rest of the Committee. He has been on the Committee before, as Registration Officer during the difficult period of grappling with GDPR compliance.

Secondly, welcome to Kathryn Kirton, who has taken over as Sunday Rides Coordinator from Michael Scott. At the AGM she was proposed by Michael Scott, seconded by Andy Terry, and unanimously elected. Kathryn has only been cycling with the Sunday group for a short while, so please give her your support – we can't function as a club without people to organise the rides!

Both Maurie and Michael have been on the Committee in various roles for many years (I'd rather not mention how long given the need to attract new people to help run the club). Both have been rides organisers and both have been Presidents. So a big vote of thanks to both from all of us.

Other news from the AGM ... We failed to find anyone to take over from Judy as editor of Winged Wheel, so she agreed to stay on for a while. In the meantime, if you are willing to help by giving it a go, please talk to Judy and discuss what is involved. We also failed to find anyone to take the minutes at our meetings with a view to gradually taking over as Secretary.

Also at the AGM Kathryn Kirton nominated Margaret and Philip Hancock as club "Persons of the Year" for their help and encouragement since she came out on her first ride last May. There being no other nominations, this proposal was seconded by Paula Roberts, and the motion carried unanimously (despite the reluctance of the recipients!).

I'd like to continue to include a photo in my pieces for Winged Wheel but I've run out of space on this page. I'll ask the editor if she can include 2 photos of our recent Spring tour to Holland on another page.

**John**

### **Hello from Kathryn, the new Sunday Rides Co-ordinator**

Just over two years ago, a colleague asked if I'd heard of The Wolf Way; a new 250 mile cycling route around Suffolk. She mentioned it to me as she knew that as a keen horse rider, I'm interested in local bridleways, and she wondered if the route might be suitable for horses. As it turns out, it's not an ideal route for equestrians, but as I read about it, I thought how appealing it sounded, to explore huge areas of Suffolk whilst avoiding busy roads. So, having not ridden a bike in around 20 years (after being hit by a car when cycling in London), I searched for gravel bikes on the Elmy Cycles website and bought my Genesis CDA 10, partly on a Wolf Way whim, partly because of some sort of mid-life crisis as I approached 50, and partly because it was a lovely shade of neon orange.

I spent a year occasionally cycling alone, and whilst I did some nice rides, I was often anxious about getting lost in the middle of Rendlesham Forest, getting stuck with a puncture and dealing with aggressive Audi drivers. I spent many frustrating hours trying



to plot pleasant routes on quiet roads. The prospect of tackling something like the Wolf Way seemed a long way off. I thought I'd benefit from joining some sort of cycling group, and after joining Cycling UK, went out on my first CTC Suffolk ride in May 2025, with little idea of what to expect.

I've been on about 30 LP Sunday rides since then. Those rides have completely changed my experience of cycling, and over the past 12 months, it's become something I really love. It's a huge bonus for me to be able to just turn up on a Sunday morning and not have to worry about the navigating, or decide where to go and how to get there! I've benefitted hugely from lots of practical help and advice with punctures, brakes and equipment. I love being



able to explore so much more of the countryside than I can by foot and I've seen more of Suffolk in the last year from my bike, than in the previous 8 years I've spent in Ipswich. I enjoy discovering which of the county's cafes does the best bacon sandwich; and now that I have panniers, I like having the option of doing a bit of shopping at the garden centres and farm shops we stop at. Ultimately though, it's the other cyclists I've met that has made all the difference.

After those first few Sunday rides, I got home exhausted and stunned at having cycled 50 or 60 miles, but always thinking what a great way it was to spend the day. Since then, I've been more confident about planning routes and going out by myself, but because navigating is never going to be one of my strengths, I should be the last person anyone would want leading a ride! However, admin is something I'm better at, and that's why I volunteered to take over from Michael as Sunday Rides Co-ordinator. I can only dream of being as efficient and thorough as he has been in this role, and I am balancing it alongside my full-time job, but like changing an inner tube, I'm sure I'll get better at it over time! If you don't already, please consider leading some of the Sunday rides, and if you have queries or suggestions, email me at [sundayrides.ctcsuffolk@gmail.com](mailto:sundayrides.ctcsuffolk@gmail.com) and I will get back to you, but please don't be surprised if it takes me a little while to reply.

As yet, I still have no firm plans to do The Wolf Way, but I know it's achievable now. In June I cycled from London to Paris over 4 days, to fundraise for the Essex and Herts Air Ambulance Trust, in memory of my partner Carl, and that's something I could never have attempted if I hadn't been on all those Sunday rides. So, thanks everyone, and I look forward to seeing you soon.

**Kathryn Kirton**

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### MEMBERSHIP MATTERS

I guess the short answer to that heading is YES your membership does matter!! First and foremost it affords you the opportunity to take part in organised club rides and to lead rides if you feel able, this is as well providing you with other benefits such as **insurance protection**, discounts off a wide range of goods and Cycle Magazine.

There is an elected committee who deal with a wide range of matters including, through our two Rides Co-ordinators, organising weekly rides, encouraging members to volunteer, keeping a list of approved ride leaders and keeping in touch with you.

Please keep your membership record up to date. If you have changed your email or mobile phone/ICE number recently, please let me know. I can then ensure that you receive the emails that you have opted for and if you are a regular rider, that your phone details,

including ICE numbers, are updated with our ride co-ordinators. **The best way to avoid your membership lapsing is to renew by direct debit.**

Please also take the time to visit the Cycling UK website to ensure your details with them are correct. This is especially important now as their computer system is being upgraded.

Thanks to the efforts of Dave and Kathryn, our ride co-ordinators, we are fortunate to have a great list of rides to choose from each period on Sundays and Thursdays. However, those rides can only take place if they have a leader. Over time there is always a change in the leaders' pool, so PLEASE will you consider offering to lead a ride? Speak with Dave or Kathryn, or who is leading the next ride you are on. There is plenty of help available and it will give some relief to those who are leading more than their fair share of rides.

If you no longer wish to be on the ride leaders' lists for Thursdays or Sundays, again, please let me know.

Finally, please give a warm welcome to Kathryn, who has taken over the Sunday Rides Coordinator role.

Look forward to seeing you out on the road soon.

Stephen Read, Registration Secretary,  
[regsec.ctcsuffolk@gmail.com](mailto:regsec.ctcsuffolk@gmail.com)

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### **Suffolk Churches by Cycle: Long Melford**

This time, a visit to a grand Suffolk "wool church" or more accurately a "cloth church" as the local wealth was derived from the production of cloth.

As an aside, Long Melford is actually a village and is noted for having the longest village High Street (Hall Street). It is said to be two and a half miles long but that is a rather ambitious estimate.

Holy Trinity church stands proud above the green, overlooking the village and yet again is said to be the largest village church in the whole of England (and not just Suffolk)!

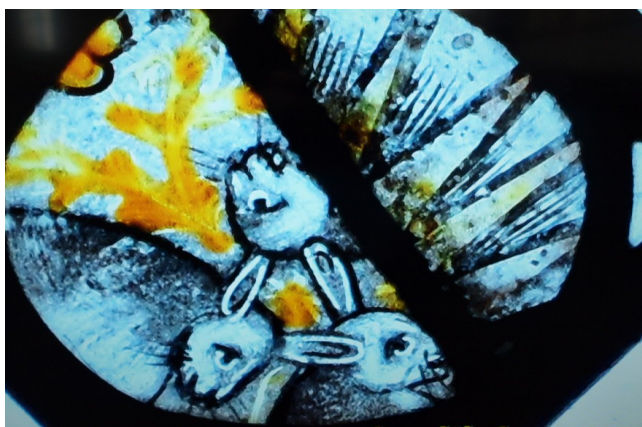


The cloth wealth stemmed largely from the Clopton family and their name is firmly stamped on the church. There are Clopton monuments, Clopton brasses and even a Clopton chantry chapel. In pre-Reformation times a chantry priest was employed in the chapel to say prayers daily for the souls of the dead Cloptons (they were not taking any chances). There is a very rare medieval "lily crucifix" in stained glass in the chapel window and is well worth a close examination.

The Cloptons lived in the adjacent Kentwell Hall and had direct access to their chapel from the Hall via a separate door.

The church has a nationally important collection of medieval stained glass windows that are ahead of you upon entering the church. It is thought that they escaped being smashed during the Reformation as the figures were associates of the Clopton family and not Saints,

whose images were thought to be idolatrous.



Despite a lot of things being grand (and long) in the church a noted treasure is rather small. This is a piece of ancient glass, the Hare Window. It has three hares with three interlocking ears, symbolic of the Trinity, three-in-one.

The church is well lit by natural light due to the long lines of high clerestory (clear story) windows.

Around the church is a good deal of quality stone carving. To note a few examples: the pulpit (which looks like a large font) has six highly carved panels, showing the six patron saints associated with the original six altars in the church. One represents St. Edmund.

Another substantial stone carving is above the altar (called the reredos) and is possibly a bit "over the top". In the north aisle wall near the Clopton chapel is a real gem, an alabaster carving of The Adoration of the Magi from around 1350 and pre-dates the present church by 130 years. It was revealed during some building works.

The present tower is grand in stature with crafted flint flush-work along with fancy pinnacles at the top. It may be of surprise to discover that the present tower was only built in 1903 to commemorate



Queen Victoria's Diamond Jubilee. It is built around the previous tower of light coloured brick which was rather plain, with no flourishes.

It is also worth visiting the slightly separated Lady Chapel. This is found behind the chancel, with a separate entrance reached by exiting the church. Well worth popping in for a look around.

When cycling to Long Melford church, refreshments can be found at the garden centre cafe, just opposite Kentwell Hall. There is also the Black Lion Inn is a few steps away plus numerous options along the long Hall Street.

Derek Worrall

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### Near Miss

On Facebook this week a writer (a cyclist I think) was encouraging cyclists to fit mirrors to their bikes so they could look out for themselves so that drivers didn't have to!

I must say I have a mirror on my bike and, whether I was staring into it or not, it wouldn't have helped me on Sunday 07 06 2026.

For those of a nervous disposition look no further!





This is the first freeze frame. It clearly shows oncoming vehicle and how tight space was. This driver should never have attempted to overtake, the oncoming vehicle was in clear view, and the driver must have known that he/she could not give sufficient clearance to a vulnerable road user in accordance with the highway code.



This freeze frame show the BMW overtook without crossing the white line. It also shows how close the advancing car was. It doesn't bear thinking about what might have happened if the two vehicles had collided.



I could swear the wing mirror of the car went by inches from my handlebars. Looking at the two photos above give an idea of the speed of both vehicles, clearly the BMW did not slow down, and I estimate it was doing more that 30mph so clearance should have been 2m. This is a straight stretch of the A1120 uphill approaching the left turn to Ashfield just over the hill.



The approach from the rear reinforces how close the pass was. It can clearly be seen the car is feet away from me and still not over the white line.



And still not yet straddling the white line. Clearly the driver was so intent on overtaking, he/she just didn't comprehend the danger that their action posed.

Thankfully these events are not everyday occurrences, and this one has been reported to the Police and is likely to result in a prosecution.

Maurie.

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### EAST SUFFOLK THROUGH THE EYES OF A MAP ADDICT

I have always been a bit of a map “anorak” right from my early days of cycling with CTC in the late 1950’s. The “go-to” maps for cycle tourists were the Barts ½ inch series, with a hard wearing linen backing, covering the whole country. These were eventually discontinued because of stiff competition from Ordnance Survey so I now rely on the 1:50000 Landranger and, to a lesser extent, the 1:25000 Explorer Series. In my humble opinion, for detail and accuracy, these are the best maps ever produced for cyclists and walkers and I still prefer a paper map to a GPS for finding my way around on the bike. A paper map will give a far wider view of the bigger picture than a small screen attached to the handlebars.

I am fascinated by the interesting names and features on the O/S maps for my local East Suffolk area. Features such as Roman roads, disused airfields and railway lines. Names that spark the imagination like Little London, the Lords Highway, Friday Street, and Hungarian Hall. I have ideas for a series of articles which I hope will interest some, if not all, Winged Wheel readers.

I will start with a couple of places with family connections. Tattingstone Wonder, which stands close to the circuit of Alton Water, is a Grade 2\* listed folly, in the guise of a church. It was originally two farm workers’ cottages but in 1790 a Squire White of







Tattingstone Place, who was annoyed that he was unable to see Tattingstone Church from his estate, added a third cottage, a tower and a flint façade so he was now able to see his “Church”. Was this to impress his neighbours, I wonder? My Great Great Uncle Charles lived in one of the cottages in the early 1900’s and died there in 1909.

On the 2006 Explorer Map (212 Woodbridge & Saxmundham) NW of Framlingham between Bruisyard and Peasenhall you will find The Bedroom House, so named because the bedroom(s) were on the ground floor. It is not a particularly interesting single storey cottage were it not for the fact that it was where my mother was born. I don’t know whether this is a fact, or a family myth, but I was always led to believe that the cottage straddled the boundary between Badingham and Bruisyard Parishes. So you could wake up in Badingham take a few steps and have your breakfast in Bruisyard or vice versa. Interesting thought!

While I was doing some family history research I came across a very distant relative who at one time was living on Hazlewood Common. I had never come across this before but it was somewhere in the vicinity of Aldeburgh. From more detailed research I found that Hazlewood was a parish until 1934 when it was merged with Aldeburgh, and included the area now occupied by Aldeburgh Golf Course. The parish population was 177 in 1931. A church was mentioned in Domesday Book but was in ruins by 1600. Looking at my trusty map the only references to Hazlewood are the remains of a church, Hazlewood Hall Farm and a Suffolk Wildlife Trust Nature Reserve on Hazlewood Marshes. Why the village has virtually disappeared is a mystery.

This is only one of a number of settlements which are now only hamlets or have virtually disappeared altogether. I will look at some of these in a future article.

*Michael Scott*

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John Bryant kindly sent in this picture which was taken on the club's recent visit to the Netherlands. He has said that he will write an article about the trip for the next issue. If you were there, perhaps you could write something. Ed

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## Reflections of an old-timer – part 1

In the March 2026 *Winged Wheel* there was some reminiscing and commenting on how much things have changed.

Having been riding and involved with cycling clubs for 60 years, I can't help reflecting on how leisure cycling has changed. However, although the reality is that, "What goes around, comes around," is extremely unlikely full-circle, perhaps there has been a semi-circle.

Perhaps those of us who have been involved with clubs that aren't CUK groups have noticed the changes even more. That is because it strikes me CUK group rides are the nearest nowadays to the days of all day club runs, plus you're not primarily concerned with racing. On joining the Lowestoft Wheelers CC (LWCC) in June 1966 (one month before my 13th birthday), I was brought up with the then usual diet of all-day club runs with tea places, reliability rides, youth hostel weekends and tours, and I drifted into time-trials. I joke about it, but it's a fact that joining the LWCC gave me a very young introduction to pubs (no, it didn't also give me a very young introduction to alcohol!). I think it was the practice of most clubs, including the then CTC sections, to take a packed lunch to eat in a pub (something that couldn't now be done in the vast majority of pubs). Afterwards, ride to the tea place. Some of the tea places were, of course, cafés. The three most used in my time with the LWCC were one in Halesworth town square, (I forget it's name), and later the Bridge café. The third was at Mettingham, just east of Bungay. However, many tea places were pre-booked, often in pubs, who did it as extra business. The three most used in my time were the Surlingham Ferry Inn, the Limpenhoe Falcon and the Broome Artichoke. We also had a regular place in Westleton, at the residence of Mrs McGilp. They were great spreads and cost 3s 6d. Nowadays that sounds crazy cheap, especially if considered in decimal currency - 17.5 pence! The rides home from tea places, in all weathers, including snow, and often in the dark, provide many of the fondest memories and laughs. Just to add that participant numbers sometimes dropped slightly if it rained for club run starts, but not greatly. Most of us still turned up, 'caped up.' On the ride home, if it wasn't raining or snowing, the LWCC usually stopped at a pub a sensible distance from Lowestoft for late-evening. If the tea place was Surlingham, Limpenhoe, Broome or Mettingham, it was the Somerleyton Dukes Head. For the first two, Somerleyton was on the routes home. For the last two, it was a significant detour. If the tea place was Halesworth or Westleton, for some years it was the Wrentham Spread Eagle, then later the Kessingland Sailors Home. Both were on the routes home.

I know many of you remember those days.

A bit unfortunately, I joined toward the end of that golden era. From around the later sixties into the seventies, club runs started dying generally, not just for the LWCC. It was partly because some got hitched to non-cyclists, so either couldn't come out all day or were lost to cycling. Mainly, however, it was because racing, predominantly time trialling, was taking over, and many now had cars. Even for events that were close enough to ride to without affecting racing performance, driving there still enabled rising significantly later, or for events further away, avoided the cost of



digs. Obviously, however, they drove home and so didn't join club runs afterwards, which had been the usual way. Cars also enabled riding events significantly further away and chasing fast courses. I'm not being derogatory about racing – I time-trialled for 40 years!

Fast forward to now.

I confidently state club runs won't ever return to exactly how they were, even assuming it would be wanted. What publicans nowadays would be interested in doing Sunday afternoon teas just for cyclists? Also, even with cafés/ tea rooms etc., although there is an amazing choice now, (defying the nature of the current times?), few, if any, stay open beyond 4.00 pm, even in summer.

Also, outside of CUK groups, it's not how most of the current generation of newer cyclists are minded. Nevertheless, despite it not being how many of us remember it, I'm sure we're all pleased about the boom in leisure cycling.

Nowadays, one sees a lot of riders probably out for half-day rides on carbon-fibre frames and mostly no mudguards. They might be solo, or a pair or a small group. One does also see some on less 'exotic' bikes, sometimes with panniers, but again, often without mudguards. Some of them have children with them.



Now to an interesting point. Apart from the Velo Club Baracchi, there are two other clubs in/near Lowestoft, the Rock Estate CC and the Dap CC. The first has never had much interest in racing. Yes, they have fast Sunday half-day rides, but they also have Thursday evening rides that finish at a pub. That is arguably a bit like the good old days. Dap CC is primarily a racing club, but they have non-racing rides. Both clubs strongly support my reliability rides, which are, of course, old-school. I can flatter myself that one Dap CC member told me that for all the racing they do, they



regard my reliability rides as their most enjoyable. That same member, after diplomatically assuring me there was nothing wrong with the refreshments served from my car, suggested it would be better to finish at The Bell pub, Carlton Colville. I agreed because it would make it a social event too – yes, like the good old days! So yes, this year the rides finished there, and will continue to. It was a great atmosphere in the pub.

One important point, however, is that some will remember the following reliability rides rules: (i) mudguards compulsory, (ii) finishing more than 15 minutes before the target time meant disqualification, (iii) for the 4 hours target, a saddlebag was required because it was classed as a tourist trial, not a reliability trial. I can't speak for the Wolsey RC reliability rides, but if I enforced any of those my rides wouldn't happen. The 15-minutes rule fell by the wayside years ago, and nowadays so many bikes come without mudguards, and "what's a saddlebag?" They probably couldn't be fitted.

Nevertheless, perhaps you now see why I suggest there has at least been a semi-circle.

Second, there is one thing about the old days I'm sure none of us miss – those abysmal Ever Ready, so-called "NightRider" lights. They were anything but! Some nicknamed them "Never Ready," Thank goodness cycle lights have improved astronomically!

*John Thompson*

To be continued...

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