

Hallo Everybody

HAPPY CHRISTMAS and all the very best for 2025. Gosh, where has that year gone?

In spite of some wet and windy weather in the last few months, we have had some really good rides and I hope that you have too.



Thank you to everyone who has contributed to this issue of Winged Wheel. I didn't actually send out a general request for articles this time as, I am more than happy to say, I have received quite a few articles anyway which I hope you enjoy. If you have some spare time over the Winter months, perhaps you could write that article that you have been thinking about for ages and email it to me at editor.ctcsuffolk@gmail.com and I will be sure to include it in the next issue.

Happy cycling

Judy

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Presidents Ramblings.

Christmas is over and I hope you had a good one. Hope Santa brought you all the cycling presents you could and did ask for.

Winter is upon us so go careful and don't take risks. Our hard-working committee has been looking into the guidance for riders and leaders, and have agreed amendments, so do have a read. You can find the documents on our web site, but if you don't have web access contact me and I will be happy to print and post copies to you. The changes try to incorporate additional advice around risks, that experienced cyclists are well aware of but those without years of experience may not be.



Advice for riders is relevant even if you don't ride with the group on our rides. If you are young and you fall off, you may well bounce unscathed and will live to learn from the experience. If you are coming to cycling later in life, being a bit older you may not be so lucky and end up injured. It is important that after an incident, you think about what happened and why and try to learn from the experience.

Throughout the seasons there are different hazards to cyclist on our roads and our guidance to riders tries to shine some light on these in order to keep riders safe whether they are with a group ride or out on their own. I don't want to spread alarm, but we hear so often on social media "nobody told me that ---"!

Cycling UK have recently been emphasizing the need for "Risk Assessment" for group rides, so CTC Suffolk group committee feel it is necessary to stress the need to be aware of dangers. We have also added a "Risk Assessment" document to the website.

On a different, but related subject, I continue to report the misdemeanours of drivers and have had several successful results over the past months. One in particular I would like to share with you. I was approaching a crossroads, there were three vehicles in front of me held up by a hedge cutting tractor. I hate these things as I have been hit by flying debris from them on more than one occasion. I decide to overtake the queue so I could keep away from the risk. The first vehicle pulled from behind the tractor crossed the crossroad as I got level with the second, who tried to do the same, but my presence prevented it. I pulled alongside the tractor, as it began to turn left, and crossed the crossroads. Very shortly after the second car roared past at speed and cut in front of me. It's amazing how the loss of those few seconds so incensed the driver that he felt he could use his ton or so of 4X4 as a weapon against a vulnerable cyclist. The Police have had a word or two with him to point out the error of his ways, and added him to the register, so that if he is reported for any other driving offence, he is likely to be prosecuted. Hopefully another one who will think twice before acting stupidly again.

Keep safe and happy Cycling

Maurie

PS Happy new year.

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Secretary's Notes

Just one piece of news to impart in this edition, which is that our 2025 AGM has been arranged for Tuesday 29th April at 7:30 at Ipswich Sports Centre. More details will follow in the Spring.

I'd like to devote the rest of these notes to a tribute to Matt Tong who was all too briefly our Minutes Secretary and had hoped to take a larger part in organising our Committee Meetings this year. Matt (or Matthew as many knew him) was diagnosed with a terminal illness in July, and died last month. He was only 51, and had inherited a genetic condition, a variant of CJD. Many of you won't have known him, as he only made occasional appearances on club rides or Audax events, but Sunday Riders will know his partner Joanne. Our condolences go to her and to Matt's family.



I only knew Matt for a short time, and found him very easy to get on with. Despite this I didn't know a lot about him, except that he supported Leeds United. (This was gleaned at this year's AGM when some of us stayed after the formal business of the meeting to watch the Coventry vs Ipswich match on TV, a 2-1 win to Town which more or less guaranteed promotion to the Premier League and denied it to Leeds). So I wasn't surprised to see blue/white/yellow scarves being worn at his funeral.

I did learn a lot more there from the excellent eulogy, and from a chat with two of his work colleagues whilst waiting for the train home. Briefly, he was a Quantity Surveyor who worked for Network Rail for many years, and led an active live outside work, keen not just on cycling but other outdoor activities. Even so I was surprised to hear that he had managed to join friends on a hill-walking trip in the Lake District as late as September.

Matt had lost his father to the same condition 18 years earlier. He clearly had a close family, and his sister Melanie is taking on various charity challenges in aid of the Cure CJD Campaign, which raises money for research into this devastating disease. If any of you would like to contribute, her fund-raising webpage is here :

[https://www.justgiving.com/page/melanie-hey-1725457274132?
utm_medium=fundraising&utm_content=page%2Fmelanie-hey-
1725457274132&utm_source=copyLink&utm_campaign=pfp-share](https://www.justgiving.com/page/melanie-hey-1725457274132?utm_medium=fundraising&utm_content=page%2Fmelanie-hey-1725457274132&utm_source=copyLink&utm_campaign=pfp-share)

John

Sunday Rides Ramblings

I have just been reminded that it is time for me to write a piece for the December issue of Winged Wheel. The problem with living under the same roof as the Editor is that there is nowhere to hide! As I am stuck indoors while Storm Darragh is raging outside, I really have no excuse for not tapping out a few words. We are coming to the end of another year (is it just me or are years getting shorter?) and so it seems an opportune moment to recap on 2024 and look forward to 2025.



Every three months the Rides Committee, without fail, come up with a varied programme of rides which it is hoped will appeal to members and this year was no exception. If any member were to suggest a destination for a ride that is always appreciated. In January and February there were two Brunch Rides with a later than usual start and only one refreshment stop for late elevenses/early lunch. April and August gave us Breakfast Rides which enabled us to reach further afield than usual on less familiar roads. Finally in December we have our popular traditional pre-Christmas meet at Station House Campsea Ashe. In addition, of course, we have more informal rides on Bank Holidays where only an elevenses stop is pre-arranged with the ride being decided “on the hoof” (or “on the wheel”) to be more precise. All of our rides are informal in the sense that anyone can join or leave the rides at any point with no requirement to book in advance.

I mentioned in my piece for the September issue about changes to the Ride Types introducing a “middle of the road” Medium Touring category. The first such ride in the Autumn was not a great success, but it would be wrong to draw any firm conclusions on only one occasion. The Rides Committee decided to hold this in abeyance until the Spring with the longer days once the clocks have gone forward. The Rides List for the first three months of next year has been circulated to those members who have requested to be contacted by email regarding Sunday Rides but it is always worth checking on the website for any changes or last minute updates.

Have a great Christmas and New Year and always remember that a CTC Club Ride is the perfect way to work off the excesses of the festive season.

Keep cycling!

Michael Scott

Sunday Rides Coordinator

Suffolk Churches by Cycle: Grundisburgh

St. Mary's church in Grundisburgh is very easy to find, located in the centre of the village and set back from the main road, on the left, heading out of Ipswich.

On club rides we often cycle through the village, sweeping down the hill at a quick pace, taking care to avoid parked cars and may not look left to see the church with its dominant red brick tower.

This is not the original tower. The largest bell, the tenor, is dated 1628 and was made by Miles Graye of Colchester. This pre-dates the construction of the brick tower which unusually houses a very light ring of twelve bells (one of only two 12-bell towers in Suffolk and the lightest church 12 in the world!). Typically, Suffolk country churches will house a ring of six bells.

It follows that this tower attracts proficient ringers from near and far.

The current tower was built around 1731, as indicated on a sundial, high up on the wall and above it is an equally impressive clock.

Before venturing in, it is worth looking up to see the three gargoyles on the roof line and notice the flint (flushwork) contains a St. Edmund's crown.



You enter the church through the tower. Through the inner door look up to the left to see the substantial flag, more accurately the Garter banner of Baron Cranworth, which is in excellent condition.

The font is fifteenth century with lions and angels carved in stone.

There is some important wood craftsmanship within the church:

Look up to see the double-hammerbeam roof with a substantial number of carved wooden angels, with wings outstretched.

The Rood Screen is even older, fourteenth century, with intricate tracery carving, including the face of a Green Man on close inspection. Some vivid mediaeval colours survive.

Ancient carved bench ends are also worth a look.

A Minstrel's Gallery was removed in Victorian times.

There is a substantial wall painting of St. Christopher on the north wall which should not be missed.

Ideally, linger for a while near the church and take in the pleasant surroundings.

There are a surprising number of places to obtain refreshments, considering the small size of the village. The pub "The Dog", the Old Forge village stores, the Deli plus Williams Stores & Old Drapery coffee shop.



Derek Worrall

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Donation to Bike Active

CTC Suffolk has recently donated £500 from its funds to the local charitable entity Bike Active, based at Alton Water on the Shotley Peninsula, who provide a regular year round programme of cycling for those with disabilities.

This donation was to assist in funding the purchase of an electric Duet cycle for use by Bike Active members. An email has been received from their Treasurer expressing gratitude to us.

Jan Brown



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No Longer Serving Cyclists!

One day this summer I passed the “White Lion” on Hadleigh High Street, standing proudly facing Hadleigh Market place, and as I looked at its white facade my thoughts turned back many years. I remembered the peels of laughter that came from the upper room, on a Sunday each December when the Cyclists Touring Club, Suffolk District Association (now CTC Suffolk and Cycling UK) met in these grand premises for Christmas lunch, before riding to Lawford Church for the annual Cyclists’ Carol Service, often in snowy or inclement weather. As cyclists we were always fascinated by the sight of a penny farthing mounted high on the wall in the entrance courtyard.

This memory got me thinking (dangerous I know) about all the buildings where we CTC members had celebrated Christmas, AGMs, Annual Dinners and Prize Presentations. Some are still there and can be recognised, as in the case of the While Lion, but there are many that have disappeared completely.

In 1958 I remember a splendid Sausage Supper to start the Christmas Season at “The Haven” on Felixstowe Road in Ipswich. Once a thriving pub it is still there but now divided into flats.

The Club AGM was for several years in my early days held at the “Cherry Tree” in Debenham. Everybody always cycled to the AGM, some coming from as far away as Lowestoft. This was a regular tea stop for the club during this period. The publican would provide a basic lunch

or sandwiches and pots of tea. This pub is unfortunately no longer and has been developed into an area of new housing.

Next big Club function was the Annual Dinner and Prize Presentation which started in the "Safe Harbour" in Meredith Road, Ipswich, moved on to the rather more upmarket "Crown & Anchor" in Westgate Street, Ipswich now W.H.Smith, although the wording is still visible in the stonework above. Next was a move to the Co-op Hall, part of the large Co-op Department store in Carr Street, now an empty building awaiting a new use. Another big change was to "The Great White Horse" in Tavern Street where we had up to 120 sitting down for a meal which was followed by the Prize Presentation often by the Mayor of Ipswich, and then got a bit wilder with dancing to a live band and a few boisterous games. The Great White Horse has had a few changes of use since then but is still quite a substantial building with its white horse resplendent on the front. The "Evening Star" newspaper would always send a reporter and photographer to these events and publish details of the prize winners in the next week's newspaper.

Coming down to earth there are many humble places where we quenched our thirst on club rides that have now disappeared or changed their use. One such was "The Falcon" at Earl Soham, still there but now an imposing building on the left in the street as you head towards Framlingham. Publicans were often more informal 50 years ago and willing to accommodate a group of cyclists eating their packed lunch with a pint. I remember the lady in the "Falcon" allowing us to bring our small daughter into the bar as it was raining outside, and playing the piano to entertain us.

"Shula's in Grundisburgh was a rather exotic, hippy establishment run by Shula an equally exotic and friendly lady where we tasted real brewed coffee with brown crystallised sugar and cakes, in a little New Age shop which in the 1970's was quite an experience.

The "Ten Bells" at Stonham Aspall was a popular pub where cyclists were always welcome. Named after the ten bells in the church opposite, the building is still there but no longer a pub.

Not far away and again opposite the church in Cretingham was another friendly hostelry "The Bell Inn". Sometime in the 70's a new pub was built higher up the hill, hence the "New Bell" at Cretingham, where in recent years the Club has held its Christmas Lunch.

Another long forgotten club destination was the Flamingo Bar opposite the Red Lion at Martlesham, now an antiques centre. This was the finishing spot for weary riders at the end of the Suffolk DA event of 120, 144 or 150 miles in 12 hours.

Others worth mentioning are "The Galleon" Coffee bar in Stowmarket, Pettistree "Three Tuns", "The Star" at Bawdsey, and many more have changed their identity but a new wave of

cafes and farm shops have sprung up throughout the county to refresh weary cyclists on their journeys.

Ken Nichols

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'My guest appearance'

By John Thompson

As I live at Oulton Broad, I'm not sure if Michael Scott started including me in emails about club runs out of thoughtfulness or because of a slip.

I considered advising him not to bother to save him a little work. I'm pleased I didn't! The ride on Sunday October 27th was originally supposed to be to Wetheringsett for the Mid Suffolk Heritage Railway's steam day. It struck me it would be something different for me. Firstly, I'm a rail buff. Secondly, at least for part of the time I would for once have company on my Sunday ride. Unfortunately, the steam day was cancelled so Mike advised the MP ride would be to Thorndon and the LP ride to Wetheringsett. It struck me joining either of those, if only for a short distance, would still offer something different.

I pondered over which was the better option. Initially, I favoured the MP ride. That was because I had been intending to do a ride to Thorndon to include some first time lanes in that locality. Reconsidering, however, I had been there quite a lot recently but hadn't been to Wetheringsett for some time. Also, the LP ride would be using the Stonham Barns cafe for elevenses, which I hadn't yet experienced. I'm always interested in trying new cafes!

As Stonham Barns is over 30 miles for me, to be reasonably confident of being there in time to meet the group, I would need an early start. I set my phone alarm for 6.00 am on the first day of Greenwich meantime. When I woke up I felt the benefit of the extra hour in bed, in not having difficulty getting out of it!

I set off at around 7:45 am, initially following my favoured route to Halesworth: Hulver, Stoven, Uggeshall and Sotherton. You might remember we had some Indian summer weather in October. Albeit a bit cool at that relatively early time, it was sunny with a clear blue sky indicating it would be warm later. On joining the lane from Hulver, through Sotterley Wood, the combination of the leaves' colours and the sunshine made a lovely classic sunny autumn day scene. All the more so with many of the leaves laying on the road.

From Halesworth I went via Walpole to Peasenhall. That involved the climb to the water tower just before the Sibton village boundary sign. I jokingly refer to this hill as the col de Sibton. It's a fair climb for east Suffolk and arguably has some of the features of some continental cols in miniature. In the Peasenhall direction it climbs and then descends slightly

before climbing again to the water tower. Thus coming from Peasenhall after climbing continually to the top it descends slightly before climbing again for a little way, before the descent to Walpole. It reminds me of those cols where having reached the top, you relax for the descent to then realise you have again got to climb a little and the pain in your legs makes you grimace. From Peasenhall, I followed the A1120 through Dennington, Earl Soham and Pettaugh. It was around Earl Soham that it got ridiculously warm for late-October ("ridiculously" doesn't mean I was complaining!). At the top of the hill out of Earl Soham I stopped to take off my gloves.

On arriving at Stonham Barns my Garmin indicated 37 miles, so it was even a little further than I thought. I now got things a bit wrong. I had googled "Stonham Barns" and saw mention of the Teapot cafe. However, on entering, immediately on the right is the Aspoll cafe/restaurant. On the spur of the moment I forgot about what I had googled and thought I had found the venue. I had a bacon bagel, a slice of carrot cake and two cups of tea. As the time passed 11.30, I started thinking that surely they would have been here by now so wondered if the ride hadn't materialised, or they had arrived earlier than I thought they would. I decided to wait until midday. As I was preparing to leave I noticed a rider exiting. Guessing it was the LP ride, I caught up with them just before Stonham Aspoll. While we paused at the green triangle t-junction on the lane to Debenham, one of the riders (sorry, I don't know the name) confirmed it was the ride to Wetheringsett. I then rode alongside Judy for a little way who confirmed there are two cafes at the Barns and the one they use is the Teapot! I raised my eyebrows at it all coming back to me! It was then a pleasure to find myself riding alongside my audax friend, Andy Terry.

It was pleasing that when we turned onto the lane to Mickfield, it was a new one for me, as was also the lane from Mickfield to Wetheringsett.

I hadn't been sure what to expect concerning lunch arrangements. I had googled Wetheringsett and there didn't seem to be any cafe/tea room or pub there. I would just have to see what happened. I discovered everyone had brought packed lunches and flasks to sit in the churchyard (there were attempts at witty remarks about sitting in the graveyard!). It was plenty warm enough for it.

I spent about 20 minutes chatting with everyone (Andy kindly offered me some crisps) before starting my homeward ride about 1.00 pm. My intention was to initially go to Eye, so I headed toward Thorndon. I came to a junction at a right-hand bend. It indicates continuing following the bend for Thorndon but left for Thwaite and Eye. I guessed Eye was indicated that way because Thwaite is on the A140, which is the preferred route for motor traffic. However, it's a lovely wooded lane I hadn't ridden before. I figured I could probably work a devious lanes route to avoid the A140 but if it came to it I'm traffic-hardened enough to be okay about a short stretch on it. I came to a t-junction with no signpost. I guessed

Thwaite would be left and Eye, via lanes, would be right. A little way along I realised I was now on a lane I had partly ridden before and was heading for Thorndon, having rejoined the lane I left at the bend. Ironically, I think my route to Thorndon was slightly shorter.

I succumbed to a stop in Eye, albeit using the Coop, not Cafeye. I had a Lucozade and a snack bar. Digressing, I was struck by how little I ate on this ride.

From Eye, some might accuse me of wimping. Initially, I intended following the route of stages 1 and 2 of my 'Silly Suffolk' 160 and 200 audaxes in reverse: Cross Street, Fressingfield, Metfield, Rumburgh. However, I persuaded myself to take the slightly shorter more main road route. That involved following the B1077 to Brome, then the lanes to Oakley and Billingford to join the A143 just east of Scole. It's only necessary to follow the A143 to just west of Brockdish, where it's possible to turn right onto the old road, through the village, then Needham, Harleston and Wortwell. The old road is quiet. From just east of Wortwell, I followed the B1062 to Bungay and Beccles. From Worlingham, just east of Beccles, rather than ride on the very busy A146. I followed the route of the final miles of my "Silly Suffolk" 100 audax, which involves a stretch of the old A146. a shared use path to North Cove and a lanes route from Barmby to Carlton Colville. I could dispute being called a wimp for changing my route because the B1062 between Bungay and Beccles is hilly. In Lowestoft Wheelers' days it was referred to as "Bungay hills."

In conclusion, thank you CUK Suffolk for a very pleasing day's ride: a new cafe experienced (never mind that it was the wrong one), nice company for part of it, first-time lanes and last but not least my mileage – 81.01 (partly explains my surprise about how little I ate!)

Keep sending the emails, Michael!

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Thank you to all Club members who have contributed to the coffee and cake stops at our house and Dave Coupe's Audax at Debenham this year. You have enabled us to make a donation of £660.00 to EACH (East Anglian Children's Hospice) in 2024. We are always pleased to host these days during the year as it enables us to catch up with all our cycling friends and help to support different charities.

Well done to you all, see you again in 2025.

Ken and Maureen

Paul Kersey obituary

We regret to inform members that Paul Kersey died in October aged 91. Paul and his wife Margaret with their sons Neil and Adrian joined the Suffolk DA in the 1970's. As part of the flourishing family section they enjoyed many club runs over the years on tandems and solo bikes. Later he and Margaret were regular Sunday riders and when Margaret stopped riding, Paul and Neil would often meet the club at 11s still riding until his late 80's.

He joined the Wolsey RC in 1972 and was valued member as a timekeeper and assistant for many years. Some of us will remember him puffing on his pipe as he rode along beside you or when stopping for coffee or lunch. A character from a bygone age but always there to help on events.

Ken Nichols

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Did you know you can add Emergency Information to your mobile phone?

I hadn't realised until I was on a first aid course there is a way to put emergency information on your phone and make it accessible from the locked screen. A very useful feature if you are incapacitated and someone is needing to assist you. It also good to be know how to find this information in case someone near you has an emergency.

So here is an overview of the process for iPhones and Android phones.

It is based on a PC mag article available at -

<https://uk.pcmag.com/health-fitness/70260/how-to-add-emergency-info-to-your-phones-lock-screen>

How to Add Emergency Information to an iPhone

First, open Medical ID.

Go to Settings > Health > Medical ID. Tap Edit.

Fill in as much information as you want to provide. If you aren't taking medications and have no known allergies, write "None" or "None known." Otherwise, first responders and medical professionals might think you skipped those questions.

For Emergency Contact, you can only choose the name and phone number of someone in your Contacts list. So, whoever you want to add, make sure they are in your Contacts on your phone.

At the bottom, under Emergency Access, toggle on the settings Show When Locked and Share During Emergency Call.

There's a spot for a profile photo at the very top of the page. Put in a recent picture of your face. It could help emergency responders know they are looking at your information and not someone else.

When you're finished, press Done at the top right.

How to Add Emergency Information on Android

There may be some differences for particular phones, it should be something like this.

In Settings, search for "emergency." You'll probably find something called Emergency Information or similar. If you can't find it, try looking under My Info.

In most cases, you get a screen with fields for emergency medical information and contacts. These might include name, blood type, medications, allergies, and so on. Fill them out. If you aren't taking medications and have no known allergies, write "None" or "None known." Otherwise, first responders and medical professionals might think you skipped those questions.

Next, look for emergency contacts. It could be below all the fields, in a second tab, or in your contacts app. Whatever the case, anyone you want to name as an emergency contact must be in your contacts app before you can assign them as an emergency contact.

Finding Emergency Information

Now that you have your emergency info set, you need to know how to find it from the lock screen. Go ahead and practice with your own phone. That way, you know how it works if you ever have to help someone else.

How to Find Emergency Info on an iPhone

From the lock screen (when the phone asks for a passcode), it says Emergency in the lower left.

Tap Emergency, and a dial pad appears.

Tap Medical ID at the bottom left. All the emergency information is visible. Scroll down, and you can call anyone listed as an emergency contact by tapping on their phone number.

How to Find Emergency Info on Android

If you need to help someone who owns an Android phone, here's how you can pull up their medical information and emergency contacts:

From the lock screen, swipe up.

Select Emergency.

Select Emergency Information. You can call anyone listed as an emergency contact by tapping on their phone number.

Geoff Kingston

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Nicola Halton sent in this picture. Anyone fancy it as a Christmas present?! Ed



In my backyard

By John Thompson

Having done an article on a weekend in what for most of you is your local riding area, I thought I would also write something on a spot close to me in north Suffolk

It's the hamlet and beach of Covehithe. I appreciate some of you probably have visited it. However some of you might not have. The late Ivan Jeckell (Norwich Amateur Bicycle Club) who wrote ride description articles in the Eastern Daily Press, described it as a "little gem." I agree! To clarify, Covehithe is 1.6 miles north east of Wrentham (village on the A12) and 5.6 miles north west of Southwold.

Google maps, using the driving icon, indicate it's 37.6 miles from Ipswich. That involves using the A12 all the way except for the final 1.6 miles from Wrentham. I assume none of you would want to do that. Thus a quiet route would be a fair bit further and that is just the outward route. If you feel that is not within your capabilities, it could be shortened, but still using predominantly quiet routes, by using any intermediate station on the Ipswich – Lowestoft rail line, depending on the distance you feel confident about. The nearest station is Brampton, just 8 miles, and it's an almost entirely lanes route, except for a short stretch on the B1127. There is no real riding

on any A roads. You cross the A145 just over 1 mile east of Brampton station and the A12 in Wrentham but they are direct crossroads. If you feel an out and back ride of 16 miles is too short, you could, of course, include some detours, still predominantly, possibly entirely, on lanes. Southwold is nearby, where there are plenty of eating and drinking possibilities (there are no facilities at Covehithe), and from there you could follow the bridleway to Walberswick, from where there are numerous possibilities, including Dunwich. You could return from a different station. If your station



is south of Brampton, you could legitimately use a Brampton return ticket. However, if you want to do it that way, check the single fares to/from the stations you want to use, as it's usually cheaper to buy two single tickets (www.greateranglia.co.uk). Darsham station is convenient for Dunwich, albeit a spurt on the A12 is unavoidable. A nice point about using Brampton station is that, while it's not under closure threat, you would be adding to the footfall for the least used station on the line.

A further bit of guidance on the extremely important matter of food and drink is that the Black Dog bistro in Wrentham is nice and also both pubs serve food (I have no direct experience).

Getting to the beach and the spot called Benacre Broad (Benacre is the neighbouring hamlet) involves a footpath, i.e. you should not ride on it. Do abide by that because it's narrow and there are often a lot of walkers/pedestrians. It's a bit clumsy wheeling a bike, especially if there are a number of you, but it's worth seeing. Seriously, I visited on a sunny day and the beach view looking toward Southwold reminded me of the beaches in western Scotland.

I hope I've provided some inspiration.

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John Thompson also sent in this lovely picture of Naughton Mill.

Do you remember when it was a Youth Hostel?

You may also, like me, have fond memories of Christmas parties there!





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