INFO SHEET V3 HF 13 Nov 2026

Les Loins (sic) 200km Permanent – Information

Hello, welcome to Les Lions 200 – a 206km Perm devised by Pat Hurt. Its a lovely mostly rural ride that includes a long section across Salisbury Plain, a (free) trip to Longleat and a chance to ride the two tunnels cycletrack into Bath. Lots of good options for picking up supplies en route.

Min speed 14.3kph - Max speed 30kph - Max time 14.0 hrs.

There is a free public car park in Lambourn on the right of the B4000 (High Street), 150m SW of the crossroads with Newbury St / Parsonage La. The controls are:

Lambourn There's two stores, a Newsagent, cashpoint, and Lambourn Café (near the car park entrance)

Ludgershall (36km) Cafe, shops, ATM

Warminster (82km) Petrol station on left, cafes, shops, ATMs

Park Entrance (Info) (88km) Answer question on Brevet card

Frome (98km) Cafes, shops, ATMs

Bath (122km) Cafes, shops, ATMs

Leigh Delamere Services (149km) Petrol station or main services

Lambourn (206km) Arrivee

If you start/finish anywhere other than at these Controls, then you will need to supply additional Control proofs for this start/finish point.

Things to watch out for

Around Bath:

- The Midford turn on to the south end of the Two tunnels bike path has poor visiblity, so follow the routesheet instructions / gps.
- This ride includes the two tunnels into Bath, for which lights are needed. Watch out for other users. Should this be closed, for instance if there is flooding, then there are road alternatives via South Stoke.
- Once in Bath, there will be lots of pedestrians intent on sightseeing/shopping, so cycle with care. Although there are lots of tempting eateries in the centre of the city, with all the

busyness you may not feel comfortable leaving your bike unattended, and so it may be better to stop somewhere on the outskirts.

- The scenic route leaves Bath on the Kennet and Avon canal path. Give way to pedestrians, and watch out for mooring lines. There are several locks on this stretch, (including Bath deep lock, the second deepest on the British network), which can attract distracted onlookers. Be particularly careful going under bridges. There is a speedier alternative route on the A4, which re-joins the scenic route at the Batheaston toll bridge. The A4 in town is fairly wide with moderate paced traffic, and so is not too bad, but you should take care at the major roundabout once out of town.
- At the left turn off the main road in Batheaston the path becomes steep and wiggly with a poor surface in places. In Autumn it will also be covered in leaves in places. Be mindful.
- The RH turn at the T junction at the top of this road starts from a steep slope, so you must stop and start again with care.

Other things to watch out for:

- Aimless tourists and parked cars in Castle Coombe (142km).
- The hill at Clyffe Pypard (146km) is very steep (CCW) and wiggly so regulate your speed - I have seen an experienced rider come off here, and others have had to walk up it (CW).
- Should the Longleat entrance (88km) be closed (which hasn't happened yet), you can route around on roads to the north.

Once you have entered you can do the ride on the date of your choice, but there is no refund if you decide not to do it. You can alter your day of ride on the system, but its good to also let me know by email so that I can let you know of any issues with the route.

Most riders now use gps as proof of passage, but if you would like to use a brevet card:
Control proofs can be till receipts/cash machine receipts/car park tickets giving the place name, time and date. Rubber stamps with time and date added by staff with proof of place, time and date are also acceptable. Its helpful if you can highlight the time and location of the control on any receipts, and then staple them to the relevant control point on the brevet card. Don’t forget to include a ssae if you would like the brevet card returned.

Have an enjoyable and safe ride, and remember to post the completed and signed card back, or upload the gps track, within 14 days of the ride.

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