

Spring 2015

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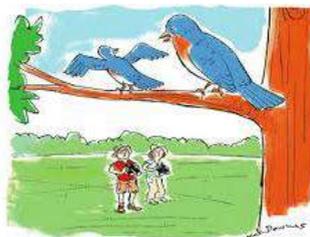
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Front Cover Photograph

Spring is coming across the England/Wales border on the Dee just outside Chester looking from the Wales side



Hooray!
it's springtime!

"Not yet son. Don't fly off until the moment they raise their binoculars"

What's in this edition?

Welcome to 'The Link' Spring Edition and, what appears to be becoming the shape of things to come – no shortage of material for this issue!

The usual technical tips of course, the first responses to 'Letters to the Editor' (and what a response!), various results and achievements, the caption competition, touring experiences, My Bike and

Phil Pritchard continues with his passion for the in's and out's of renovating tandems!

Despite being a bit poorly (read, a lot poorly!) Mike Roberts has given us a short insight into trike riding – chapeau!

Remember my request in the last copy for your favourite recipes geared up for cyclists? Well, we tried Doreen's recipe for the 'Go Faster' All-Bran loaf and you know what, it was really good! Who else has tried it and who else has something in their personal cooking armoury that would be good for us carbohydrate hungry cyclists? Another gem in this edition, 'Shirley's Awards Committee Shortbread'; you won't be disappointed!

Brian has written up a series of FAQs (frequently asked questions) that we will serialise in this and subsequent editions.

Joe Jord has written a great article for all those Audaxer's out there – all 600 kilometres of it!

The 'Harry the Bike' interview was a most interesting experience and one which turned out so differently than expected – those that don't know Harry will probably be surprised.

That new section: "Smile, you're on camera!" – has turned out to be a 'goldmine' of opportunity with no shortage of material to show, but alas, only room for one!

Steve the Paramedic continues with his 'What to do when trouble hits the group.

And much, much more

So mount up and let's get going





The Editor



Here we go again, the Spring Edition of yet another 'Link'!

It doesn't seem like three months since the Christmas Edition was 'spawned' but with lots of miles under our belts and lots of coffee and cake to be eaten the time has just flown by.

A lot has happened since Christmas; the fairly mild winter has certainly seen an increase in the number of cyclists, not only on the road but also lots of new faces in the various riding and Facebook groups.

As you will see from the 'Letters' section, there's lots of comment on the state of the roads and the type of gear to wear following the article following Chris Boardman's interview on the television.

Remember my 'bone of contention' from the last issue, the state of our roads? Well, I contacted the CTC National Office with regards to the number of prosecutions taken out against offenders leaving mud, cow stuff and thorns on the roads, our roads. It would appear that there has been no cases that the CTC is aware of as the records available from local authorities are just totalled up without any easily available individual cases!

Ermm What say you? Can't we do something about this? I know we have some experienced campaigners amongst our numbers so which is the best way to approach this illegal practice?

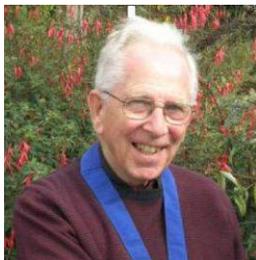
On a brighter note: the evenings are drawing out, the temperature is slowly rising and despite the article on mudguards etc in the last edition, I am so, so looking forward to riding in shorts and leaving my overshoes, longs and rain jacket at home.

Even looking at having a go at the CTC Tourist Competition (see 'The Message from your President') and trying to fit it around our planned Spanish tour in the summer.

And for those who haven't tried an Audax, the season is coming for your first ride. Go on, give it a go, you'll love it! Need any advice on entering or what's in store? Just call!

See you on the road

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A Message from Your President

The year slips by and Spring is upon us and inevitably the events of 2014 become increasingly distant memories to be recalled in years to come. I am reminded

as I write this that we are already many weeks away from our regular New Year's Day gatherings held, *inter alia*, at McClean's Pub at Pentre, at Hildegard's in Holt and (our largest one with over 40 present) at the Carden Arms. There in Tilston, once again it was my pleasant duty to present our own Trophies we award annually to those riders, this year to Secretary Lowri Evans and Peter Dilworth; who were respectively local leading woman and man in the CTC National Tourist Competition for 2014.

Their local successes, worthy though they are, must not obscure the fact that once again, Chester and North Wales riders shine in the national rankings. Peter was equal first, nationally and Lowri 3rd which also means that she retains the position of 'leading lady', which she has held for a number of years. That's quite an achievement. Not far behind were Dave Statham (4th) and Ifor Jones (6th) and we had half of the first twenty riders which makes us the 'Champions' - once again. Well done everybody!

The old order changeth: part 1

It has been the case for many years that the National Awards are presented at the CTC National Dinner, taking place, usually in May, in the evening after that afternoon's CTC Annual General Meeting. Our Award winners have figured at these social events in recent years in many parts of the country, and I was looking forward to what has become for me an annual trip. We were the hosts, as many will recall, in 2009 when the Dinner formed part of our 70th Anniversary celebrations. This is not to be in 2015. CTC Council has decided that the interests of members will be better served with a different arrangement. I understand that the National CTC AGM will this year take place on Saturday 18th July – in London. It is on this day, too, that presentations and awards will be made. (Six days earlier will be the 'Vets 100' and the following Thursday the Welsh Cycling Festival commences.)

Speaking personally, I find it sad that our great club with all its honoured traditions is not to have an annual dinner which – if nothing else – acts as a great advertisement for the CTC and provides a friendly, relaxed social setting at which award winners can be suitably honoured. An annual dinner and awards presentation is something that even small local clubs manage to hold. One of our most senior and respected members has expressed to me in the strongest terms his unhappiness at this, in his view, wholly unwelcome development.

No doubt there are good reasons for the choice of date but I must say I find it puzzling. It would appear not only to occur during the summer holiday period when many have to take their family holidays but also to coincide with the start of most school holidays. To what extent this will affect attendance, I wonder? Still, no doubt all will be explained – but it is too late for you to object this year as the deadline for submitting AGM motions of protest or otherwise has already passed!

The old order changeth: part 2

As many know, the Carden Arms is changing hands this year, so whether we shall find it a convenient and welcoming location for 1st January 2016 remains to be seen. Let's hope so. We seem to be faced all too often with the problem of finding replacement pubs for ones which have served us for many years and which, because of developments in the licensed trade, either change their character or close down completely. Those nostalgic Patterson sketches of yesteryear depicting thatched country pubs with wood smoke curling into a cloudless sky are, like Patterson's work itself, a thing of the past. (Indeed, as I write about Patterson and show my age, I suspect many readers do not know who that legendary cycling artist was!)

Blue SKY thinking?

A while ago, Right to Ride Office Peter Williams forwarded an attachment he had received announcing a welcome initiative by Cheshire West and Chester Council to work more closely to promote the benefits of cycling in the County.

Excellent, I thought – particularly in view of the snail's pace progress of CWAC in forwarding cycling initiatives in recent years and in spite of the valiant but often frustrated and frustrating efforts of Peter and others to get 'something done'. Imagine my surprise when I saw it was the Council's own self-



**A Message from
Your President ...cont'd**

gratulatory attachment (a 'Media Release') praising itself and celebrating 'another successful year riding with British Cycling and Sky. This 'successful riding' was in conjunction with an organisation known as 'Active Cheshire' of which I, as a resident of said county, had not been aware. (Perhaps I should have been!)

According to a Cllr Jones, it had 'been fantastic to see recreational cycling in the county go from strength to strength over the past two years as a result of (CWAC's) partnership with Active Cheshire and British Cycling'. Furthermore, the award was made at Parklands School, Ellesmere Port and the lucky pupils were taken to the National Cycling Centre, Manchester for a free taster session.

(And the Council even got presented with a framed GB Cycling team jersey, too. I wonder where that will be displayed in the Council Offices.)

Now, I am as keen as the next to see the promotion of cycling in this country – good luck to all who work to that end - but some acknowledgement somewhere of CTC's work in the county would not come amiss from Cheshire West and Chester, if not from British Cycling and Sky.

I have in front of me as I write, two visiting cards. One invites me to 'join free weekly rides' in my area; and 'find a buddy...a group... a ride' and 'get tips, discounts, liability insurance and more'. The other

just says 'Get in touch' and announces it is a 'national cycling charity'. Guess which comes from which organisation? Yes, CTC does work hard, especially from our local level, to promote all the benefits listed on the first card, but perhaps it needs a 'punchier', more easily absorbed message on its own cards of the second type. (To C&NW's credit we had separately stamped on its website and Facebook links.)

More frustration.

I note that while Roy Spilsbury (suitably armed and riding his white charger bicycle) is once again taking on the obstructive 'black knights' in the shape of the local authorities of the North Wales coast - this time regarding cyclists' access to Conwy - over in Neston, his counterpart Peter Williams, has submitted his comments on the proposed Neston Town Plan. Putting the Council right on some parts (they should have known better) he once again points out the dangers to cyclists of the A540 and the fact that in Safe Routes to Schools, there is no mention of (the soon to be rebuilt) Neston High School. This is a very large secondary school drawing from a wide area with numerous buses and very many cars accessing the site daily. It has always seemed strange to me that the 20mph speed limit of East Neston ceases on the approach to the school about two or three hundred yards before the school gates. A singular lack of 'joined up thinking' it would seem.

So with, I hope, my thinking joined up I hope to see more of you on the road this year. Happy cycling!

Mike Cross



Tech Tip No. 1



----- ooOoo -----

When I get a puncture out on the road, I always just change the tube and take the punctured unit back home to mend 'on a rainy day'.

Of course this hasn't happened yet even after several years but I have a huge challenge now that the quantity of offenders has built up – just where was that puncture?

So, Dave Statham suggested putting a knot in the punctured tube so the location of the hole would be easy to find.

Great idea so now I won't have what looks like a vat of jellied eels and need to test each one again to find the puncture!



----- ooOoo -----

Letters to the Editor



A regular topic for 'the Link', so now is your opportunity to tell us what you REALLY think!

We have 1700+ members in our area all with their own opinion on matters, so tell everyone

what you think, what irritates you, your good ideas, etc, etc.

State of the roads

I have had dealings with North Wales County Council both in a professional capacity and as a Private individual, for some thirty years. Unfortunately I have found their Highways Department to be lacking professionalism, integrity and worst of all no apparent 'Duty of Care' ethic.

I have a medical condition that will degenerate; I have been told that to slow that degeneration and to give myself a better quality of life, to exercise. The best form of exercise for me is cycling. I love my cycling; generally I have been sticking to the unclassified roads around the south of Denbighshire. I have watched over the past ten years as the roads in the south of the County fall apart. However not only do I have to contend with potholes, rocks and large areas of missing tarmac, I also have to put up with manure, thorns and other associated detritus. Last October, November, it was more or less a puncture a ride, one day three punctures and a new car tyre at a cost of £85. Then there is the mud; one particular farmer does it every year on the same stretch of road, it is literally ankle deep. The County know this; I think they have even used a picture of the road in their own booklet. The mud is still there, the number of skid signs has increased from two to four, they insist they have done everything that is reasonable, I disagree.

I have had quite a few dealings with my County Council, over the issue of thorns, mud and detritus. The County have enough powers under the Highways Act to deal with those farmers who leave the public highway in a dangerous state. I know quite a few employees of the County Council, not personally but by reputation and previous contact. I also know who my local County Councillors are, all are local, most are farmers. Many use the same contractor who also does work for the County. I leave you to draw your own conclusions. At a recent meeting between myself and officials from the Highways Department I asked if there had been any prosecutions, the answer

was "No". For whatever reason the County Council will not take on the persistent offenders, when it comes to the thorns and mud, I personally feel this is a dereliction of duty.

Potholes - The County Council will not repair the roads as per the National Guidelines. To quote a senior Highways Manager, at a Parish Council meeting - "National Guidelines are irrelevant".

I personally use the CTC sponsored web site 'Fillthathole.org'. I would urge all members to have a look, give it a go, it's easy. My local County Council positively ignore it, fine; I can live with that, because I now know that when I damage my car, or fall off my bike because of a pothole, I have a good chance of taking successful legal action against the council because it's recorded. I claimed against the Counties insurers last year, they settled on a full blame basis, why? It was all recorded. The County will very soon change their negative policy when their insurance company tell them to fix their potholes.

I know I have been an absolute pain in the saddle to them and I will continue to be so. Sorry but it is personal!

I don't want this to take over my life! I don't want to be a bore! But if I come off my bike, I generally break something (broken wrist January) if my bike breaks whilst I am out I can be in serious difficulties, so I am evening the odds and trying to get the County to behave responsibly. Don't get me wrong I know there are going to be potholes; I know there are going to be thorns and mud sometimes it adds to enjoyment of the ride! What I object to is the fact that where it becomes avoidable, where it is persistent, where it should be cleaned and fixed and it's not, and then I seriously object. **Rob Davies**

Ed - So CTC Team, let's see if we can, as a group, do something this; what say YOU, yes, YOU!

*In fact **Cherry Allan**, the Campaigns and Policy Information Coordinator has asked to be kept in the loop - email: cherry.allan@ctc.org.uk*

Riding in Groups

Due to the increasing numbers turning up for club runs over the past few months it has become necessary to form two groups on the road. Sometimes these groups can number up to about ten, and although most riding is done in single file except on quiet lanes, difficulties can still arise for passing vehicles, as they have to pass the equivalent of about three vehicle lengths to fully overtake. On winding



Letters to the Editor cont'd

but busy country lanes this can mean some impatient drivers will be unable to achieve this in one go and will be forced to pull back in whilst in the middle of an overtaking manoeuvre, forcing part of the cycling group to take avoiding action, or worse still, will 'squeeze' past the front riders to get back in to avoid a head on collision with an oncoming vehicle, This has happened to me when being at the front of a group, and is very intimidating.

Given a generally growing acceptance of cyclists on the road, if only through numbers, would it not be more appropriate for groups up to about eight to ride two abreast, so that motorists would have to make a proper overtaking manoeuvre as that needed to overtake other vehicles i.e. pull out, pass, then pull in again, as the group being overtaken would only take up the length of a large car or van. (Ed - Rule 66 of *The Highway Code?*).

I know that certain local cycling clubs already do this, and given that their speed and group riding skills may be higher, it seems to work for them.

Share the road should mean just that, not be content to share the gutter! **Alan Oldfield**

In Case of Emergency

Here are an additional couple of bits of information relating to or Tech Tips No 2 on page 31 of the recent Link magazine (excellent publication as always!)

ICE - In your 'Contacts' list on your mobile phone store a couple of ICE contacts - its stands for 'In Case of Emergency'. It's an indication in your list of contacts who the emergency services contact should you become unable to use your phone yourself.

Emergency services are recommending using this abbreviation for storing emergency contact information and it's likely they will use this info if it is stored in your phone. There is one major drawback however; lots of people lock their phones so the emergency service wouldn't be able to access the information

Use 112 to contact the emergency services. 112 is the number for contacting the emergency services from anywhere within Europe (and some places outside the EU too). The number is programmed into mobile technology to activate on any service provider even if your provider has no signal. 112 will pick up the strongest mobile signal and connect to the emergency services.

You can also register your phone to text 112. This video on You Tube explains everything. Well worth our ride leaders and others knowing about it.

["Help Me" The Secrets of using 112 on a mobile phone in an emergency/accident](#) **Mark Jones**

Ed - awesome: thanks Mark, done it and registered.

ID Tags



I don't know if you have room for this letter in the next edition but the photo does show that The Link is very useful and informative (and proof that I read it). **Glennys Hammond**

Chris Boardman's View – No: 1

Dear Editor, I have the following comments arising from the Christmas 2014 issue;

Helmets - it seems to me that common sense indicates that wearing a helmet will very probably do me more good than harm if I have the misfortune to fall off my bike and bang my head.

The case for wearing helmets is therefore unanswerable as far as I'm concerned, though I do not think that they should be compulsory as it is important that people should take responsibility for their own safety. We can do without any more nannying from the state - there's far too much of it as it is in all walks of life.

Question: How do adults riding without a helmet and insisting that their young children wear one, explain this illogical attitude?

Clothing - Yachtsmen wear waterproofs and life jackets, the vast majority of such items being yellow and incorporating light and reflective stripes. Why? Because they value their lives and know that it is hard to see a dark object in relatively calm water in daylight more than 50 yards away, and in rough seas with breaking waves, even small ones, it becomes very hard indeed; at night it is impossible.

Serious hill walkers and mountaineers wear brightly coloured clothing so that in the event of trouble they can be more easily seen by their rescuers.

The visibility of cyclists on the road is a subject that has been much discussed recently at elevenses since we are all aware of the difficulty that many of us have



Letters to the Editor cont'd

in seeing cyclists at dusk, dawn and in overcast, dull and/or wet conditions when we are driving cars.

Why do a sizeable minority of cyclists apparently try to hide themselves whilst riding by wearing dark clothes? Are they ashamed of something? Have they no regard for their own or other people's safety?

I have just spent ten minutes or so trawling through various websites looking at cycling clothing, and before I did so I was of the opinion that 99% of all non-waterproof clothes (bibs, shorts etc) were either all black or very nearly so. I now see that I was wrong; there is a wide variety of coloured non-waterproof clothing available, so why is so little of it worn by the small number of irresponsible cyclists we see (often at the last minute), especially in the winter when visibility tends to be lower?

Every week I come across idiots riding in dark clothes when visibility is poor, making them hard to see; why oh why do they do it? Have they not heard of Sam Browne reflective belts or yellow lightweight tops? Some, but not all by any means have lights, though these are often difficult to see in dark conditions if there is oncoming traffic with lights on.

It is all very well complaining about dangerous car drivers, but many of us make life more dangerous for ourselves on the road than it need be, and wearing dark clothing is high up on the list of the foolish risks some of us take.

I am not naïve enough to think that wearing a helmet will prevent all injuries and that highly visible clothing will absolutely prevent us from being involved in an accident in the first place, but as it is indisputable that they may help to avoid such events, surely we should do what we can for our own and our families sake, as well as for others who may be involved.

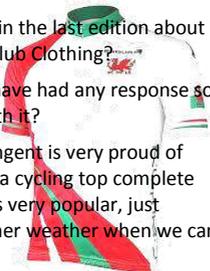
Yours etc, **David Ackerley**

Club Clothing

Ed - Remember the request in the last edition about changing the design of the Club Clothing?

Well, neither Glennys nor I have had any response so I guess everyone's happy with it?

I know that the Welsh contingent is very proud of their heritage and the Endura cycling top complete with the red Welsh dragon is very popular, just looking forward to the warmer weather when we can all wear them!



Chris Boardman's View – No: 2

Dear Ed - re your requests for comments on the Chris Boardman interview I offer the following.

Searching for "helmets" on the CTC website will lead you to a 12 page CTC campaigns briefing titled "Cycle helmets." It contains many links and references substantiating its own and presumably Chris Boardman's position, and a summary is as follows.

"CTC is opposed to both cycle helmet laws and to helmet promotion campaigns, as these are almost certainly detrimental to public health. Evidence shows that the health benefits of cycling are so much greater than the (relatively low) risks involved, that even if these measures caused only a very small reduction in cycle use, this would still almost certainly mean far more lives being lost through physical inactivity than helmets could possibly save, however effective".

As I see it, CTC is looking at the cycling big picture and I can find no reason to deny credence to its argument that the mandatory wearing of helmets will result in significantly fewer riders and a consequent reduction in "nation fitness". However I am not so naïve to believe that a helmet will save me should I be in collision with a vehicle or should I take a bad fall going downhill at speed. What I can say with certainty is this. As a relative newcomer to cycling compared with some, I have to admit to coming off my bike in a serious mode only four times. On three of those occasions I certainly suffered a head impact and after the last event I was in cloud cuckoo land for a couple of days (although some might say that's "mode normal"). From conversations with colleagues from time to time I believe that there must be many, many such unrecorded incidents out there but none of them will be included in the statistics referred to by Chris Boardman.

So I am happy with the CTC recommendation that I make up my own mind and I have and I wear a helmet. Unless a specific survey is carried out the statistician cannot present a statistical argument for the effectiveness of the protection of the head by wearing a helmet from injuries that might occur from these "routine" and unrecorded spills. They can be minor in severity but unfortunately sometimes more significant and after all it is my head that might suffer on impact from a spill and not the statistician's.

Brian Lowe

----- ooOoo -----



The North Sea Route

(Continuing on from Alan's article from the March 2014 edition)

Stage 1 - England, 30th June-13th July, 2002

On previous trips, we have flown long haul routes before starting cycling from a foreign airport. This one started at our front door, wobbling down on heavily laden bikes from our drive in Neston. We intended to cross the Pennines and join the official Sustrans route 1 near Selby, Yorks and visit friends nearby. Although, we had been cyclists and campers for many years, this was the first time that we had cycle-camped in England.

We had the benefit of a westerly wind, strengthening during the day. We also enjoyed only light traffic due to the football World Cup Final. Via Ashton, Hatchmere, Norley, Sandiway, Lach Dennis, Cranage, Goostery, Withingham to Macclesfield, we were on familiar roads. We followed signs for Buxton.

Through Buxton, we found our campsite without difficulty. It was a pity that we found it at all. Our unanimous grading was 'just above grotty'. We erected our tent just before it started to rain. Rain continued during the night. We had total confidence in our Saunders Spacepacker tent, having been thoroughly tested in Iceland. Our 'waterproof' maps were to be tested later.

In the morning, it was still raining, so we packed the wet tent, setting off under heavy, grey clouds, but with the tail wind. It was extremely tough cycling in the Peak District, more so, burdened with wet weather gear. We knew Strines moor would be a strain (sic humour). We walked several sections, including a one in four. Near Penistone, we encountered road works, rough surfaces and heavy traffic, but near here we camped. We waited in a greenhouse until the rain abated, for a hasty tent erection. Our average speed was 13.2kph (8.2mph).

The next day, we knew must be mainly downhill. The Trans Pennine Trail map showed much detail, too much at times, but no indication of heights. We were passing through an area of densely populated urbanisation. But on the scenic Don Valley Trail, there was no sign, nor sight of Doncaster, nor any of its population of 300,000. We were keen to visit, as we

needed shopping, so we had to retrace, after being told we had passed it. Constant reference to our map (we really needed a handlebar mounted map bag), awkward gates, and continuous rain, made for a frustrating and arduous day. We were pleased to arrive at our friends' home.

From here on, we expected easier riding on flat roads, but still it rained. We continued on our way over a level crossing, so we were confident that we were on course, but shortly afterwards came to an unsigned junction and guessed our route. This was our worst navigation error to date. We were on an airfield perimeter which was potholed and seemingly abandoned. There were no intercontinental flights from here, it was a gliding club. There were no signs and no one to question. We could not find an exit. Eventually, we saw the A19 and joined it, with 2 miles to Selby. So we had cycled 19 miles in order to save 4



miles on the A19. This was known as V718 in our time trialling days, but we had no wish to use it today. Further on, a torrential downpour flooded the road ahead and caused another unintended diversion in sight of the Humber Bridge. A country park picnic area did not appeal. We wanted only to cross the bridge. Unfortunately for us, it was not so easy. The North Sea route and the Trans Pennine Trail went their separate ways and the A63, A164, A1105 and the A15 converged. It was not pleasant competition, but the easiest option was to use the cycle lane on the A19 to cross the bridge.

After four days, 348km and persistent rain, we had arrived at the North Sea Route. **Alan Johnston**

----- 0000 -----



I decided to make my password "incorrect" because if I type it in wrong, my computer will remind me, "Your password is incorrect."



Scouser inspires The Tour de France

An article in the Aug-Sep edition of the C.T.C. magazine 'The Home Front' by David Birchall got me interested in finding out a bit more about the Anfield Bicycle Club (ABC). It's one of the oldest active clubs in the world and shares its origins with the C.T.C. The club was founded in 1879 by John Houlding. He was a brewer and Mayor of Liverpool and he was also one of the founding fathers of L.F.C. 1892 (how come he wasn't made a saint?). The article covered the part played by cyclists during WW1. The war decimated many clubs, some disbanded, and others including the C.T.C. emerged with fewer members. By the end of the war 44 A.B.C. members were on the roll of honour, a third of their membership. I am aware this poem was in the article but I found it so moving, so here it is:

Far from the Cheshire roads he loved
Our fallen comrade lies
The sun, the sky, the pleasant fields
Shut from his darkened eyes.
At duty's call he left his home
His wanted joys forsook
To help his country's noble cause
His life in hand he took
No more we'll read his witty notes
Laugh at his pleasant jests
His voice is now forever stilled
His pen forever rests
No more he'll tread the spinning wheel
Life in each humming spoke
His frame discarded rusting lies
The chain of life is broke
But though he's lost the race with death
(A race that none has won)
Sure the almighty judge will find
His shortened course well run

The ABC had a great reputation for pioneering long distance cycling they had the best in the world in George Pilkington Mills he held seven records in one year, at 19 in 1886 he rode a penny farthing end to end in five days, he went on to hold the record over the same course on a modern bike, a tandem, and a three wheeler. Mills turned his attention to France and won the first Paris to Bordeaux in 1891 it's said this inspired the French to start the Tour of France. Mills was also a crack shot and while in training was so bothered by dogs chasing him (dog lovers look away) that he shot five with his colt revolver! For more info www.anfield.co.uk **Chris Byrne**



Sarah & Martin's 'Little Trip'

So when I reached retirement age in 2013 I had to make that so, so important decision, the same one we all (hopefully) have to make. Do I cut down on my working hours or do I retire?

Although I really enjoyed my work, travelled the world and found it most interesting, there were things I had to 'tick off' on the Bucket List. As the person upstairs hadn't given me any idea when he (she?) was going to call in my number I thought it wise to take the opportunity while I could, hence I fully retired.

That opportunity was to extend our normal 2/3 week touring trips into a somewhat larger expedition. This was to be coupled in with meeting up with some of my old business contacts on our way around Europe.



So, the plan was set. The first thing we did was to mark a series of straight lines between points on a large map of Europe. We then interrogated the internet for points of interest and campsites around those direct lines. These were then transferred onto Garmin Basecamp for route planning in detail and then downloaded onto the Garmin 800 Sat Nav. The whole route was via GPS, all 127 stages of it – this is why the resultant data is so accurate. Every kilometre, route, speed and all ascents were recorded for future reference. Progress was checked daily at the end of the day and downloaded onto the Windows tablet with suitable backups.

Ed – see later article on 'Garmin – Friend or Foe?'

This 'policy' was also adopted for the photos taken along the way – all done on a GPS enabled camera. You know what it's like after a long holiday; you can't remember where the various locations were! Now I can look at the photo, click on it and it shows me when and where it was taken. Loads of things to do now during those long dark evenings!

So Just a quick 'overview' of Sarah's and my little tour over the summer. We kept the blog up to date



Sarah & Martin's 'Little Trip'

..... cont'd

pretty much, so those that were able, could see the daily progress on the internet and the little 'challenges' that beset us.

www.sarahandmartin.vpweb.co.uk

The bikes were brilliant AND no punctures! All we did was to keep the chains cleaned and lubed, renew the brake pads and just swap my tyres from back to front and vice versa. The brake pads needed replacing because of the weight of the bikes (mine 51kgs and Sarah's 47kgs) and trying to slow down on the pretty impressive descents.

I'm more than willing to 'serialise' the whole trip over the next few editions of The Link if the readers would like, after all, we have over 4,000 photos taken during the trip! Just drop me a line and I'm sure we can work something out.

I've only included a few photos so as to give you a taste of where we went and what we saw. I'll include an article in the next edition showing how we catered for all the electrical and camping requirements. Any questions about the trip, the bikes, the countries, the kit we took etc etc – just shout!

Martin & Sarah

The Bikes

Description	Sarah	Martin
Manufacturer	Thorn Cycles	Thorn Cycles
Model	Club Tour	Club Tour
Size	22.5"	24"
Frame Material	Reynolds 725 steel	Reynolds 725 steel
Forks	Reynolds 531	Reynolds 531
Colour	Blue	British Racing Green
Rims	Mavic A319 Silver 36	DT Swiss TK540 Black 36
Luggage Racks, Front & Rear	Thorn Expedition steel	Thorn Expedition steel
Front Hub	Schmidt SON Dynamo	Schmidt SON Dynamo
Rear Hub	Deore	Hope
Tyres	Schwalbe Kojak	Schwalbe Marathon Supreme
Tyre Size	700 x 35	700 x 35
STI Levers	Shimano Tiagra Triple ST-4503	Shimano Tiagra Triple ST-4503
Brakes	Shimano Ultegra CX-70	Shimano Ultegra CX-70
Chainset	Deore Triple 26/36/48T	Deore XT Triple 26/36/48T
Pedals	Shimano M540 MTB	Shimano M540 MTB
Front Mech	Shimano Tiagra Triple FD-4503	Shimano Tiagra Triple FD-4503
Rear Mech	Shimano Deore	Shimano XT
Cassette – 9 speed	IRD Comp 12-32T	Shimano Deore HG50 11-32
Saddle	Specialized BG 143	Selle Flite Genuine Gel
Seat Post	Thorn Alloy	Ritchey Pro
Stem	Kalloy AS-009 1 1/8"	Bontrager
Lights	Busch & Muller LED	Busch & Muller LED
Electrical Power Storage	Dahon ReeCharge	Dahon ReeCharge/Voltaic Solar
Luggage, Front & Rear	Ortlieb Plus, Graphite Grey	Ortlieb Plus, Red
Navigation/Computer	Garmin 705	Garmin 800

The Trip 'Stats'

The European Tour – May 14th – September 17th, 2014

Distance: 7,473.17kms

Days Away: 127

Nights camping: 96

Bed & Breakfast: 5

House: 1

Climbing: 49,842mtrs

Days cycling: 112

Hotels etc: 21

Nights on Ferry: 2

Barrel (!): 2

Countries visited – 17

Netherlands, Germany, Poland, Czech Republic, Hungary, Slovakia, Romania, Bulgaria, Macedonia, Serbia, Kosovo, Montenegro, Albania, Croatia, Italy, Austria, Switzerland

**Sarah & Martin's 'Little Trip'
..... cont'd
Just a 'flavour'**



Our 'home' in the Netherlands



The 'Barrel' in Germany

Typical Polish roads



Road went from tarmac to this in Poland!



And then the road disappeared altogether in the Czech Republic

Another steep one – this time in Serbia!



Good morning Italy!



Hello Croatia



Sarah descending in Kosovo



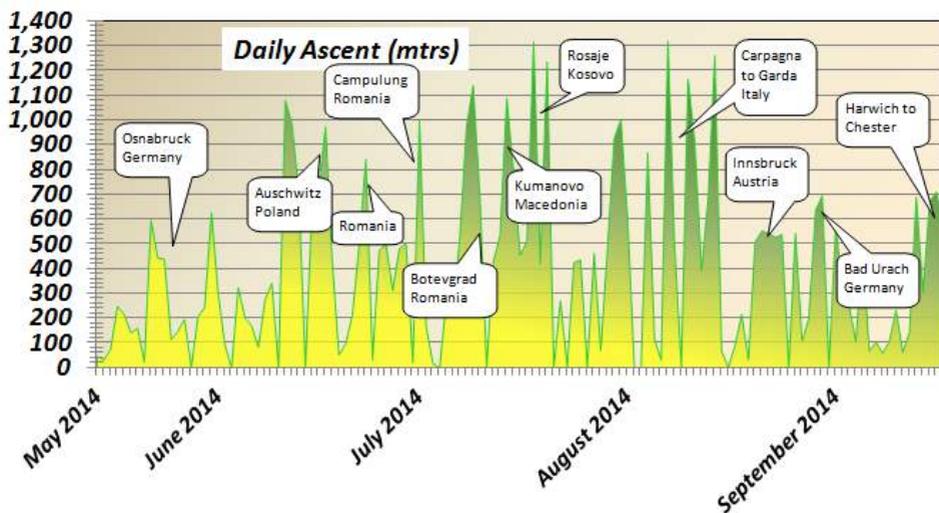
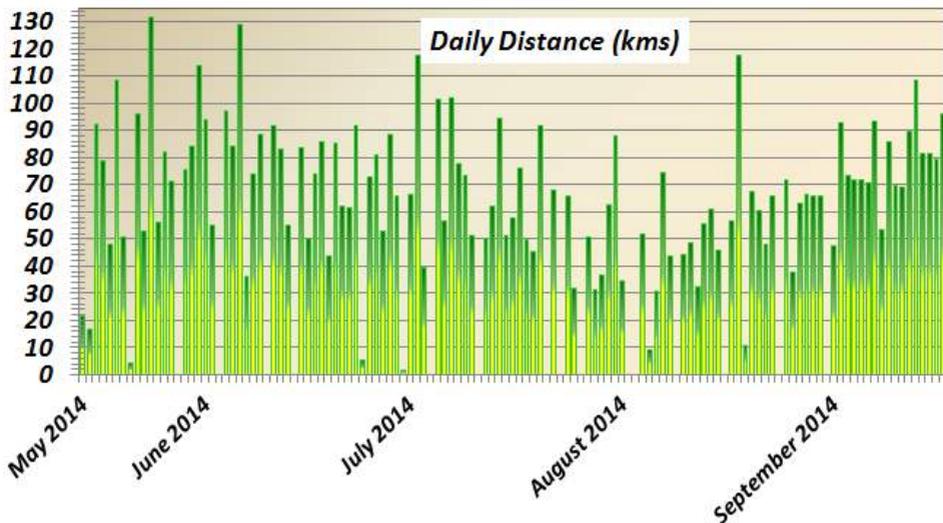
Still a Serbian 'war zone' for some!



Goodbye Bulgaria

Sarah & Martin's 'Little Trip'

..... cont'd



----- ooOoo -----

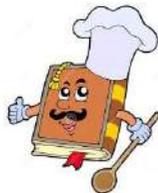


- When I was a kid I used to pray every night for a new bike. Then I realised that the Lord doesn't work that way, so I stole one and asked him to forgive me.

- My Dad used to say 'always fight fire with fire', which is probably why he got thrown out of the fire brigade.
- Right now I'm having amnesia and déjà vu at the same time. I think I've forgotten this before.
- If at first you don't succeed, skydiving is not for you!

Cycling Recipes

Shirley's Awards Committee Shortbread



- 4 oz Butter (Best) or Lurpak spreadable (Just about acceptable)
- 4.5 ozs flour.
- 2 ozs sugar.
- 2 ozs ground almonds. If nut allergy is a problem it is OK to omit the almonds.
- 1 teaspoonful of ground ginger.

Blend all ingredients together until smooth. Roll to ½" thick, shaped to fit your tin.
Bake @ 170° C/325° for about 20 minutes.

This shortbread has kept the C&NW CTC Awards Committee of David Ackerley, Mike Cross, and Arthur Miller fuelled for many meetings! 'Shirley' is Shirley Ackerley who not only ensures the vital shortbread supplies for the meetings, but also is a great supporter of C&NW CTC helping out with teas, coffees and in a myriad of other ways at local events.

----- ooOoo -----

Ilkley Tour Ba Tat



The Tour de France in England was something I was really looking forward to, so much so I booked a site for our tent 12 months in advance. It was in Silsden near Ilkley and the first two stages went past within a



mile or so. Sooner than wait for it to pass our site we decided to ride into Ilkley and watch it there as in the park they had a hub and you could follow the tour on the big screens and have a pint. There were four of us and we met my lad's mate for the two stages, he came up from London. The only snag was our campsite felt like it was on the top of a mountain, great coming down, but after a few pints and a Yorkshire pudding!!! The more serious disappointment was of course what happened to Cav on the run in at Harrogate when he crashed out in front of his mum as well. The atmosphere was brilliant, the Yorkshire people were making it a day to remember, they had bunting everywhere and there seemed to be old bikes painted yellow hanging from every lamppost. I know the riders flash by but the build-up and all the support cars and police bikes all add to the occasion. The second stage was going through Addingham, so it was down the hill again, we left early as we wanted to visit Bolton Abbey about two miles away, we only just got back before they

closed the roads off. Addingham did have a big screen but you had to pay, so we found a pub with a big telly and that was great. On the third day we drove over to York where we had booked in to the Y.H.A. for four nights. We had picked up a good cyclists map in the tourists info and we followed a route to Stamford Bridge where we saw that Harold had had more success than he did at Hastings. We then carried on to have our lunch in Pocklington. We did about 50 miles on nice lanes and in good weather. The next day we followed an old disused railway line south to Selby Abbey, well worth a visit. A shorter ride but again in fine weather. On the Wednesday we had arranged to meet and ride with the Wednesday Wheelers of York C.T.C. There were about 16 of them and they informed us that we were joining them on their longest and hardest ride of their season! Dohh!
The route was up onto the North Yorkshire Moors to a place called Hawnby. They were



a real friendly group and we got to know them at a coffee stop in Easingwold. After a while we spotted a huge white chalk horse carved into the top of the moor, I wanted to take a picture but was told we



Ilkley Tour Ba Tat cont'd

would be going right past it. We had to climb about a mile up a 23% hill and at the top I didn't have the strength to press my camera shutter. To get to the pub for lunch was brilliant. It's the longest downhill I have ever been on. It must have been three miles



long, what a buzz! There was a climb back out but not that bad. The ride back to York was broken up with a nice stop in Helmsley, riders were peeling off as we entered York as they all came from around the city but they stayed with us till we were at our digs. A



pub near the Y.H.A. was where we went for a meal and watch our country fail in Brazil, the manager produced old records of the Wednesday Wheelers when they used to meet there years ago. One of their members was probably the countries best woman cyclist, Beryl Burton. I would highly recommend the York Y.H.A. and if you wanted to go self-catering the facilities are great, some of our members met our Yorkshire friends on the birthday rides and they agreed eh bah gum thas right gudens them folks up north! **Chris Byrne**

----- ooOoo -----

Cycling First Aid Advice from Paramedic Steve

The second in the series



Cycling First Aid, Wounds and Bleeding

My favourite saying when training Paramedics is "Keep the Red Stuff inside the Casualty"

As most cyclists know, red blood cells carry oxygen. Well, they can't carry oxygen to the brain if they are all over the tarmac or forest floor!

It is better to lose a limb than a life, a patient will bleed out faster and die i.e. in less than 3 minutes if the femoral artery is severed than a blocked airway which after 3 to 4 minutes the brain will start to die without oxygen.

1. **How do you assess/identify bleeding that requires treatment?**

All bleeding is bad it is the type that causes the problems i.e.

Arterial blood pumps out and is the hardest to control.

Venous Blood pours out and is easier to control.
Capillary oozes out and a simple dressing would normally sort that out.

2. **What are the different causes/types of bleeding?**

- Contusion or bruise
- Laceration tearing of the skin
- Incised a clean cut
- Puncture or foreign object
- Road rash

3. **What are the major possible complications of bleeding to watch out for?**

Shock is the major complication. I have described it as a 'Falling Lift'. That is, initially the patient is disorientated or, confused, then the body compensates by causing the heart to pump faster, the breathing to speed up and the outer skin is emptied of blood. If the patient cannot cope with the amount of blood being lost then they start to feel faint. If things do not improve the patient becomes Cyanosed (blue) and the passes out unconscious, and if left will die.

The good news that the rescuer can stop or slow down the 'Lift' by keeping the Red Stuff within the casualty.

Cycling First Aid Advice cont'd



4. How can you tell when a bleeding wound requires hospital treatment?

When you cannot stop it from flowing

When there are complications such as internal injuries or fractures.

5. What should you do to reduce blood loss?

!!! P E E P !!!

Position the patient

Examine and expose the wound; do **NOT** remove the object as it forms a plug and stops blood leaving the body and you may do further damage, remember the Malaysian cyclist? They left the splinter in overnight so they could save his leg. See photo.

Elevate the wound above the heart providing there is no fracture.

Pressure either directly with a clean dressing or indirect pressure if the casualty's life is threatened.



6. How should you treat/dress the bleeding wound?

Natural arrest of bleeding occurs in the casualty without a clotting disorder within 5 minutes.

By applying a clean dressing you are giving the damaged red blood cells something to form a clot against. A Buff would do the job.

By elevating the wound above the heart you are allowing gravity to assist the slowing down of the delivery of blood to the wound and thus reducing pressure.

In extreme cases then you can apply indirect pressure to the Brachial Artery, it is under the bicep muscle in the upper arm or to the femoral artery as it crosses over the pelvis within the top third of the groin, these are to be applied until the blood stops leaving the body and should be released as soon as it is safe to do so.

Paramedics now use tourniquets to keep casualties alive.

Always leave the object in place as you can cause further damage this was left in until the following day by the Doctors until experts had arrived at the hospital to remove the splinter or as Chris Boardman called it 'a small spear'.

Have a listen to Steve on this podcast from the Bike Show talking about 'Keep the Red stuff in'.

<http://thebikeshow.net/keep-the-red-stuff-in/>

In the next edition will be "The Curse of the Fractured Collar bone!"

Steve Evans

Paramedic Training Manager
Cyclist and CTC member
[twitter@paramedicsteve](https://twitter.com/paramedicsteve)



Smile – you're on camera!

'Snippets' from the helmet cam

I don't know who was more startled, me or the cat – 9 lives eh?

Taken at the beginning of March between Saltney Ferry and the railway bridge



----- ooOoo -----

----- ooOoo -----



WCW 600k Audax

The **Windsor Chester Windsor 600k** is rather an historic Audax being the first 600k event run in the UK and after a gap of around ten years it was back avoiding the main roads that had caused its demise in the first place. Living on the outskirts of Chester near Tattenhall I rather fancied the ride, it was just a shame it wasn't in reverse and I could have avoided the drive down to Windsor... and the drive back...



I left Windsor at 7am with a fairly large group of riders in glorious sunshine on the start of a 620k or 383 mile ride to Chester and back over what was a much more scenic route than expected. The GPS was showing over 5000 meters of climbing at the end (16500ft) which isn't bad for a flat ride!!

The first few hours were rode in the big group at a very decent pace heading through the beautiful Henley of Regatta fame on Thames before crossing just below Oxford and into the Cotswolds. The Cotswolds were a real delight to ride through with quite lanes beautiful villages and many an undulation



to keep you from getting bored.

The route was inspired as it managed to avoid most large towns of note and made it way through beautiful Cotswolds Villages

skirting before heading near Kidderminster and up towards Telford – it didn't quite manage to avoid Telford....

At Telford (230k) I just bounced the food control and pushed on alone to Chester riding right past my

house before getting to the control in Chester around 12 hours after leaving Windsor. The Chester control (300K) was manned by a few of the Chester and North Wales CTC who cared for us perfectly before pushing us once more into the by now dark of the night. I opted to make a slight detour – adding about 20k to the ride – and went home for a shower and change of clothes and a few hours' sleep.

I think the hardest part of the whole ride for me was getting ready to leave my house at 3am into the dark and expectant Hurricane Bertha. Well it was a bit windy but nothing you could call a hurricane and no rain. Yet!

The next leg was rather slow in the dark to Upton Magna near Shrewsbury which was reached just as Hurricane Bertha arrived! It still wasn't that windy but blooming hell did it rain, and rain. The next few hours were not the most pleasant ever spent on a bike as the route wound through Ironbridge and



south towards Kidderminster with roads so flooded they had become tidal in places. The rain stopped sometime, I can't quite remember when and the wind got up and promptly changed direction from a modest headwind into a rather fine tail wind! The last 150k or so was certainly wind assisted!

Back through the Cotswolds was just a delight second time around although the undulations just seemed a bit bigger with a few miles in the legs, and I had transient company for most the ride back to Windsor, it is cracking riding country. Also passed a fellow rider who had both shifters fail so was reduced to a single gear. They breed Audax riders pretty resilient!! A few people of questionable sanity were riding on fixed I suppose anyway. Why???

For me probably the finest part of the ride was before and after Henley on Thames, I recognised some of the



WCW 600k Audax cont'd

climbs from riding down to Surry a few years ago and it was just beautiful views bathed in sunshine and in fine company having managed to latch on to a small peloton.

Windsor was reached and food and a cuppa where most welcome. Windsor Chester Windsor is a highly recommended 600K and an inspired route, hopefully

one to stay in the Audax calendar. But don't get thinking it's flat!

Many thanks to the many riders I shared the road with. It is always an inspiration to ride the long stuff with such fine people. And an even greater thanks to the organisers and helpers who give their time so these events can take place. **Joe Jord**

----- ooOoo -----



After having dug to a depth of 10 feet last year, French scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.

Not to be outdone by the French: in the weeks that followed, American archaeologists dug to a depth of 20 feet before finding traces of copper wire. Shortly afterwards, they published an article in the New York Times saying: "American archaeologists, having found traces of 250-year-old copper wire, have concluded that their ancestors already had an advanced high-tech communications network 50 years earlier than the French."

A few weeks later, 'The British Archaeological Society of Northern England' reported the following: "After digging down to a depth of 33 feet in the Skipton area of North Yorkshire in 2011, Charlie Hardcastle, a self-taught local amateur archaeologist, reported that he had found absolutely b ... all. Charlie has therefore concluded that 250 years ago, Britain had already gone wireless."

Just makes you proud to be British doesn't it?

----- ooOoo -----

Remember 'The Chain' – Page 12? Glynn Jones does!



A nice photo of the 'Balmuir Café'. It was indeed situated where the Balmuir Garage is today.

It was popular and well used by cyclists – a stopping



point for the Wirral and the Merseyside clubs, I can remember riding in a CTC 24 hour event in 1953, starting at Birkenhead then to Aberystwyth and back. The 'Balmuir' was used a checkpoint on both out and back legs. Also the 'Milk Bar' in Chirk was used as a check point – that is still there.

At that time in the early '50's I was a member of the Wrexham Premier Road Club and we used the Balmuir for committee meetings to select teams to enter the various races.

One race I remember, used the Balmuir as changing rooms for an event which took in the Horseshoe, Nant-y-Garth and The Bwlch, finishing in Wrexham by the Football Ground. This event was organised by the North Wirral Velo Club. Happy days! **Glynn Jones**

----- ooOoo -----

Chester Cycling Campaign

Cycling is healthy, cheap, fast, and clean. It could be a key part of solving our transport problems and ensuring the prosperity of Chester. The Chester Cycling Campaign is working towards a better, greener city by making cycling a safe and attractive transport option. The Campaign



supports the work of 20's Plenty, a national organisation formed to campaign for the implementation of 20 mph as the default speed limit on residential roads in the UK.

We are also campaigning for:



Chester Cycling Campaign

..... cont'd

- 100 kms of cycle routes around the city
- Safe routes to schools
- Better city centre access
- Two-way cycle flows on one-way streets
- Free carriage of bikes on trains
- Better bike parking facilities
- Safety improvements to the A540



Historically, the Campaign fought hard against the Chester Deeside Transport System, enabling Sustrans to build the Millennium Greenway NCN Route 5 through Chester. We also campaigned for Chester to win Connect2 monies which were used to extend this route to Mickle Trafford.

Recent Campaign activity has focussed on the creation of a new Cycle Friendly Supermarket Award

which was awarded to the Morrison's Supermarket in Saltney. We have also met with local councillors and senior managers in Cheshire West and Chester Council in an effort to influence priorities for infrastructure developments. Our long-standing campaign to improve safety on the A540 around the Eureka Cafe has led to incremental improvements with hopefully more to follow.

As a local cyclists' pressure group, we have been pleased to see a number of our desired changes come to fruition recently, including:

- Right turn for cyclists at the top of Canal Street
- Contra-flow cycling in Garden Lane
- Extension to the shared footpath by junction 10 on the M53 along side the A 5117
- Anticipated reinstatement of the right turn for cyclists from Upper Northgate Street into Delamere Street

The Campaign's website is a valuable resource of cycling content related to the city of Chester and its environs. Link readers are encouraged to explore the site which includes all of the latest information about cycle path closures and openings around the city:

CTC members can join the Chester Cycling Campaign and support our work on behalf of Chester cyclists for only £5.00 per year. It is easy and quick to join online on the website! <http://www.chestercyclecity.org/>

----- ooOoo -----

Harry 'The Bike' or is he?

As I promised in the last edition of *'The Link'*, I paid our old friend Harry Watson another visit to his home in Aston to find out what really makes Harry 'tick' and what a delight that afternoon was!



You will see from the title of the article (Harry 'The Bike' or is he?) that there is a question mulling around in my head. Sure, there's no question that Harry has achieved a phenomenal mileage riding his bike (700,000 miles+) but this feat only scratches the surface of Harry's full and most interesting life. Born in Birkenhead in 1928 Harry has always been a local man and married his Celia, two years his senior, in 1954 and they have shared their life ever since.



Harry & Celia have always cycled; their claim to fame is that they have covered over a million miles between them without ever having bought a gallon of petrol! Even when their son Colin came along he travelled by sidecar next to the tandem with Harry and Celia.

Harry 'The Bike' or is he? cont'd

Always in engineering, Harry worked in a number of companies around the area starting in the docks and finishing up at BNFL Capenhurst until his retirement and always, ALWAYS going everywhere by bike although in the winter Harry did resort to his trike. National Service in the Royal Engineers saw Harry stationed in Benghazi 1947-1948 so filling out the Palmares. Celia on the other hand was a 'dab hand' in the local Flower Nurseries.

During this time, except when Harry cycled to work, Celia went everywhere with Harry, their cycling exploits and achievements unachievable by mere mortals!

We already have Harry 'The Bike' and this is where I discovered Harry 'The Diarist' – Harry has documented every ride he's done (and still doing!) resulting in a whole library of diaries, maps and journals all neatly stored and catalogued. All Harry's rides are plotted out on his maps and the distances measured accurately and duly noted. This is how we know that Harry and Celia have cycled that 'million miles' together.

Now, we have yet another 'hat' for both of them – the couple liked nothing more than cycle touring having toured in every county on the UK mainland and as Scotland is their favourite destination, including over 60 Scottish islands! Now this would be primarily camping but also B&Bs and to date, over 600+ Youth Hostels! You should see Harry's map of

Scotland with every route cycled marked out, fantastic. And yes, they've done the LEJOG as well, again camping of course.

Here we go again – now we have Harry 'The Musician'. For years, Harry has been an accomplished piano accordion player. He also plays the piano and has an organ in the spare room on which he religiously practices every evening. Coupled with this love of music,

Harry has a huge collection of CDs all played on a



professional HiFi set-up complete with the biggest speakers this side of the Mersey? I'll bet the neighbours are pleased they live in a detached house!

Tragically, Celia had a most severe accident in 1989 where she was knocked off her bike by a truck which resulted in 3 months in hospital and following her recuperation resulted in more 'combined' cycling – this time on their 'Jack Taylor' tandem totting up over 53,000 miles.

To put things into perspective, Harry has ridden for over 70 years, 40 years of which were over 10,000 miles per year, one week with 580 miles booked, and since Harry kicked off the Tuesday's 'Watson's Wanderers' in 1990 has been averaging 50 miles per ride with over 600 pubs visited. Not that a pub is



totally good news for Harry as a 'connoisseur' of draft Guinness because following the discovery of a couple of DVTs is not now allowed to partake of his favourite brew – we can however still reminisce!

In the latter years Celia has started experiencing health problems which has resulted in Harry having to provide Celia's transport in the form of the wheelchair – now we are starting to see Harry 'The Carer'. When they go away on holidays etc they take the wheelchair and Harry, bless him, pushes Celia up hill and down dale but of course, Harry 'The Diarist', true to form, notes the distance, location and any peculiar circumstances.

Now, people ask about Harry's bikes; well, he generally rides his shopping bike which is a Clifton fixed wheel (*Ed – good man!*) with a 59" gear, a Walvale for the Tuesday rides and for 'best' a Kingfisher. All Harry's bikes were built locally over 50 years ago with Reynolds 531 steel frames and 5-speed blocks for the geared bikes.

In all these years, Harry has also documented his 'mishaps' on the road with the score being: several



Harry 'The Bike' or is he? cont'd
fallings off on slippery roads but no bones broken, knocked off 4 times by cars, once by a truck, twice by dogs, once each by a cat, pedestrian and another bike (coming the opposite direction!)

Listening to Harry's life story, you can see why I needed more time to take all this in – I just listen in awe!

So, Harry 'The Bike' possibly (?). However, that term doesn't cover anywhere near enough of his spectacular achievements, being a devoted husband, totally unassuming and a role model for the rest of us!

Martin Brooks

See Harry on YouTube!

<https://www.youtube.com/watch?v=XMBBac7zjGw>



CTC Cymru Events

CTC Cymru AGM

The AGM will be held in Cardiff on Thursday 26th March. Full details will be available soon.

Saturday 2nd May 2015

Treasure Hunt & Map Reading Competitions

These two 'fun' competitions start from the Cross Roads Cafe in Gwersyllt, and if ridden as individuals count for Tourist Competition points. Entry fees £1.50 per event.

Treasure Hunt – can be ridden as individuals or teams of 2. Start between 9.30 and 10.00 am for a route of about 15 miles.

Map Reading – Start at 1.00pm when after 15 minutes to prepare a route you have 2 hours to collect as many points as possible. You need to bring the local OS map 117

Contact Lowri Evans 01824 705709 or see details on the events page of the C&NW CTC website.

Thursday 23rd- 28th July 2015

CTC Cymru Welsh Festival of Cycling

This year's event is based at Llandoverly Rugby Club.

Camping & registration opens from 4pm on the Thursday followed by 4 days of rides & events.

Booking forms should be available soon.

Booking through Emrys Jones 01952-257522 or write:

25 th April	Eureka Audax Events (Choice of 3 distances)	Dave Matthews
2 nd May	CTC Cymru Map reading & Treasure Hunt	Lowri Evans
28 th June	Bob Clift Memorial Cheshire Cycleways (50 miles or 100miles)	Alan Oldfield
12 th July	Bert Bailey Memorial Veterans' 100	Laurie Mason
18 th July	Audax events: Barmouth Boulevard, Brenig Bach & Bala Parade	Dave Matthews
23 rd -28 th July	Welsh Festival (4 days of rides)	CTC Cymru
5 th September	Momma Audax Rides (Choice of 3 distances)	Dave Matthews
27 th September	Presidents lunch & presentation	Mike Cross
3 rd October	Hill Climb & Freewheel	Lowri Evans
17 th October	Corwen Audax Events (Clwydian, Clwyd Gate, Bala Mini Bash)	Vicky Payne
1 st November	CH&NW CTC AGM	Lowri Evans

8 St Chad's Close, Wellington, Telford, Shropshire TF1 3EW

More dates for your Diary:

C&NW CTC and CTC Cymru Events

Details of events can be found on the Chester & N Wales CTC website

<http://www.ctcchesterandnwales.org.uk/events2015.html>

where Glennys and John Hammond ensure that event details, entry forms and reports are available as soon as they are submitted by the organisers. If you have no access to a computer please contact Lowri Evans on 01824-705709 who will be able to send details or put you in touch with the event organiser.

Other CTC Group Events in the Area

Two Mills CTC Spring 50 Tourist Trial.

Sunday 29th March from Farndon. Details are on the C&NW CTC website. Online entries can be made <http://www.ctceventsonline.co.uk/>

Merseyside CTC Wild Wales Challenge

Sunday 30th August from Bala. C&NW CTC still has some spaces allocated for early entries before the event is open to all comers. If you want to enter please contact Lowri Evans (01824-705709 or secretary@ctcchesterandnwales.org.uk) with your CTC number for the password and entry code for the event.

Ben Larwood's Epic



At the beginning of July, I will be doing a sponsored cycle ride around the 21 Air Cadet squadrons of No. 2 Welsh Wing. It is just over 300 miles in total and I will be completing it over 4 days.

The money that I raise will be split between the Royal British Legion and the LMS Patriot Project. The latter are building a new steam locomotive from scratch endorsed by

the RBL. The locomotive, called "The Unknown Warrior", will play a major part in the centenary remembrance of the First World War in 2018.

I will be starting from Llandudno on the first day going via Rhuthin and Wrexham amongst other places and finishing in Ruabon.

The second leg is from Ruabon to Llandrindod Wells, the latter is the starting point of the third day when I will be finishing at Llanbedr.



The final day will take me through Snowdonia and I will visit the last squadron at Holyhead before finishing at the gates to RAF Valley.

For any further information or to donate please visit www.benlarwood.talktalk.net

Ben Larwood, 1251 Berwyn Squadron
Chester & North Wales CTC

----- ooOoo -----

The Christmas 'Teaser' - Did you recognise Graham Arnold's 'bits'?



Cotter pin
(remember these?)



Large chain ring
showing stub



Pump (end where
flexible screws in)



Bottom bracket removal
tool for Campagnolo



Underside of saddle



Dynamo wheel



Chain removal tool
(without pin)



Cover cap for
handlebar extension



Shoe cleat for
Shimano SPD



Expander for quill
stem

----- ooOoo -----



Caption Competition

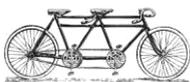


So there we all were, sitting drinking our coffee in the Espresso café in Gwersyllt plucking up enthusiasm for the day's ride when we were approached by the proprietor of the newly opened shop next door. He gave us all a small LED light key ring but wanted a group photograph so he could promote his business's involvement with the local community.

Look at the photo and see why I'm suspicious of the motive behind this request.

"God's Waiting Room?" is the caption that immediately springs to my mind – have you a better suggestion?

----- ooOoo -----



A Tale of Five Tandems

Continuing on with Phil Pritchard's tale from the last issue

Tandem No.4 – Peugeot Tandems – light green

The Peerless and the Comrade Cycles tandems really buoyed us up; the success went to our heads. I don't know why, but I spotted a Peugeot Tandem on offer on Ebay, and it was almost local this time, north of Liverpool. I soon found myself the owner of a Peugeot Tandem – easy. The next year was to prove that I was wrong.



It's French, it's different. It's revenge for Waterloo. Different bottom brackets, different BB threads,

different pedal threads on the Stronglight cranks. Different – and unusual tubing sizes. Different sized headset. Different cantilever brake pivot spacing. Otherwise – pretty standard.

It was soon stripped, down to metal, and resprayed at the usual Heswall Accident Repair Centre in a light Peugeot green colour. Surprisingly, the transfers (actually very thin Vinyl) are easily available, and lacquered over, it looked terrific.

There is an extremely good web page (<http://peugeottandem.com/>), full of advice for the person with the time and patience to restore a Peugeot Tandem. Mike has been a great source of encouragement.

The wheels were easy. Keith at Eureka Cyclesports advised on wheels and built a new pair, Mavic 700 rims, lots of DT Swiss s/s spokes and Shimano XT hubs with my usually Schwalbe Marathon tyres.

Next was the transmission. Not so quickly. Mike, who runs the <http://peugeottandem.com/> website, sells Velo Orange components. The problem is that the bottom bracket threads are French, differently sized and different thread directions, but Velo Orange sell a new, correctly threaded sealed BB unit that fits the rear BB. They also sell a new replacement alloy front

A Tale of Five Tandems

.... cont'd

eccentric BB mount that takes a standard Shimano UN55 sealed unit.

I decided to do away with the Stronglight chainsets, because they were old, and I liked the Truvativ Crossover chainsets from JD Tandems (the 2nd of 4 sets...). It also did away with the different French pedal threads on the Stronglight cranks. They can

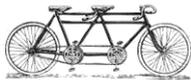


actually be re-tapped out with English threads as the thread pitch is the same, and the French threads are slightly smaller than the English threads. I liked the Stronglight chainsets, but Mike was only too keen to take them off my hand for his business restoring tandems.

As a technical note here – Stronglight (and TA) chainsets have a slightly larger diameter crank extractor thread, which the “standard” extractor will actually screw into, and then promptly strip the thread when it is tightened. Therefore, you need a special Stronglight crank extractor, surprise, surprise! New chains and pedals completed the build down there.

I used my standard Shimano XT rear and front mechs, and friction downtube shifter for simplicity, and also because the mounts were there.

The headset is so large, and tandems usually not used too much, that the headset was in great shape, so was simply polished and re-used. I also re-used the quill stem (yes – it’s a different size again), but had new dropped bars – and luxury Fizik tape from Eureka.



The brakes were another issue. Peugeot tandems had old Mafac cantilever brakes as standard, these examples were pretty rough looking, so – it was another replace task, and another problem.

The cantilever brake mounts on the forks and seat stays are approx. 1 cm closer together, than on a standard mountain bike. This means that the usual MTB “V” brake callipers do not fit very well – but I did discover that Cane Creek “V” brakes did fit, with a small amount of juggling, and work very effectively. I tried Avid “V” brakes, but it was not possible. As they were “V” brakes, you need “V” brake levers for dropped bars to gain the leverage required – but Cane Creek make appropriate items.

Otherwise, new seats, new seat posts (and a few 0.5mm seat post shims), and it was complete. It rides very well, it’s nice looking, it handles very well, and it’s quick.

Tandem No.5 – Peugeot Tandems – maroon

A familiar theme in this article is “I don’t know why”. I don’t know why, but I spotted another Peugeot Tandem on Ebay, and as it turned out, from the same chap as I bought the other one off. Now, I had two.



The restoration was easy, I knew all the pitfalls, and didn’t fall into the same one twice, and it had no nasty surprises either. Keith at Eureka

Cyclesports built me another pair of wheels to the same spec – I think he was wondering what I did with all my wheels that he was building.

I decided on a nice metallic red, for no other reason that it was nice (and I already had some gold transfers).

A Tale of Five Tandems cont'd



It proved impossible to source a new pair of Cane Creek "V" brakes, so I splashed out and bought a new set of stainless steel cantilever

brakes from Mike at Peugeot Tandems, I believe they are made locally to him in Poole. Otherwise, it is very much the same as the light green version. The red one still needs a bit of position tuning for us.

Summary:

To summarise, it's been a great experience, and I've learned so much. Andrew and I get out, and have a great time on them, I keep thinking of selling the Peerless and Comrade Cycles tandems, but that hasn't happened yet.

The Peugeot tandems are excellent machines, it's a shame that they disappeared off the market. But, above all, it shows that tandems are really very suited to the less able, Andrew has done very well, and enjoys it. For him, it lets him do what he sees other boys doing.



We're not warm weather cyclists either, out in the snow at Burton Point.

Many thanks to:

Mike Smith at Peugeot Tandems for advice and inspiration

Keith Peek at Eureka Cyclesports for building wheels and supplying parts and for putting up with me moaning about the newly discovered restoration problem.

Andrew Pritchard for putting in so much effort as a stoker on the back (only kidding), and for being a great mate. **Phil Pritchard**

Garmin GPS – Friend or Foe?



We have been using a Garmin for the last seven years on our various touring holidays through the Etrex, Edge 705, 800 and now the 1000 model.

We love it and it has served us well on our adventures but it also has its little 'moments' when it gives us a 'loyalty'

challenge – you know the scenario; the one where we turn off the flat main road down this little muddy track, up a lung busting hill only to join the first road a bit further along!

Read a little about the tour we did last summer (in this edition) covering 7,500kms through 17 countries over 127 days, every single stage following planned routes on our Garmin. We really need to use GPS for our travels as there's no way we can carry detailed maps for all the countries, not only because of the weight of them but also the volume they take up in the pannier bags.

We don't just use GPS on our tours but also on the Audax's we do as well – how else can you see the route sheet in the dark!. Sometimes we will plot the Audax route on the map and then download it to the Garmin or other times we use the GPS routes provided.

I treat my Garmin a bit like a very small child, everything has to be simple and logical, don't assume the Garmin (and of course the child) will be able to mind-read what you had planned for it. This way, I'm never disappointed.

However, like most electronic devices, the makers assume you are already part way to being an expert. I think this is fairly evident by all the cursing and 'finger prodding' that goes on during rides using simple navigation with a Garmin – most of this was by me during those first few years but appears to be a general feature of the model watching and listening to other riders!

Now, one or two people have asked me how on earth we could navigate all that way on our tour and still find our way back to Rossett using the Garmin. These are the fellow riders that have a small bald patch where they keeping pulling their hair out. They have logged onto the internet, done the Garmin Connect



Garmin GPS – Friend or Foe? cont'd

stuff, Strava'd, Googled, forum-ed, prodded and poked and still keep trying to collect £200 as they pass 'Go' – all to no avail. So I thought I would try to explain how we managed to find our way about (mostly) using GPS.

We can't rely on the internet when we're camping abroad as in lots of places there isn't even any electricity let alone wi-fi, and even if there is, every teenager who has a smartphone will be logged onto it slowing it down to 'snail pace'. So we tend to use a non-internet policy which has proved 100% reliable.

I will be considering a couple of options in this small 'overview' on the whys and wherefores of the Garmin; downloading a pre-recorded route (from somebody else, audax etc) straight onto your Garmin and also how to plot and plan your own route from scratch.

Obviously the first thing you will need is a good electronic map; the maps normally supplied with a Garmin aren't normally up to date or very comprehensive. Now this can be achieved both on your home PC and must be on the SD card on your Garmin. Like wise when you have a map directly on your Garmin this must be 'enabled' on the device and all the others, disenabled.

With regards to the map – there are many sites you can use for free maps, some of which are really good while others can be a bit limited. The other option is to buy maps, for example, the Garmin City Navigator series is good and it's what we used initially to travel Europe. We now use OSM (Open Street Map) which is freely available and seems to work very well and also covers most countries.

<http://garmin.openstreetmap.nl/>

- First, just open up the website
- Next, select:
 - Generic Routable (New Style)
- Add the map you want – you can even add extra 'tiles'
- Next, select:
 - Download map now!

Depending on how big a map you've selected it might download immediately or it might advise you it will email it to you – either way works out fine.

I normally save the new file to my Desktop because I know where to find it easily!

2 x types of maps are available:

For the Garmin itself and one for your PC – read on!

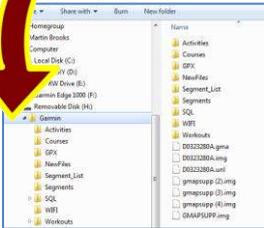
Map for Basecamp

Map for Garmin



Garmin GPS – Friend or Foe? cont'd

With this site you are able to download a map directly to your 'Garmin' folder on your Garmin SD card via your PC and Windows Explorer – job done!



When downloading the map directly to your PC and this takes a bit of time, don't worry about error messages and apparent certification conflicts – the site explains all this amongst their FAQ section. Just ignore and override any options to stop the download.

OK, so now we have taken care of the map on the Garmin. Let's see how to get a pre-recorded route directly onto your device. These can be GPX courses obtained from Audax UK, Garmin Connect or friends (if you have any by now of course!) etc.

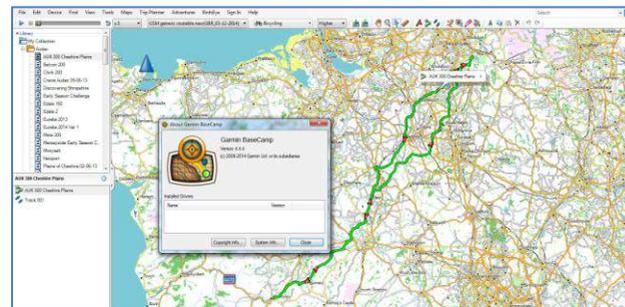
It's really straight forward. With the Garmin connected to your PC you will see both the Garmin and its SD card in Windows Explorer. All you need to do is copy or drag the new course/route to the 'NewFiles' folder directly onto the Garmin or the SD card, it doesn't appear to be too fussy which one on my unit. Then when you close down Windows Explorer and disconnect your Garmin, hey, voilà, your new route should be in the 'Courses' tab on your Garmin, like magic!

This is fine for existing routes that you have already downloaded but what about planning a route for yourself?

Right, we will therefore need the same map as you have already downloaded to your Garmin on the PC and again Open Street Map comes to the rescue.

Before that however, we will need a 'foundation' for the map to live in and for that we go to Garmin Basecamp. This is a resident program that will live in your PC as a normal program and gives you the tools to plot routes etc without going onto the internet. It's easily available as a free download from Garmin and works really well. Just 'Google' Garmin Basecamp and you will find the relevant site and download instructions.

Now, having downloaded Basecamp it's back to the Open Street map site to download the same map as your



Garmin via the indicated link (Map for Basecamp - Windows). Again, it'll take a long time and again, override any security issues.

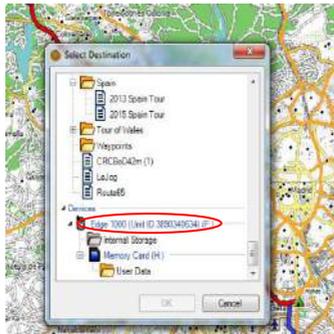
After downloading the new Basecamp map, just open it and you should see the option at the top to select a map. Have a play with Basecamp as it full of different tools – just 'hover' your mouse cursor over the various buttons to see what they do.





Garmin GPS – Friend or Foe? cont'd

For example, click on the 'New Route' button, go to the map and you will see that when you click on a particular road it will start a route: click where you want to go and then double click when you've arrived at your destination. If you then double click on the finished route after you've finished it will open up another screen so you see where you are going, the time and distance and also the option to change the route name and colour and loads more on the computer screen. Close down this screen to return to your plotted map and



then 'right click' directly on the route whereby a box opens so you can then send the route to your Garmin.

So now, when you disconnect (properly!) the newly designed route should be in your 'Courses' section on your Garmin. Switch on your 'Guidance' button on your Garmin and you should be 'good to go'!

If the Open Street Map is just on your Garmin then you will need to connect the Garmin up to the PC every time you want to look at a 'proper' map which can be time consuming for loading up but if it's on both then you must ensure that both maps are exactly the same revision date (i.e. downloaded from Open Street map at the same time). If this isn't the case then the poor simple Garmin (remember the child analogy?) gets confused and will make all sorts of little detours. Have a 'play' with Basecamp, there are so many things you can do with it – I have shown just a small example of what can be done.

Before we embark on a tour and in comfort, I always investigate the internet for any interesting places and sights which I then put on the Basecamp map. I can then review the route to decide our final journey.

Basecamp also has loads of 'points of interest' including campsites which makes my job somewhat easier to plan each individual stage. I then 'export' the individual routes and save them onto a separate SD card ready for loading onto my travel tablet for each day's journey thus giving me a copy of the route with a backup on the SD card in case of computer (sorry, operator) error.

If you've ever toured in the Netherlands using GPS with road maps you will know how it tries to take you off those famous Dutch cycleways onto 'No Cycling' roads causing even more confusion so look on

Open Street Map, it will give you the proper Dutch cycleway maps making life so much easier.

At home I use my standard laptop to design routes while on our travels I take a 'lightweight' tablet with a long battery life (electricity supplies when bicycle touring is the topic for another 'Link').



Each evening when we camp up I first hook up my Garmin into another programme 'Garmin Training Centre' which then

downloads all the information from the ride; distance, track of where we actually cycled, climbs, gradients, heart rate etc etc into a graphical and data format – this is how I know on our trip last year that we cycled 7,469.31kms at an overall average speed of 17.9km/hour climbing 49,389mtrs, with the GPS maps to prove it and all without putting pen to paper or accessing the internet. When we do find some decent wifi I then backup all this data onto Dropbox or the Cloud for security.

So this is just a 'smattering' of what I've learned over the years playing with Garmins so I hope our experiences can be of use to you and of course, if you've also 'done your time' with such devices then why don't you drop me a line so we can all share? Don't get lost out there! **Martin Brooks**

----- ooOoo -----



Tourist Competition 2014

At the time of writing the interim results of the 2014 competition have been released for checking but there are still no final results. Once again Chester & N Wales CTC appear to have the winning team, the second placed team is Stevenage & North Herts CTC about 80 points behind. C&NW CTC riders have scored well with 9 riders in the top 20 places. Peter Dilworth has once again achieved a maximum score of 112 points; he is currently listed in equal 1st place and waiting to hear the result of the tie breaker to find out if he will be 1st or 2nd overall. Pete's downhill prowess (and his ability to ride 300 and 400k events) has helped him to another impressive score. Dave Statham has scored 102 points and is in 4th place overall after successfully completing a varied

season of events including a 200k ride. I for Jones has steadily racked up points by taking part in lots of competitive events, shorter Audax events, Tourist Trials and two hot and hilly off road rides; he accumulated 99 points and is 6th overall. The last member of the team is Lowri Evans who is listed as having 111 points (although this may decrease to 108).

Congratulations to all of the riders; some such as Terry Davies, Paul Mills. Sarah Hamill and Martin Brooks scored well as a by-product of riding lots of events even though they didn't specifically target the Tourist Competition. Andy Polakowski didn't manage to reach the high scores of previous seasons for family reasons; he did however support local events and reached 17th place.



----- ooOoo -----

Café of the Year 2014

Walk Mill: Café of the Year!



Voted by our members as "Café of the Year" for 2014, Walk Mill near Waverton now proudly displays its framed Chester and North Wales certificate to mark its success in our annual competition.

It was my pleasure to present the 2014 Certificate to Walk Mill proprietor Caroline Jones on Tuesday 10th February. At the presentation, I spoke of the warm welcome given to cyclists by Caroline and her staff since this restored Fulling Mill on the banks of the River Gowy opened for business a few years ago. The Mill has also served as the point of departure for some recent President's Rides, providing refreshments (as well as free parking!) for riders and helpers both prior to the start and at the finish of these rides.

A member-nominated "Café of the Year" is not unique to Chester and North Wales: similar

competitions are held by a number of CTC member groups. Your Awards Committee decided that it would be an idea worth adopting in our area.

Readers might recall that the first winner of this competition (for 2013) was Tilly's in Bunbury. Once successful, a café must wait five years before being eligible for a further nomination. This means that, over the years, there will be a spread of "Café of the Year" certificates around the Cheshire and North Wales region, thus drawing attention not only to our Member Group in particular but also giving publicity to CTC in general.

We have, of course, made awards before but these have been one-offs. Eureka Café proudly displays a coveted official CTC Certificate of Commendation, presented in 2007; while, to celebrate our 75th Anniversary last year, the Ice Cream Farm's Country Kitchen received a special "Certificate of Appreciation". But that is not to say they cannot be nominated for this Award in future.

So, please consider the service offered to cyclists by all the catering establishments you visit during the course of your cycling year and send in your nomination to any member of the Awards Committee. All that is asked is that the nominations are for cafés that lie within our "patch" and not for ones that, for example, a group might visit while on tour in another part of the country - much as your President might like an all-expenses-paid trip to make a presentation in say, Devon! **Mike Cross**

----- ooOoo -----



Tech Tip No. 2

Well, it all started when we went over to cantilever brakes from dual pivot brakes on our touring bikes.

We had initially done all our touring on effectively our usual winter bikes but fitted with a rear pannier rack and just the two pannier bags and a bar bag.

This was great when we were just 'credit card touring' and only needed to pack for hotel living.

Things changed however when we decided to do long tours with all the extra cooking/camping kit – this



meant different bikes, fit for purpose, fitted with proper racks, front and back and 'proper' touring brakes – cantilever types. Have to have these so you can open the brakes wide enough to remove the wheel in

the event of a puncture. So far so good

Anyway, after 500 miles or so touring in the very hot part of central Spain, the brakes started to develop a slight squeal when applied, well actually, an ear



splitting shriek when trying to slow down the 50kg behemoth. It all came to head when descending a steep hill into a busy town on market day causing cars to stop, dogs to

bark, children to cry and pedestrians to jump back in panic.

I thought I would change the brake pads for something more suitable. It's actually easier said than done with integrated brake shoes as replacing them meant resetting the height and toe-in of the complete brake shoes so I left it until we returned home but wore ear defenders!

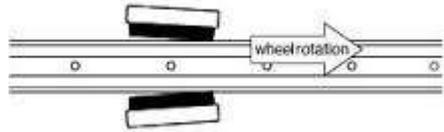


(Shimano CX-70) on the touring bikes; these have removable

brake pads so once set it was only a matter of just

So the next year's tour saw a new set of brakes

knocking out the old pads when worn out and sliding in the new ones.



Height and toe-in unchanged from the original installation – job done.

This got me thinking – hard brake pads for longer life but more rim wear or softer pads but less rim wear? What about disc brakes?

We opted for the softer pads as it's so very expensive and inconvenient to have our rims replaced and we also stuck with the original Shimano pads as these are more easily obtained in foreign climes.

As for disc brakes – well, it frightens me a bit that if the bike fell over, occasionally happens, I don't want to bend or break a disc or find I can't get a replacement or even brake pads.

For your information, these are the different types of Shimano brake pads – we go for the R55C+1 as originally fitted but we carry a spare set for each bike when we tour (along with the kitchen sink!).

Shimano R55C3 for aluminium rims - Suitable for wet and dry conditions

Shimano R55C3 for carbon rims - Suitable for wet and dry conditions. Compatible with carbon braking surface.

Shimano R55C for ceramic rims - Suitable for wet and dry conditions. Compatible with ceramic braking surface.

Shimano R55C+1 - Soft brake pad material mix for superior braking performance in dry conditions. 1mm more thickness, caused by softer material mix. Increased abrasion in wet conditions. Reduced rim abrasion.

Shimano R55C4 for aluminium rims - The compound of the brake pads ensures great braking performance, also wet conditions. Very good wear resistance.

Shimano R55C4 for carbon rims - The compound of the brake pads ensures great braking performance, also wet conditions. Very good wear resistance.



Tech Tip No. 2 cont'd

And to make the fitting of the brake pads even easier, I use the Tacx Brake Shoe Tuner to line up the brake pads which



then automatically provides the correct toe-in. Another way to ensure the correct toe-in is to temporarily fit a tie-wrap around the back of the brake pad when tightening up which would give the required gap at the back.

By the way, for those fixed wheel buffs, don't forget to realign your brake pads when tightening your chain as the relationship between brake pad and rim changes as the wheel moves back or forward. Just a thought! **Martin Brooks**

More about cycling jerseys!

I had to laugh when I read Brian Lowe's article about his collection of cycling jerseys. Like Brian, I've built up a sizeable collection of my own over the years. A far cry from my youth, when I was riding with Wrexham RC, and the only jersey I had was given to me by Terry Smith.



Also like Brian, I have a South Africa jersey and I've never even been there, let alone cycled there! Mine was given to me by a friend who went there on holiday.

However, I have travelled extensively overseas, due to my job as a senior manager with IBM. I lived

in New Zealand for 6 years and Australia for 7 years.

Whilst in New Zealand, we lived about 20 minutes' drive north of Wellington and it was here that I re-discovered my passion for road cycling. My usual rides were around the picturesque Pauatahanui Inlet where some of the climbs are quite brutal meaning that I had to climb off and walk on a couple of occasions.



I often rode in a jersey advertising an Italian sausage maker (admittedly, the one made famous by the great Eddy Merckx). Here I am looking the worse for wear after completing the Tour of Waikanae which is supposedly a fun ride. Cycling, like most sports in New Zealand, is taken very seriously. As such, club runs and fun rides are competitive and fast.

When we moved to Australia, we lived in one of the northern beach suburbs of Sydney. My usual ride was into the Ku-ring-gai Chase National Park to Akuna Bay or West Head. You had watch out for Paralysis Ticks, Kangaroos, the occasional python and, when making road-side repairs, poisonous snakes and spiders. You also had to watch out for 4x4's towing boats. It wasn't always sunny though. It rained heavily (and frequently) and the hailstorms destroyed cars and buildings.



I initially rode in my New Zealand jersey but this drew a lot of adverse comments from other road users. I therefore switched to a British Cycling jersey which coordinated perfectly with my helmet (compulsory when cycling in Australia and New Zealand). One of my favourite rides

More about cycling jerseys!

was the annual Sydney to Wollongong (“Gong”) charity event which raised



funds for Multiple Sclerosis. This 90km ride, on closed roads, attracts more than 10,000 cyclists. It starts

in Sydney’s southern suburbs before heading south through the Royal National Park and then down the coast road to Wollongong. This is a truly spectacular ride and I’m very privileged to have done it five times.

My job took me to the USA several times and I did a lot of travel across the Asia Pacific region.

On one business trip, I bunked off early so that I could hire a bike and cycle up (the wrong way) and down Lombard Street and across the Golden Gate Bridge in San Francisco.

On another, when I was due to spend several months in China, I contemplated taking my bike with me. In the end I decided against it and I knew I’d made the right decision once I’d witnessed the heavy traffic (and air pollution) in Beijing.

I returned to the UK in 2012 and we decided to live in the Wrexham area. This meant I could re-acquaint myself with some old favourites like the Horseshoe and Nant-y-Garth passes.

Being a fan of Eddy Merckx, I have a vintage jersey with front and back illustrations of the “Cannibal”. This is my favourite but I’ve never yet plucked up courage to wear it on a ride.



These days you might see me wearing an Australian jersey as I did at the annual Chester to Liverpool event.

Bike-wise, 2014 was a bit of a disaster for me after a nasty crash in May (a van failed to stop at a road



junction). My bike, an Eddy Merckx Quickstep team edition, was written off. Laughably, one of the things not crash-damaged was my jersey.

Annoyingly, we’d booked a trip to Tenerife and I’d planned to take my bike so that I could have a go at Mount Teide.

Despite still being a bit battered, I couldn’t resist the mountain once we got there. So I hired a bike and bought yet another jersey (plus shorts and shoes).

On the day of my attempt it was hot and I hard going. I abandoned after 25km of climbing having ascended 1500m. Then there was the scary descent, with all those hairpin bends and narrow sections of road with sheer drops to the side. Nevertheless, I did enjoy it all.



And finally, here’s a photo of my other jerseys.

Jon Jones

Footnote: Many thanks to the CTC for their help with my personal injury claim. It took a long time but I was eventually compensated for my injuries and the replacement cost of my bike. (Ed – & more jerseys?)

----- ooOoo -----



“Now what fits your busy schedule better, exercising one hour a day or being dead 24 hours a day?”

Wrexham Reivers An update and H₂O dear!



For some reason many of the winter Wrexham Reivers CTC rides head up hill in the winter (or attempt to, weather permitting). December saw 49 Reivers & Cafe Hoppers attending the Christmas lunch at the Ponderosa – a record number – with



many riding up to the cafe. The friendly service, good food and company made it a fitting end to the year. It was also the first year that anyone had ridden to the event dressed as Rudolph (well done Terry Davies!).

In January there was a demonstration that cyclists, gravity and water are not always a good combination. On finding black ice on the Panorama on the way to Llangollen there was a change of route (a quick count found 3 replacement hips in a group of 7 riders so there was great reluctance to chance the ice). The resulting detour alongside the canal was punctuated by a loud splash as Peter Dilworth rode into the canal. It is interesting to note that Peter's bike was rescued from the canal before he was; being a carbon bike it was starting to float gently away. Once Pete had been helped out of the canal he was able to ride to the Warf at Llangollen where he was something of a 'water feature' in the cafe, whilst he waited for a lift home from Irene. Fortunately Peter is now recovering, for although the water can give a soft landing, hitting the canal wall on the way down causes damage to cyclists! It is possibly to the group's credit that they were too busy rescuing to take photos.

The issues with cyclists, water and gravity had been in evidence in the summer of 2014 on Dave Statham's 'hilly ride'. Dave had planned a route which involved several fords. At the first ford 3 of the leading riders fell into the water; those further back in the group elected to use the bridge. Fortunately no one was hurt & it was a very hot day so people dried off quickly. At the second ford learning had taken place and all dismounted and walked round.

Lowri Evans

Trike Riders – What do you make of them?

Mike Roberts is the case in question! Remember that in the last edition of *'The Link'* I promised an article on the 'whys and wherefores' of trike riding?

Well, I 'cajoled' poor old Mike Roberts to tell all about riding trikes – I felt bad about pressurising Mike who's not very well at the moment but a 'promise is a promise' and we can't let the membership down!

Seriously though, Mike was happy to talk about trikes and trike riding and it soon became apparent that this trike riding was a bit of a black art, a bit akin to fixed wheel riding but more so.

But wait a minute; it appears that although trike riders have a great challenge riding with three wheels continually compensating for the camber of the road, they have a similar challenge with their engineering. Now, they can have a single wheel rear drive, both



Trike Riders – What do you make of them? cont'd
wheels driven, fixed gear driven and various forms of differential arrangements and what about brakes?



The law requires two brakes on a bicycle but on normal trikes there isn't normally anywhere to fix them so typically trikes are fitted with two brakes on the front wheel.

Still it isn't all a challenge for them: consider not falling off on icy or slippery roads or never having to unclip at traffic lights etc – golden!

Just look at the photo of a 'casual' Mike in the sun



and then compare it to the photos when he was racing in the Isle of Man – yes, that's Mike vying for the lead! Wow!

When I asked Mike if he could sum up in a simple phrase why he rode trikes he quoted a previous description levelled at his breed – **'Eccentric Exhibitionists'**. No more was said, interview terminated! As a fixed wheel 'aficionado' I can understand his point of view – can you?

Let these photos make up your mind!

Get well soon Mike.

Martin Brooks

----- ooOoo -----

Some General Q&A's relating to Groups

Following on from my article "Chester & North Wales CTC – Recent Changes" in the last edition of The Link I have been asked a number of questions relating to our local organisation, and others which are golden oldies. I believe the questions and answers thereto might be of general interest to active members. However they are generally serious topics which might not appeal to all readers so the intent is to include just one or two in the next few issues of the "Link". If readers have any other queries relating to CTC and its operation, just advise Ed, and an answer will be sought.



(N.B. Advice, conjecture and opinions of my own are shown in italics).

1) Can a rider be a full member of one or more Member Groups either within the same geographical area or other areas?

The concept of full membership of a Member Group is now redundant. As part of the 2012 policy changes each Member Group selected an area of operation and National Office issues a monthly list of CTC members who reside within that area. These areas can be operational areas for more than one member group. As an example some areas of Wirral are served by Chester & N Wales CTC, CTC Two Mills and Merseyside CTC.

Some Member Groups, formal and informal, retain lists of CTC members who participate in their rides and activities. Although often referred to as a members list, I suggest "Supporters List" or "Frequent Riders List" would be a more appropriate title. Qualification for inclusion in these lists is subject only to criteria decided by the relevant group but obviously should not contravene CTC Member Group Policy.

The best answer I can give to the question is that any rider can be included in one or many member groups'



Some General Q&A's relating to Groups cont'd

"Supporters Lists/Regular Riders Lists" irrespective of whether the operational areas overlap or not.

2) If so can he/she attend and vote at more than one group's AGM

The short answer is yes. CTC Member Group Policy states that:-

"All CTC members are able to attend and vote at any General Meeting of any CTC Member Group on presentation of a valid CTC membership card".

3) If a rider has done three rides with one Member Group as a non-CTC member, can he/she do three rides with another Member Group before joining CTC?

The answer in theory is no but in practice it would be difficult to enforce across more than one group should for example a non-member not declare their rides history or they are not asked to complete a Guest Registration Form.

(The 3 rides limit has an insurance implication and leaders should be aware and understand it. A Guest

Registration Form should be completed for each of the three rides).

The following is extracted from CTC document "Guidance Note 2 – Organiser's Liability Cover for CTC Member groups". Dated 01.10.2014.

"Non CTC members on CTC rides/events are also covered for the duration the ride **only** (*my emphasis*) against claims made against them by a CTC member on this ride. This benefit is paid for by CTC members. A CTC guideline (*And guideline is the word used*) is therefore that there should not be more than 10 non-members on any one ride, nor should a non-member participate in a CTC ride more than three times. This limitation does not apply to events registered with CTC. "

(N.B. that in CTC language an "event" has a specific and totally different meaning from a "ride".)

And now my own question. What would be the outcome of a claim made by a CTC member against a non-member who has ridden with CTC groups more than three occasions and not joined CTC?

I have no idea but let us hope that it continues to be a very rare event. Brian Lowe

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Obituary

Richard Harrod (1950 – 2014)



I am sorry to have to report the sudden, unexpected and untimely death of Richard Harrod on Boxing Day 2014. A dedicated family man, Richard is survived by his wife Mari, son Iestyn, daughter Ffion and grandchildren Erin

(5) and Daniel (2½).

Richard had been cycling with the Wednesday riders for over a year and, latterly, had been joined by Mari following her retirement. Both enjoyed the social rides and were looking forward to many miles cycling together, with friends and with the C&NW cycling club. In the short time Richard had cycled with the club he had earned the respect and high regard of the Wednesday Riders through his unassuming good nature and concern for others.

Born on the Isle of Wight, he moved to the 'North Island' to read Politics and Economics at Aberystwyth University. It was at 'Aber' that he lost his heart to a

first year Zoology student from Dolgarrog called Marilyn and they married in 1974.

His first job was as Trainee Solicitor with Cwmbran New Town and then, once qualified, worked in private practices in South Wales and Llandudno before setting up his own practice in Colwyn Bay in the early '80's.

In the 90's he moved into local government with the Cheshire CC representing the Local Authority in Child Care proceedings and Education until he 'retired' in 2010 taking on a part time job as a Family Mediator.

Outside his professional interests in family law and education, Richard was a man of many cultural and sporting interests. A keen rugby player in his youth, he followed Sale Sharks and, bravely, England.

Though, as an honorary Welshman, he supported Wales when playing any other country. He and Mari enjoyed skiing, walking and cycling together and during the autumn completed the coast to coast route.

He supported and organised many charitable organisations through his involvement with Mold Rotary Club and in his own right. He was a Volunteer Co-ordinator for the Parkinson's Society and sang with their choir, the 'Movers and Shakers' and was also a trustee for the South African charity 'Goodwill and Growth for Africa'. Richard and Mari travelled to

Richard Harrod cont'd

South Africa to visit some of the families that were being supported by the charity. All donations received following his death have been given to this charity to support families, with particular emphasis on education for the children.

I first got to know Richard when our common interests – five a-side football, tennis, choral singing

and Humanism – overlapped. And, latterly, he introduced me to the Wednesday Riders.

Richard's was with us for all too short a time, but during that time he made many friends and supported the club with his typical unassuming enthusiasm. His modest humanity touched the lives of many people. He will be sadly missed. **Peter Leach**

----- ooOoo -----

John Ramsden Williamson (1930 – 2015)



In my many years of cycling I have acquired countless friends and acquaintances. It is always sad to hear of cyclists pedalling to their final bed and breakfast. Often they have had fascinating

backgrounds. Here is one I have known for something like fifty years. Prestatyn's John Ramsden Williamson. A man for whom humour didn't readily spring from his being. But what a joy to see his warm gentle smile when teased a little. He said many days he woke with a sense of foreboding – only relieved when he pushed his bike through the front gate.

John was Head of Music at Prestatyn High School. Apparently he had a short fuse with some kids.

A friend in cycling who was a pupil thirty something years ago said he once saw him heading for the headmaster's office holding an offending brat at arms length above his head!

When I last spoke to John he said mysteriously his name had appeared in an American book listing the world's greatest brains. Obviously a prank by someone. The aforementioned brat perhaps? After all, he did experience John's brains at close quarters!!

John was a life long cycle tourist. As well as being a member of the CTC, like his father before him he was also an Anfield Bicycle Club member.

I just know the world will be a little poorer for the passing of the likes of John. **Roy Spilsbury**

----- ooOoo -----

Mavis Lilian Jones (1940 – 2015)

Mavis Jones, who lived all of her life in Neston, died in January. She had spent her final years in care in a local nursing home suffering from Alzheimer's disease. Her husband, Tony, who was also cared for in the same home, predeceased her in 2014. Married in 1965, they had no children.

Never owning a car, their bicycles were the Joneses normal means of transport. Mavis was introduced to cycling with the CTC on gentle rides for beginners' from Hadlow Road Station on the Wirral Way well over 20 years ago. From these summer evening rides she joined the former Wednesday and Ledsham Family sections under the wing especially of the late Laurie McCabe. Although cycling in a group did not come easily to Mavis, she persevered and was a loyal member. She preferred not to lead rides but was always willing to join in club activities such as ladies' weekends. Mavis was also especially ready to help out at our social events notably baking cakes and scones (her mince pies baked annually over many years for her Wednesday Section Christmas coffee

mornings were very popular). Always prepared to volunteer, Mavis was a tireless worker 'behind the scenes' especially when it came to unpopular chores such as washing and clearing up. For these activities she was much respected.

It was quite an adventure for her when, in 1994, she was a member of the Ledsham Section party which cycled to La Bazoge, a village near Le Mans, at the invitation of the local cycling club. Speaking not a word of French, she was happily accommodated by a French family which was equally monoglot. She coped very well!

Coping less well with water, there was a most unfortunate incident along the canal path in Chester when Mavis, riding at the back of the group, fell in the canal together with her bike. Fortunately the resultant splash was heard by another member of the party who jumped in to rescue her. Others would have given up cycling after that frightening experience but Mavis persevered – although,

Mavis Lilian Jones cont'd

understandably, she refused to ride near waterways again.

Mavis, who worked in catering before retirement, was also an active member of Neston Women's Institute. Proud of the town of her birth, she loyally supported the 200 year-old Neston Female Friendly

Society, never failing to walk in its traditional annual procession each June.

Those who knew her will long remember the good times that were spent in her company. Mavis was one of those cycling 'characters' whom it was a pleasure to know. **Mike Cross**

----- ooOoo -----

In the next edition

In the next issue we will have the regular topics:

My Bike – let's all see what's special to you and why!



Letters to the Editor – what's on YOUR mind?

For example: Can we help Rob Davies, see 'Letters'?

With the 1,700+ members in our group with over 1,100 email addresses could we perhaps ALL email www.fillthathole.org and register potholes? This would then register our strength to the relevant

councils and also relieve some of the pressure from Rob – just a thought, who's in?

Tech Tips – just some ideas that will make your life easier – have you any tips you can share with the rest of us?

Steve Evans will be giving support to the 'cyclist's collar bone syndrome' and of course we will feature all those expeditions, best rides and any other cycling related anecdotes you may have – the more the better!

We do try to squeeze everybody's copy into *'The Link'* but what doesn't get in this time will get in as soon as possible

Now, we have a little problem which I hope you can bear with!



Sarah & I embark on our next tour in the middle of May and won't be back until the end of July. This will unfortunately cause a delay in the issue for the next scheduled end of June *'Link'*.

This doesn't mean that it won't be worked on during that time but I won't have the resource 'en route' to produce the final format for sending off to the printers. Can't be too specific about dates and times because although it's a 'short' tour for us this year (2-3,000 kms around Spain and France) we don't normally have a too strict a return route and this year we're going to try to extend the route into the Pyrenees to catch a couple of the Tour de France stages and then 'who knows which way we will come back?'

Hope that's OK with the readership but of course that won't stop you sending in your articles for inclusion – the more the better! If I can have them by the beginning of July then that should work out OK.

For inclusion as well as the normal topics I have had requests for details on bicycle electrics when touring and also what gear to take

so these will also be included.

You've all read about Phil Pritchard's tandem restorations but did you know he also has solo restorations as well Phil's reasoning:

"Why buy bikes off the shelf when you can have so much pain doing it yourself, almost beats self-flagellation, not to mention the fun of dissolving out seized alloy seatposts with caustic soda." (Ed - erm..... ?)

We have room in each edition for 40 pages and don't you think the various points of view, stories and articles make for interesting reading? So **Let's hear from you!**

My Bike – Members Machines

Sarah's 'Winter Project'
Machine: 1987 Vitus 979 Dural



An aluminium frame with glued lugs and polished alloy forks and stays. The tubes are very thin for an aluminium frame which makes



it flexible but comfortable and light although this can cause problems for heavier riders.

Owner: Sarah Hamill

Acquired: 2005 from a club member

Reason for purchase: Bought for £50 to replace my old commuting run-about which had finally rusted through. It came with mismatched components in an un-rideable condition after many years of storage. Mudguards were P-clipped on and it was made roadworthy and ridden regularly over the next few years and chained outside my workplace in all weathers.

The more I rode it however the more I started to realise it was too light and enjoyable a ride to treat in this way. After a bit of research I decided to restore it to its original glory; after all if Sean Kelly could win a Tour de France stage on a similar bike the possibilities were endless!!

Renovation: The bike was completely stripped down, the alloy parts of the frame were polished, the painted parts resprayed Candy Apple Red and new decals applied.

It was decided to replace the current mix and match components with NOS (New Old Stock) and good s/hand Shimano 600 EX Tricolour parts sourced from local bike fairs and eBay but keeping the same wheels and brakes.

The rusted bottom bracket was removed (with great difficulty) and replaced along with the cables and bar tape. The respray and components cost around £250 and the work took a few weeks but I now own a good looking, comfortable, lightweight bike that I wouldn't sell for twice that amount.

The only problem is that now it looks so good I don't want to take it out so the 'new' bike, which was previously enjoyed in all weathers, doesn't actually get used so much!

So this is Sarah's 'pride and joy' – let's all share the bike that you like to ride. It doesn't have to be a classic or expensive machine, just the bike that's your favourite!

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