

the  
**link**  
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THE MAGAZINE OF  
CHESTER & NORTH WALES CTC  
CAER A GOGLEDD CYMRU

we are  
**cycling**  
The cyclists' champion **UK**

In this edition .....

**Read about:**

The latest campaign news

Graham Gadd's 'Wednesday' mudguards

Dave Collinson rides to Barcelona

Janet Gregory climbs '5 x Cols'

'Get you home' Technical Tips

plus all the usual features including:

Reader's favourite rides & tours

**And so much more .....**

Spring 2017

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The Link is the magazine and voice for the Chester and North Wales CTC available by subscription from the Editor

Single copies available - £3.50 post paid

**Printed by:**

Ron Bentley & Sons Ltd  
29 Rivulet Rd,  
Wrexham  
LL13 8DU

Why not keep in touch by visiting the website?

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Always makes for a good read!

*The views and opinions expressed in 'The Link' are those of the contributors and do not necessarily reflect those of the editor, Chester & North Wales CTC or the policies of Cycling UK National Office*

**Front Cover:**

Stunning view of the Nantlle Valley - mind you, Andy's DeRosa also makes a good subject!

Photo: Andy Polakowski



*The Editor* .....

Welcome to the Spring edition of 'The Link' Hope you find something that interests you in this slightly reduced edition. Reduced because I really do need your stories and photos because without them there won't be any more 'Links'. I'm living near Calpe in Spain and although it's the 'Mecca' for cyclists and there are lots of fabulous rides and mountains etc the 'Link' is about the rides, riders and anecdotes within the Chester and North Wales area so ..... get writing and get that camera out!

It doesn't matter whether you think your grammar etc isn't good enough or the photos aren't perfect, I'll always work with you to produce an article that's appeals to the membership!

Talking of photos - I need some more ideas for the front cover! It needs to be a fairly high resolution photo so it prints well with some clear space at the top so the titles etc show up. Most mobile phones will work well and give good results - let's see what you can do! What about those riders with video cameras? You must have something that's good to print?

What about 'Letters to the Editor' - surely you must have some 'beefs' or praise about something? If you can't manage an electronic version then please send your hand written article and photos over to me via Colin Bell, Tony Swannick or Janet Jones.

Looking forward to hearing all about your day rides, week rides and those longer rides as well as any anecdotes or bike chat!

If you can get them to me by the middle of June then I'm sure that between us we'll come up with something interesting! Go on, give it a go!

Have a good ride!

*Martin*

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*A message from your President .....*



Endings and a beginning: we record elsewhere the deaths of four of our members, including that of 100 year-old John Pegum the last of our founder members, but we record with pleasure the cycle racing successes of one of our young Welsh members, Emily Larwood. At the Welsh Track Championships held at Newport in mid January, Emily won the Welsh Female Junior Sprint and Keirin titles as well as coming 2<sup>nd</sup> in the Scratch, 3<sup>rd</sup> in the 500mtrs Time Trial and 4<sup>th</sup> in the Points Races. She was the only junior to compete in both sprint and endurance events. Let's hope that Emily at the outset of her cycling career will go on to have many happy years riding a bike.

*....in mid January, Emily was well and truly on a "winning streak", not only coming first in the Welsh Female Junior Sprint and Keirin titles but being placed in other event as well. (See page 00).*

A nasty chest infection prevented me from attending our New Year's Day Meet at Churton which was marked by its usual conviviality – as one would expect amongst cyclists. My thanks, therefore, to David Ackerley for standing in for me, at short notice, and presenting the trophies for me. However, I made up for this absence by going to Pensarn Beach, Abergele to present the 2016 Cafe of the Year Certificate to the proprietor of Pantri Bach, a much used place of refreshment for hungry cyclists. Kirsty

and her girls Julie and Nick were absolutely delighted to be the winners, and the Certificate is proudly displayed there. In spite of it being a wet and windy morning, there was a good turnout and it was pleasing to see not only some of Roy Spilsbury's group there but also Ken Brown. (Ken served as a dedicated C&NW Secretary for no less than 17 years.)

Pantri Bach was the first Welsh winner of this Certificate with Cleopatra's in Holt –also in Wales - being the runner up. Other winners since this competition was first set up have been Tilly's in Bunbury, Walk Mill near Waverton and the Meadow Lea Cafe near Mickle Trafford. So, when you are on your rides this year, remember to look out for a likely winner for 2017.

**Looking ahead**

We have our usual full programme of events to look forward to this year, and it is worthwhile for us to remember the work put in by our volunteer organisers over the weeks and months beforehand (and not just at the event itself) to ensure that all runs smoothly on the day. April sees both a Challenge Ride and an Audax either side of Easter. (Perhaps you are going on tour over the Easter weekend to maintain your fitness between them!) Incidentally, I have also had a suggestion that we hold a day of charity rides in 2018 which would be open to members of the public as a way of encouraging more to cycle. "Watch this space", as they say! However, even if you will not be taking part in our events this year, remember that organisers are always glad of volunteers to help – so don't be backward in coming forward.

**Ostentatious overtaking**

I read recently that estimates show that, nationally, there has been a drop in the number of people cycling. There have certainly been some well-publicised tragic cycling accidents already this year and we have had more than our share in our area alone over the past few years. Whenever I talk to friends about cycling, so many of them say that, much as they would like to cycle, they are put off the

idea of cycling by the amount of motor traffic and, I must say, they have a point. The speed and density of lorries and cars on our roads can be daunting, especially to the inexperienced.

The matter of cycling safety was raised at a recent meeting of the Chester Cycling Campaign that I attended. I remarked that the all-important need for space when overtaking cyclists, motorists too often ignored. I notice this when I drive along the dual carriageway of the A540 which many cyclists use riding to and from Eureka Cafe. If I see a cyclist being treated in this dangerous way by cars ahead of me, I always swing over to the outer lane as I pass, giving more space that even the Highway Code recommends. Surprisingly, this "ostentatious overtaking" on my part seems to result in the following cars doing the same as me!

The winter weather has, as usual, led to the usual increase in potholes. I wonder how many of you regularly report such dangers to cyclists. There are apps on smartphones which enable this, but in any case it can be done via the website of CUK. (That's CTC to you and me!)

And don't get me started on strong winds and gales! I have often wondered why, when weather forecasts are broadcast and warnings are given regarding strong winds affecting, as they put it, "high-sided vehicles and caravans", the same warning does not include a request to give cyclists extra room when passing. Go on – write to your MP about it!

But enough of my moans. Let us look forward to a great spring and summer of cycling. I look forward to meeting many of you "on the road" –as well as at our events.

**And finally...**

I send the very best wishes of all of us to our Editor who is producing this magazine while not being in the best of health. Let's hope the Spanish medics will soon have him fit and well again.

**Mike Cross**



John Ferguson saw this:  
Ned Flanders "Are you riding two abreast?"  
Homer Simpson "No, to the lake!"



"I've really had it with my dog: he'll chase anyone on a bicycle."  
"So what are you going to do – leave him at the dog's home? Give him away? Sell him?"  
"No, nothing that drastic. I think I'll just confiscate his bike."



**This is the section in 'The Link' where you've tried out a piece of kit and like it enough to tell your fellow riders.**

Well, those that know me will know that my navigational skills are rubbish and have to rely totally on my trusty Garmin 1000. Well, that's all well and good but on full 'navigation mode' the battery only lasts for 6-7hrs which is generally OK for day rides but 200-300k



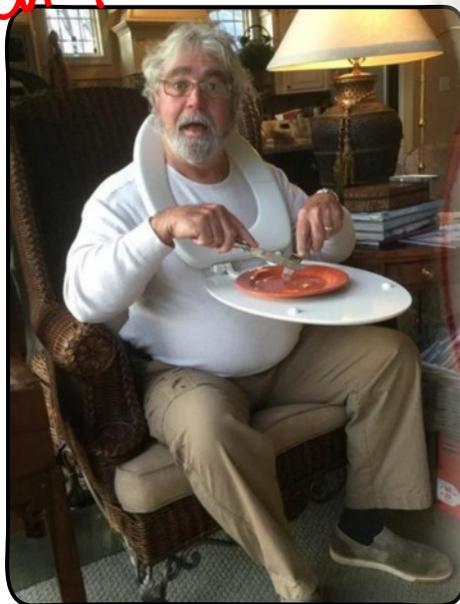
Audaxes pose a certain challenge!  
So ..... I just popped into Tesco and bought a £10 USB rechargeable phone charger which I carry in a little bag on the top tube.

This is phenomenal and has enough charge in it to completely recharge my Garmin two or three times as well as being 'on call' to recharge my mobile phone if necessary. It's nice and light and is perfect



when doing a 300k and riding through the night. I carry two types of USB cable in the bag which then allows me to also charge up Sarah's Garmin 800 which has the mini USB connection as opposed to my micro USB. **Perfect!**

*caption competition*



**Suitable for that really crowded Wednesday morning in the Eureka waiting for the run to start?**

look like the Octomom?  
- **Alreadystoppedcaring**

**HIGH WAY:** I think it is just terrible and disgusting how everyone has treated Lance Armstrong, especially after what he achieved winning seven Tour de France races while competing on drugs. When I was on drugs, I couldn't even find my bike.

- **Tricky**



- A little boy asked his father, "Daddy, how much does it cost to get married?" Father replied, "I don't know son, I'm still paying."
- If you are supposed to learn from your mistakes, why do some people have more than one child?
- If Bill Gates had a penny for every time I had to reboot my computer...oh wait, he does!



# Vine road rage woman: I've suffered online

By Danny Boyle

A ROAD-RAGE driver, facing jail after she was filmed screaming at BBC presenter Jeremy Vine as he rode his bike, has pleaded for leniency from a court because she says she has already been "punished" on social media.



Film of the street confrontation was posted online by Mr Vine

Shanique Syrena Pearson, 22, shouted abuse at the broadcaster, made a gun gesture at him, and threatened to knock him out during the row in the street after Mr Vine had cycled down the middle of a narrow road with cars parked on both sides.

Pearson was told she could face jail as she was convicted yesterday at Hammersmith magistrates' court over the incident in August 2016 in Kensington, west London.

However, James O'Keeffe, defending, said she had already been vilified online after Mr Vine, 51, posted the footage from his helmet camera on Facebook and Twitter, where he has almost 600,000 followers.

Mr O'Keeffe, who previously claimed the *Crime-watch* presenter had racially stereotyped his client, said Mr Vine has "had his 50 million hits" on social media. In the film, Pearson, of Vauxhall, south-west London, is screaming expletives at Mr Vine, who tries to explain why he is riding in the centre of the street. She then kicks and pushes him and his bike.

District Judge Timothy King said he found Mr Vine, who did not attend, a "credi-

ble, truthful and reliable" witness who had not exaggerated. "His manner of cycling was perfectly appropriate," he added.

Pearson, whose previous offences include assault and theft, was convicted of driving an unlicensed car, driving without due consideration and of threatening behaviour. She rolled her eyes and shook her head at the verdict then told reporters outside: "I'm not happy."

At the time, she was subject to a suspended sentence and her case has been sent to the crown court. Judge King said: "The court will decide whether the suspended sentence imposed should be activated in whole or in part."

Mr Vine later tweeted that he was "extremely grateful" to the police and CPS, adding: "People who say 'cyclists shouldn't be on the road as they don't pay tax' should reflect that in this incident, only one of us was paying tax and insurance on a car - and it was the person on the bike."

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.

A bit of a disappointing section in this issue because I've received NO letters from the readership.

Disappointing because personally I'm always looking for ways to improve the perception and status of cyclists on our roads and we can use the 'vehicle' of the Link magazine to try to achieve this.

Without any input or opinions from the readership then not only do we not have any distinct direction to follow but we risk the Link magazine becoming a 'me too' club magazine.

To hopefully start things off:



So what do you think of this newspaper clipping?

Your comments are more than welcomed for publication!

Talking of opinions - I'm always striving to improve the format, layout and content of the magazine itself so will always welcome constructive suggestions and criticisms - good or bad, on how to make our 'read' even better.

If you like certain topics then tell the team, we are always happy to oblige!

If the printing's too small, too big, the photo's not suitable or you think that certain areas of our readership are not being adequately covered then let us know.. With no feedback you'll get the same old stuff! Is that what you really want? Editor



## What ideas do you have to make life just that little bit easier?

So there we were, back in the Eureka after finishing one of Dave Matthew's Audaxes enjoying that welcome cup of tea when in 'struggled' another rider.

He was tired out having had to ride around most of the circuit on the smallest cog on his rear cassette - the highest gear ratio!

His gear cable had broken and of course, that means that the rear mech immediately shifts down the cassette on its spring! Even though he was on his smallest front ring it was really hard work on this very hilly Audax.



Now I thought that most riders knew about this 'get you home' fix!

All you have to do is to make sure the end of the broken cable is clamped tight in its pinch bolt on the mech and pull the broken cable which will cause the chain to ride up the cassette block and sit in whichever gear you want. If it's a tough course then err towards the bigger cogs to give a lower gear and then just change the front mech to give a 'two-gear' option, or in my case, a 'three gear' option!

Select your rear cog then just tie the cable around a part of the frame to hold it there. You might even secure it with one of those tie-wraps you should be carrying!

The same principle goes for the front changer except in this case the gearing goes low rather than the default position of the rear mech which defaults to a high gear.

The springs are quite strong so a fair amount of tugging will be required BUT it'll get you home!



## Refrigerator Turbo Training!

I know I am history, but I am trying to retain some form of cycling fitness.

At present, I am restricted to riding my turbo. With the temperature in the 20's and the sun shining, even at 8am, it seems a pity to be static, but that is the limit.

Compensation came recently when it was raining. I dragged the unit, the turbo with a bike affixed, into the conservatory, went back out into the rain and collected the breeze block. This block, I place under the front wheel so that the bike is level. The floor of the conservatory is tiled, so I line up the turbo and bike in a straight line. The block is placed exactly in line, with the wheel exactly in the centre of the block. Health and safety rules apply. I do not want to fall over and

I do not want to crack a tile.

I spend half an hour in each of six gears gradually building up the work load. I had noticed that the front wheel was no longer in the centre of the block and wondered why, but kept going. The effort to maintain my revs in the highest sprocket was intense but I was only in the sixth out of ten. I refused to give in, but was pleased to see the end of my half hour riding come to an end.

I got off my bike fully expecting to find the roller had seized. It hadn't, but the rear wheel would not turn.

The tyre was rubbing against the refrigerator. The static turbo had become mobile, going into reverse. During more than seventy years of cycling, and keeping up with technology, I had not been aware that with a compact chainset and a 10 cassette configuration, reverse is possible! **Alan Johnston**



Alan Johnston



- "Where's your bicycle Vicar" I said, (because it was the first time I had seen him walking in 10 years!).

"Don't know, I think it might have been stolen, but I will get it back on Sunday" he replied. "At my next sermon I will go through the ten commandments. When I get to 'thou shalt not steal' God will sort it out, I've got faith"

The following week, sure enough he was riding the bike again. So I asked him if the ten commandments thing had worked as planned:

"I got as far as thou shalt not commit adultery.....then I suddenly remembered where I left the bike.."



**A welcome post on facebook from John Ferguson:**



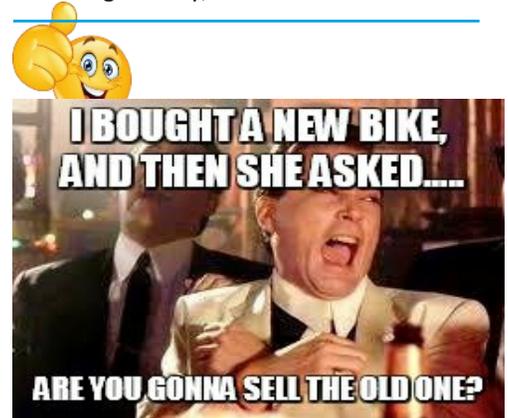
**See - it does work!**



A pensioner drove his brand new Mercedes to 100 mph, looking in his rear view mirror, he saw a police car behind him. He floored it to 140, then 150, ... then 155, ... Suddenly he thought, "I'm too old for this nonsense !" So he pulled over to the side of the road and waited for the police car to catch up with him. The officer walked up to him, looked at his watch and said, "Sir, my shift ends in ten minutes. Today is Friday and I'm taking off for the weekend with my family. If you can give me a good reason that I've never heard before, why you were speeding... I'll let you go."

The man looked very seriously at the police man, and replied :- "Years ago, my wife ran off with a policeman, I thought you were bringing her back." !!!

The Officer left saying:  
"Have a good day, Sir ".....



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## A Ride over the Pontcysyllte Aqueduct & Horseshoe Falls

A perk of retirement is the ability to pick a time of my choice for a bicycle ride: Today the sun was shining.....

The 'Horseshoe' falls are located on the outskirts of Llangollen where my day out would follow the canal towpath to and over the famous Pontcysyllte aqueduct.

Although expecting to see the Welsh equivalent of Niagara Falls it quickly dawned on me that the 'Horseshoe' name came from the horseshoe shape of



a weir that was constructed to divert water from the River Dee to create the Llangollen canal.

Nearby information boards explained that permission to construct this weir had been granted on the understanding that sufficient water would remain in the Dee so that nearby mills could continue to use its



water as a power source for machinery that manufactured textiles.

The 'Horseshoe' name also suits the clip-clopping sound of horse hooves pulling narrow boats along Llangollen canal from its source close to the weir.

The Llangollen canal joins the Shropshire Union canal that was built to assist with the transportation of goods between Merseyside and the Midlands. Barges carried limestone to ironwork foundries in Shropshire where it was added to iron ore (to remove impurities).

Canal water was used to fill the water tanks of steam trains. Ironically the railway network later replaced canals for the transportation of goods.

These days the Llangollen canal is used for leisure and pleasure pursuits; narrowboat owners enjoy the peace,

tranquility and views on and from the canal. Its tow-path is enjoyed by walkers, joggers and cyclists.



My bicycle journey followed the towpath for roughly 5 miles to the Pontcysyllte aqueduct. This is the largest in the United Kingdom standing 124ft high (38m), 1007 ft in length (306m) and just wide enough for a family of ducks!

The aqueduct towers the River Dee and provides a navigable route for the bravest of brave narrowboat skippers that have a steady hand on the tiller and a far better head for heights than me.



Today's cycling route from Llangollen to the Horseshoe Falls and Pontcysyllte Aqueduct & return: Distance =15 miles.

**Joe Patton**

Originally posted on Joe's website:

<https://harlechio.wordpress.com>



**How tough is that view and is it worth it?**

**6/10**

Now, when you see a great view like this you would think that the score refers to the 'breath taking' view from the top. Oh no - here's the twist! That score refers NOT to 'breathtaking' but more to the breath giving!

This 6/10 refers to my 'effort' put in to achieve the climb and hence the photo. The effort to climb the Coll de Rates (6km Cat 2 climb with average gradient of 5% & only 7km from our house) was about a 60% heart rate effort for me so .....

**Who's going to send me a photo of the Horseshoe Pass with their View v. Effort Level review?**





## So you don't believe in Ghosts?

Prior to about 1780, the forerunner of the present A41 at Milton Green was in effect the coast road as all the land to the west down to the River Dee, bar a very narrow strip two fields or so wide, was marsh and uncultivated. At around this time two brothers lived at Golborne Bridge Fm; for reasons unknown they had a big falling out and one went off in a huff and began reclaiming land from the marshy ground to start his own farm. The oldest part of the house was built around 1688. It was a lovely house and one of its most attractive features was a beautifully panelled staircase said, by an expert in these matters, to have come from an earlier building on the site. This is entirely possible as the previous dwellings were sited to control the ford over the Golborne Brook and were subject to rough usage when local and national disputes between warring parties occurred. For forty one years I lived at Golborne Bridge Fm which was said by the previous owners to be haunted, though they never specified what the haunting was or how it occurred. Since they were both fond of strong drink we put it down to imaginings whilst in their cups!

One warm summer afternoon I went into the house to have a cup of tea before milking and shouted to Shirley to see if she wanted one. There was no reply and so, thinking she was upstairs, I went halfway up the stairs and called again; still no reply, but I began to detect a slight whiff of perfume. An increasingly powerful and sickly scent grew stronger and stronger before it began to decline as if someone was walking past me up the stairs. I assumed that Shirley had been trying some new perfume or other, but when I eventually tracked her down in the garden, she denied this and said

she had been outside for the last half hour. We were puzzled by this but thought no more about it. Some months later Shirley was cleaning the stairs when she experienced this powerful scent in the same way as I had, as if someone was going past her. We concluded that this must be the ghost we had been told about; fortunately it was a very benevolent being and never caused us any worries or alarms, but on stormy winter nights our boys were noticeably quicker at getting to their bedrooms! When our younger son was about three he told us on several occasions that "A



friendly old lady came and sat on my bed in the night". His room was at the top of the stairs and it could have been that he was dreaming, but he was adamant that he was not. Before this I had always been sceptical of claims about ghosts; now I wasn't so sure.

For many years my hobby was sailing and on the occasion I'm referring to now, I was sailing singlehanded from Anglesey to Port St Mary on the Isle of Man. The weather was typical of the Irish Sea; dull with a heavy overcast, not much wind on this occasion, visibility of about two miles and no sea running worth a toss-in other words nothing to cause anxiety

other than a lack of sufficient wind to give me the six knots I



considered to be my due, though too little is better than too much. In those far off days, the 80's, it was not possible to sail anywhere on the Irish Sea without having at least two trawlers, and probably more, in sight. This was a big change from the late 90s when I finished sailing since you could often go from Anglesey to the Clyde and not see one fishing boat. Trawlers are a law unto themselves as when they are fishing they have right of way over all other vessels since they are unable to manoeuvre quickly when their gear is down. There is a problem with this as they are continually changing course as they follow the contours of the sea bed and to avoid "fastenings", so trawlers are regarded by yachtsmen as another hazard like rocks and tide races, something to steer well clear of. Anyway on this voyage I was about halfway to the IOM and after a good look round for trawlers, I went below to mark my position on the chart. As I sat down at the chart table I became very aware of someone else in

the vessel with me-remember, I was sailing alone. I turned round and though I saw no one I said "Who are you?" There was no answer of course, but the best way I can describe the situation is to say there was an extremely intense air of peace, relaxation and tranquillity, the likes of which I never experienced before or since. This lasted for maybe ten seconds, certainly no more than fifteen. Other sailors to whom I related this event did not dismiss it out of hand (Peculiar things happen at sea) which is more than be said for some land lubbers who laughed long and hard at the story. Whatever anyone says or thinks, I know



that for a few seconds I was not alone in the vessel. I was now convinced of the existence of paranormal beings.

Corroboration for my conviction occurred thus; last spring Shirley and I attended the annual lunch of a painting club to which she belongs, and seated across the table were Jane, a club member and her husband, Tony. It turned out that they had been keen sailors for many years and the conversation soon turned to our many and varied tribulations on the Irish Sea. During their first voyage in open water out of sight of land to the IOM, and about halfway across, (roughly the same area I was in when I was boarded by this paranormal being) Tony was taken violently ill with sickness and severe stomach pains caused by some sort of food poisoning and he was forced to go below leaving Jane on the helm. The wind was quite strong gusting to force six (25-31 mph-a Yachtsman's gale) with a rough sea and poor visibility. Jane was inexperienced never having been on the helm on her own before without Tony to guide her, so it's not surprising that she was terrified. Not for nothing is the IOM known as the 'Misty Isle' (I have been in brilliant sunshine and two miles away from the island and been unable to see it due to mist covering it) and knowing this did nothing for Jane's confidence. She took the tiller, shaking like a leaf and then something quite remarkable happened. She said she became aware that someone, who she couldn't see or identify in any way, was with her in the cockpit which all of a sudden became a place of deep peace and tranquillity. She "heard" this person or 'being' tell her that he would see her safely to port. After a few seconds this feeling went away but from that moment on she had no more fear and made it to Port St Mary without any assistance from Tony until he emerged from below as they entered the harbour. Jane and I discussed our experiences and the various explanations that have been given us by people trying to debunk the events, at great length, but we are both utterly convinced in the existence of some paranormal phenomenon.

Anyone else experienced anything like this on land or sea? **David Ackerley**



### Mrs Clay's Bara Brith

This recipe was given the thumbs up by Wrexham Reivers when some had tea on a ride earlier in the year.

Who was Mrs Clay? Before my mother got married she was in digs with Mrs Clay. This summer my cousin asked me to make some Bara Brith, and although Mam used to make it I wasn't sure of the recipe. I found several recipes, but stuck into the front of an old recipe book was a sheet of paper with Mrs Clay's recipe.

\*Makes a 2lb and 1lb loaf

**2 Cups of cold tea**

**1lb mixed fruit**

**½lb of sugar (can use soft brown for a darker loaf)**

**1lb SR Flour**

**1 egg**

**(Level teaspoon of mixed spice if you like)**



1. Put the mixed fruit and sugar into a bowl and add the cold tea. Leave to soak overnight.
2. Add one egg and the flour (and spice if used) and mix well.
3. Line a 1lb and 2lb loaf tin and spoon in the mixture.
4. Bake at about 150° fan oven for about 50 mins for the small loaf, the large will take at least 10 to 15 mins longer.

\*As the recipe uses one egg I haven't tried to scale it down. There are loads of variations of Bara Brith recipes so the exact times and ratios probably aren't critical. **Lowri Evans**



### Peter Williams

spotted this in Hanoi last November while on holiday - (not cycling!)

I have no idea what the lady is carrying on her bike.



14 years ago I visited Hanoi in Vietnam and there was more bikes than with lots of mopeds and very few cars. Today sadly there are few bikes with lots of mopeds and more cars. The litter was awful. Progress ?



## BORDEAUX TO BARCELONA!

If you have two weeks holiday in the early or late summer then I suggest you consider the Bordeaux to Barcelona route for some of the most beautiful scenery and enjoyable cycling to be had in Europe. Why Bordeaux? Good links by Air, Rail and Roads and interesting city and one of the best wine regions, Barcelona does not need any reason as it is its own very wonderful reward.

**Day 1** - you follow an old railway track south from the city before crossing the Garonne River at Cadillac and entering into the Gascony Forest to arrive at Villandraut, a lovely town noted for the Popes Castle which is well worth a visit, an easy day of 46 miles and a climb of 1167 ft.

**Day 2 - Villandraut to Barbotan** Easy



riding through the vast pine forest of Landes de Gascony Regional Park, along mainly traffic free roads and through sleepy French villages. Along the way you pass on the left the Notre Dame des Cyclistes, a small church full of cycling memorabilia, definitely worth a visit. Then you can end the day at the busy Spa town of Barbotan-les-hermes after 56 miles, and a climb of 1059 ft.

**Day 4 - Barbotan to Marciac** Another easy day through rolling country a bit more bumpy but still good riding on side roads passing sunflowers and more sleepy villages with no sign of anyone

about until you arrive at Marciac after 42 miles, and a climb of 2552 ft.

**Day 5 - Marciac to Villeneuve de Rivere** Now you are riding through the foothills



of the Pyrenees and you start to feel a little pressure as the route takes you up over a hill then drops you down to a valley, over a bridge then climbs again and repeats the scenario again and again and after 53.8 miles you arrive at Villeneuve de Rivere, having climbed 4475 ft.

**Day 6/7 - Villeneuve to Bagneres De Locho** This is what we have been waiting for, the first col of the ride, Port de Bales. Having left your night's stop, you ride via St Bertrand de Comminges and taking D925 up to the col you eventually arrive at the top (5757 ft). To start with, it is a fairly gentle climb through the forest and the gradient is marked along the route which forewarns you what is to come. I have watched the Tour de France climb this col and was pleased to note that they worked hard to do so, they were faster than me though, nothing to do with age of course, just that they had better equipment! On a clear day you have good views at the top and from the top it is downhill all the way to your next stop at Bagneres de Luchon, 42.6 miles. This is an interesting town so give yourself a day off here and enjoy the break just be warned this town is used every other year by the "Tour" so make sure you do not visit at the same time as all the accommodation is taken. If you need a little extra exercise then the Col du Tourmalet is not far away. This town, as many others along the route from here, is also a ski resort in winter, and was used by Winston Churchill as a retreat when it got too hot on the coast in the summer.

**Day 8 - Bagneres to Arties** Now rested and ready to go, you leave on D618 and very



David Collinson

so on start the climb up to the next Col du Portillon 4238 ft right on the border of France and Spain. From here you drop down steeply to the valley below with some lovely views, but the road in the valley is the N230 a busy road to Vielha, you can find some diversions in the hills if you wish, then it is C28 to Arties our next stop 29.0 miles.

From your overnight stop, the road continues to climb along the valley, then quite steeply with "S" bends until you reach the Port de Bonaigua at 6797 ft, the highest on the route. From there the road descends steeply across open rocky meadows with "S" bends, do stop for a coffee at the Café Les Ares again with beautiful views. This is part of the 25 miles decent to Sort our next stop and follows the river down past lakes and small towns until Sort 42.8 miles, not far but remember the terrain and stops for pictures.

**Day 9 - Sort to Coll de Nargo** From our overnight stop you could see the steep climb for the start in the morning so it came as no surprise when the climb



started up and up with "S" bends. It was getting very hot too on the south side of the hills and I suffered from a little heat stroke, but the views were magnificent you could see for miles along the Pyrenees. You arrived at the Coll de de Canto (5659 ft) where there was a viewpoint and picnic area, then a steep descent to Adrall, our lunch stop. One rider's tyre blew out here as the rims had got so hot on the decent. This is where



the route joins a busy main road that climbs along the valley and through a 600m tunnel and on to our stop at Coll de Nargo 41.6 miles.



**Day 11 - Coll de Nargo to Solsona** This is an extraordinary route through the mountains along a rocky gorge over two colls, Coll de Boix (4320 ft) and Coll de Jou (4855 ft) through tunnels until the road descends to the plain at Solsona 42.3 miles.

**Day 12 - Solsona to Montserrat** The mountains have now been left behind and the route follows rolling countryside with some climbs but no cols to bother you with but distant views of Montserrat, our destination for the day. Part of the route is over a rough track with flint stones and I punctured twice, although you could avoid this if you dropped down and climbed back up again. After passing through a couple of tunnels you start the climb to Montserrat itself and this is quite steep. Eventually you come to a barrier and you pass through this, no charge for bicycles, and come to a car parking area, this, you think is the end of the climb, but no, there is more to come before you reach the Hotel and the monastery. This is a monastery that is well worth a visit on it's own, there is not time to do justice to the wonderful building on a cycle route.

**Day 13 - Montserrat to Barcelona** A lovely drop down from the Monastery and on through pleasant countryside until you come to a very confusing industrial area. Having passed through that you climb the last Coll, Collet de L'Espinagosa 1174 ft and there before your eyes is Barcelona. It is only a lovely drop downhill and you have arrived at journey's end and what a wonderful place to end. A total of 44,902 feet climbed and 498.7 miles or there about.

David Collinson



### Somehow life becomes more interesting as you get older!

Mind you, that doesn't mean that certain interesting things are what you would wish for yourself if you had a choice. Such as needing to dismount on certain hills you would have floated up when you were but a wee lad or lass. But of course like most things in this life, there are compensations. Needing to get off your bike means that you could become an expert on wayside hedges. For instance you can often tell the age of a hedge by the range of plants to be found within it.

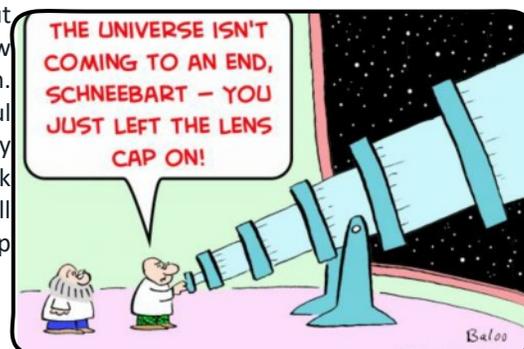
But then of course you need to have the clarity of vision to see what there is to be seen. And with the approach of our later years of what we may delude ourselves to believe is the age of 'enlightened maturity', eye cataracts gradually creep up on us and our vision loses its clarity. With microsurgery, a simple procedure enables the flawed lens to be replaced with a plastic one. Suddenly a whole forgotten world opens up again, with hills and vales becoming alive with bright colours.

And so it was with me. With an interval of around five years in between, I had cataracts removed from both eyes some years ago. The original intention was that I would have them done at the same time. But a problem developed in the first eye treated. This had nothing to do with the operation. It arose because when I was around ten years old in 1944, and living in Bebington between Port Sunlight and Bebington railway stations, playmates of mine somehow managed to get hold of a live 303 bullet and placed in on the rail line. I drifted onto the scene and was around 100 yds away in Mayer Park when the thing exploded. I finished up with a piece of the shrapnel in my right eye. Fortunately this was easily removed but left me with a black scar on my eyeball. This presented no problem until my cataract op' - but that's another story.

With the odd tweak or two I have enjoyed what I thought was good vision until comparatively recent times. Each year I had an annual checks at my well known opticians which revealed no change in my prescription. But at the same time I realised something was wrong. At my request the optician undertook another test to examine the rear of my eye which is not part of the usual examination. This showed that a membrane used to secure the artificial lens in place when a cataract is removed had become opaque. This can happen in some instances within months or years. I was told removal of the membrane was a simple procedure available under the NHS, but there was likely to be a delay of some months. I opted for private treatment two days later. Cost £450, mostly going to the NHS Trust for the use of its equipment.

The result is quite incredible. I would not have believed my vision could have been improved to the extent it has. Even though some of our older members may have had cataracts removed successfully, and their prescription remains unchanged, this problem may be occurring without them realising it. I can now delight at seeing the world afresh. And what an exquisitely beautiful world it is! Yippee for my Capsulotomy! But if you think you need one, make sure you spell it rite. You could really drop yourself in it if you get it wrong!

Roy Spilsbury





## CHESTER CYCLING CAMPAIGN

Working to Create a Cycle Friendly City.....

Have a look at the 'Chester Cycling Campaign' website - I think you'll find it very interesting!

You'll find it on:

<http://www.chestercyclecity.org/>

They have agreed that we can print anything from their newsletter ("Cycling Matters") which can be found on their website. For example, the latest one has a short account of what to do if you are involved in a cycle accident and another shorter one on whether helmet cam evidence can be used in court. (This one was written after police advice).

See what you think!

If you are unfortunate enough to be involved in a collision, use your mobile

phone camera to take photos of the collision is reported to the police if the police do not attend the scene.

Cheshire Police recommend wearing a helmet and highly visible clothing and carrying ID and next of kin details - most people will have these on their mobile phone.

Even if your bike remains rideable, don't ride away from the collision, as it could be deemed that you are unharmed and you may later find you are bruised at the very least.

Chester Cycling Campaign members met with the Police and Crime Commissioner for Cheshire, David Keane, and learnt some useful further details which are worth knowing:



phone camera to take photos of the vehicle registration number, the scene and, if possible, the driver.

Most collisions involving cyclists will result in injury to the cyclist, so ensure

- If the police attend the scene, note the police officer's name and number. If you are not sure whether or not you will need medical attention, it is best to state your intention to do so at the scene, otherwise the collision may be classed as no injury having occurred.
- If, in the days after the collision, you remember further details, or injuries become apparent, contact the police and supply the information, with details of the officer who attended the collision, so that they can be added to the incident report.
- Do not delay: different police forces allow different amounts of time, from 7 days to 28 days, after

which no more information can be added. Ask what limit applies.

- A person involved in an incident is entitled to see the incident report. A cost applies and confidential information may be redacted. If a solicitor is acting on your behalf, they would normally apply for you.
- Insurers work on "the balance of probabilities", the police on "beyond reasonable doubt".
- The file on an incident will be fully closed 6 months after the incident if there is to be no further action.

### Helmet cam footage -

#### Is it admissible as evidence?

Some cyclists use helmet cameras to record video of their journeys. Cheshire Police told us that the answer to the above question is that footage **can** be admissible, but only if:

- It is of suitable quality and contains the relevant details, i.e. shows the cause of the incident.
- It was recorded for road safety purposes only. If a recording is considered to have been made by directed surveillance (pursuing a particular agenda, person, vehicle, etc), it will be deemed inadmissible.
- Do remember that the behaviour of the person making the recording will also be documented!
- If you intend to use the recording to support a legal &/or insurance claim, it would be unwise to put the recording on the internet.
- Cheshire Police are currently working on a reporting portal for their website, where helmet cam footage can be submitted

Courtesy of Chester Cycling Campaign

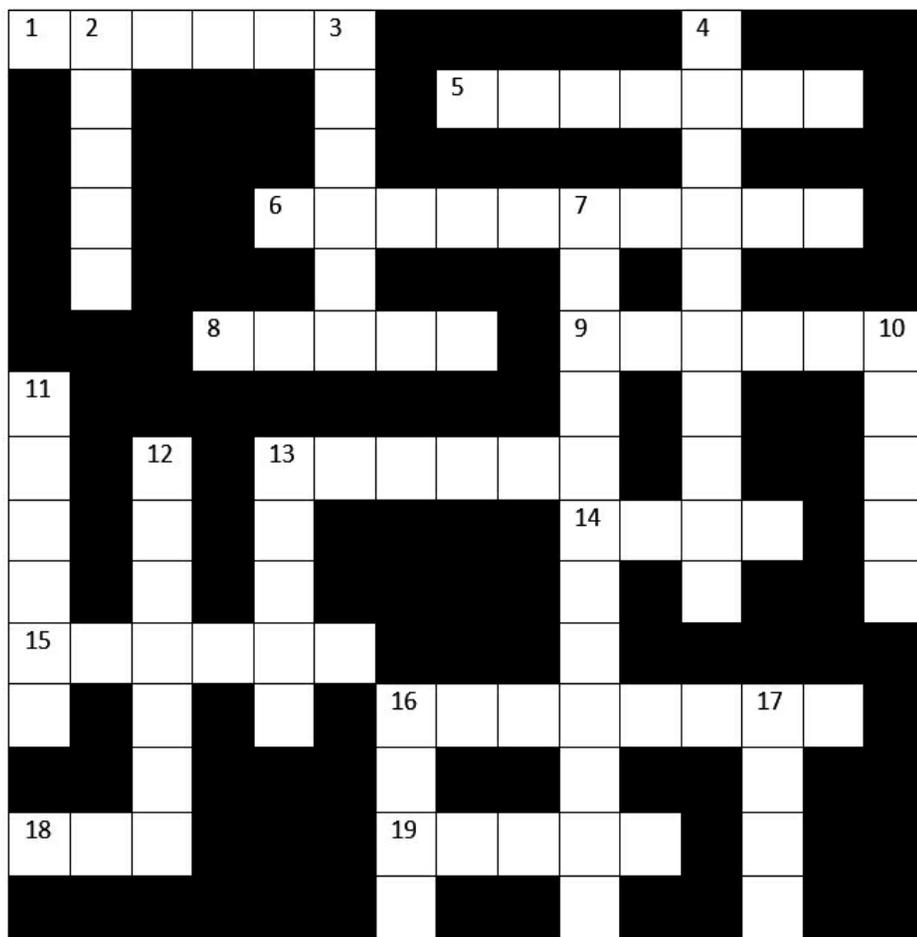




*Janet's been busy and thought you would like to have a go at a 'Brain Teaser' for this edition! Solution at the back of the Link - no peeking now!*



**Janet Jones**



**Across**

1. Good to have these at hand (6)
5. Essential equipment for the tourer (7)
6. Essential for the UK summer (10)
8. Sequence of the same type (5)
9. Attachment for the sole (6)
13. Burden someone with a workload (6)
14. Popular bike make (4)
15. Chris Boardman's dad frequents (6)
16. Will cause deflation in mood! (8)
18. Going around incognito (3)
19. The Proclaimers did 500 of these (5)

**Down**

2. South to North (5)
3. Popular app to track progress (6)
4. Metric measure of 19 across (10)
7. Will help with 16 across! (6)
10. Neck warmer (5)
11. Policeman's top level protection (6)
12. Accurate routing ensures success (7)
13. Wire rod at the centre of things (5)
16. Essential equipment for 16 across (4)
17. Pothole location (4)



**Andy Blomfield**

It was about a year ago that the committee decided that we would like to have a Club top for Two Mills. I started to look into this and came up with one or two designs. My big mistake was to show the design to too many people. "I don't like that blue, I like this one": "I don't like the CTC yellow, I would like another one" and so on - just the start of my 'fun'. Then we got to hear about the change of name of CTC

so it was lucky that we didn't go ahead at that time as my design had the CTC logo on the front and back!

So on to our AGM ( 😊 free buffet for all!):

Sue Fowler offered to take over the job of the design work and to order the tops.

So in a short time a new design and an order for over 30 items was sent off with the hope we will have them in the spring.

There are about ten more people who would like a top so second order will be on its way soon.

If all goes well we would then look into long sleeve and then winter tops.

Two Mills committee have agreed with the backup of the AGM to subsidise all tops so no-one will have to pay more than about £20 to £22 per top. Result! **Andy Blomfield**



## Five countries and Five Cols with Kitchi and Nadje

Intro:

During the summer of 2016, I was able to take 5 weeks out of work to join my Eden Valley cycling friends who had planned a grand tour from Budapest to Venice taking in Vienna and concluding with a period of fixed base in their beloved Corsica. Total distance cycled from Budapest to Lama in Corsica, 974 miles over 18 days travelling through five different countries with minimal worry about borders and sight of passport thanks to Schengen Agreement. Halcyon days told in more detail here by Paul, the route master of our trio.

August 2016, and I'm in Budapest with Janet, my wife and constant cycling companion. Joining us is friend and Wirral CTC stalwart Janet Gregory, sometime known as the 'pocket rocket' To distinguish between the two, we adopt Hungarian names. For friend Janet, it is Kicsi, meaning small, and is pronounced 'kitchi' which is fun, rhyming as it does with titchy. The wife's name is Nagy, meaning 'big', but it's pronounced 'nadje' (sadly not 'naggy', thus lacking some of Kicsi's entertainment value).

We set off on EuroVelo route 6, the



Danube cycle route heading for Vienna.

It is mostly flat, though the river valley adds interest, along with the three ferries we take to avoid some main road. We're riding to Corsica which seems rather distant at this stage. I guess it will be about a thousand miles. This is not too bad as we've got three weeks to do it in. A night in



Bratislava adds to the tally of countries we'll pass through. Our final stretch on the R6 is from Slovakia into Austria and, as we approach Vienna, the cycle path is away from the water, straight, level and tedious with a light headwind. Very different to the next day, in Vienna, where the bikes are ideal for sightseeing and we clock up 9 miles just pottering about and gawking.

Having seen Vienna, we spend the following morning being lost. Then we meet some helpful locals who set us right for the Triestingau-Radweg, a segregated cycleway (R9a, leading on to EuroVelo route 9) taking us south away from the city, along the delightful Triesting river. Even though it's upstream, the climbing is hardly noticeable. At the end of the second day, the Radweg ends, leaving us to climb over the Preiner Gscheid, a moderate col rising to 1070m. Nevertheless, it is a rude awakening after the ease of the river-hugging cycle path. In Austria we find everything is near perfect which I enjoy, despite the expense. By comparison, Hungary had been cheap, prices about half what they would be in the UK. On the down-side, the quality of cycling (and other) facilities in Hungary was sometimes a bit ropey. After a few days Nagy finds Austria somewhat stifling and can't wait to get to laid-back Italy.

But before we can do that, we have to take the R5 to Bruck, then the R2 to Graz,

and the R9 and R4 to Deuschla ndberg.

All the routes are segregated, smooth and follow river

valleys. I could get used to this... Once more we leave the cycleway for an even ruder awakening. It's the Weinebene pass into the south-eastern Alps, 1600m and mean. The map symbol indicates it is forbidden to caravans, so I have assumed it must be a narrow twisting road. Nothing of the sort; it is the gradient that's the reason – straight up (16%) and no messing. Unusually, all three of us have to stop for a rest at some stage. I assume in my case it is the old body complaining, but it's not the only one; my bike starts giving messages of uneasiness too. You know the sort of thing, vague creaks and rumblings which can't be traced when the mechanics are examined. Later on the road eases and there's wonderful Alpine scenery followed by a beautiful sunlit descent to the Drava Valley and the R10 to Lavamund.

A couple more days riding finds us in the Gail and Drau Valleys, heading west through southern Austria along the Slovenian border. The Drauradweg is an incredible cycle route, imperceptibly climbing upstream with breath-taking Alpine scenery all around. Before laziness sets in permanently, we veer south over the Nassfeld pass, 1500m and so into Nagy's beloved Italy. The Austrian side has been 'improved',



hairpins removed resulting in a relentless climb which is fine for motor vehicles, alas it is no fun on the bike. At least it's smooth, though once more I





grovel. Nagy and Kicsi have disappeared off the front and are waiting at the top. And what a contrast is the road down into Italy. It's like the Wild West – dodgy surface, rustic crash barriers, and a stupendous spiralling

Sella di Cereschiatis, 1066m, and then drop for miles and miles down the Val d'Aupa to Moggio. We are descending to the flatlands from the Carnic Alps and the views are truly dramatic. It's a lovely day, hot sun, downhill, tailwind and effortless scenery. Then we hit the plain, which will go on forever, and it's getting seriously hot.

Florence and riding trains to avoid the traffic and weather, ending up at Livorno. From here it's the ferry to Corsica. Corsica being French, it makes it the fifth country we will have cycled in. No doubt I'll be talking about it in some later article .....

**After thoughts:**

We booked our outward flight with Jet2.Com from Manchester to Budapest, bikes packed in throwaway cardboard box – freebie courtesy of Halfords that worked perfectly. It was a little more difficult finding a bike shop in Corsica that could supply another box for the return flight. Several phone calls and a 'thank you' bottle of wine but success in the end. How many punctures? I had none maybe thanks to investment in pair of 28mm Vittoria Open Corsa G+. Any difficult moments? A very rough sea crossing around the Cap Corse causing us each to forego breakfast – 5 euros worth! Archer fans will recall September 2016 was the trial of Helen Titchener. Many an evening found the three of us crouched around a phone listening to the gripping storyline much to the bemusement of our European hosts.

**Janet Gregory**



descent with a tunnel clinging to a crumbling cliff. The hotel in Pontebba is run down and the side panel falls off the shower during Nagy's ablutions. I hear some comments from the bathroom – they no longer seem to be in praise of all things Italian. Despite this, there's a super evening meal which is not expensive. The next day we ride over the

Two days later and we're at the end of the Litorale del Cavallino, a peninsula which divides the Venetian Lagoon from the Adriatic Sea. We spend a couple of days here to explore Venice and do some island hopping. I'm amazed at how enjoyable all this is despite being a no-go area for cycling. Then it's off on the bikes south again to Chioggia. The journey involves taking three ferries, linked by mad dashes along the intervening islands to make sure we don't miss our connections. We're now going towards Florence and the roads gradually become hillier. We pass through Firenzuola and climb the Gioigio di Scarperia col at 882m before descending to Borgo S. Lorenzo. The col is probably quite nice, but all we're interested in is getting off the mountain and away from the wind and rain. We spend the next 24 hours sightseeing in



The Café of the Year 2016 is the fourth time this competition has been held by Chester and North Wales CTC and the first time it has been awarded to a Welsh café. Pantri Bach Cafe in Pensarn, near Abergele received the most votes. The owner and staff of the café were presented with a commemorative certificate on Thursday 22<sup>nd</sup> February by Mike Cross,

President of Chester and North Wales CTC. The café was nominated by CTC members who visit the café regularly and who always receive a warm welcome and excellent service. Despite very wet and windy conditions, over twenty cyclists arrived



for the presentation. The café owner Julie Williams, manager Kirsty Prosser and the staff were so delighted to receive the award

that Julie immediately found a prominent place on the café wall for the certificate. As well as riders from the CTC there were cyclists from Rhoson-Sea CC and Ruthin CC. Mike Cross, Lowri Evans, Glennys Hammond and Roy Spilsbury also attended the very enjoyable event. Many thanks to Julie and her staff for their hospitality on the day. Certificate and photo by:

**Glennys Hammond**

# The Link History Lesson!



A few photographic 'snippets' from Roy Spilsbury giving a flavour of our cycling around the time of WW2



**FORMATION OF NEW DISTRICT ASSOCIATION**

We, the undersigned members of the Cyclists' Touring Club, hereby give notice, in accordance with Regulation 7 of the Regulations for the Formation and Working of District Associations, that the preliminary meeting in connection with the proposal to form a District Association to be known as the Chester and North Wales D.A., comprising the City of Chester and the area within a ten miles radius thereof, and the counties of Flint, Denbigh, Montgomery, Merioneth, Caernarvon and Anglesey, will be held at the Red Lion Hotel, Northop, on Sunday, August 27th, at 2.30 p.m.

(Signed) G. G. CARTER, J. C. QUICK, E. V. DONNELLY, G. JONES, J. G. WILLIAMS, W. SKELDING, MISS M. PETERSON, S. G. CROSS, T. E. TRAFFORD, F. OLDHAM.

## 1 Roadfarer's Log-Book



by Robin Hood



ONE of the best club magazines that I have seen is *Awheel*, the organ of the Chester Section (Liverpool D.A.), soon to become a District Association on its own account. The magazine is partly printed and partly produced by typewriter stencils, into which drawings are cleverly introduced. The neatness of the stencilled pages is beyond praise, and I would like to offer my special congratulations to the editor, Mr. H. A. Rowell, 12 Ermine Road, Newton, Chester. *Awheel* costs threepence per issue, post free.



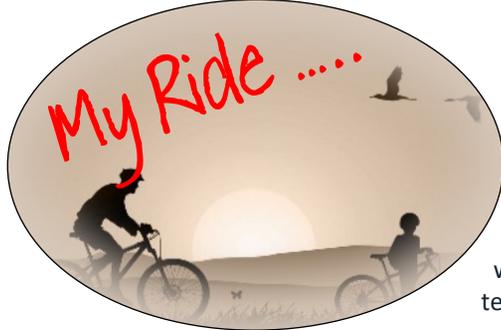
For the picture reproduced on this page I am indebted to the editor of *Miniature Camera Magazine*, who used it in his August issue to illustrate the following paragraph in an "American Letter": "New York amateurs who are tired of the pavement and who long for something natural to photograph for a change got a break when the New York, New Haven and Hartford railroad recently ran a special train on two consecutive Sundays for cyclists, foldboaters, and photographers up into the Berkshire mountains of Massachusetts and Connecticut. For a flat round-trip fare of about \$2, cyclists or foldboaters could take their own



Reproduced by courtesy from:

www.cyclingnorthwales.uk

Mr. B. C. Young (second from right) on a run with the Chester D.A. The hon. secretary, Mr. J. C. Quick, is on the extreme right.



Atlantic winds and rain, vegetation is sparse and there seems to be virtually no wood. Great limestone pavements are broken by wide cracks known as 'grikes' which shelter a wide variety of plant species well below the surface. An unusually temperate climate extends the growing season for crops and more especially,

to a man of your calibre!" we all three set off.



Tony Wilkinson

We started up a gentle climb that curved up to become the main track across the spine. The surface was mostly hard turf which in places had been worn off to leave a good surface of crushed limestone. Either side were the ubiquitous stone walls leaving just about enough room for an old Landover to pass through.

The sun was blazing, the air was crystal clear, and no one was about. It was quiet apart from the buzz of insects among the flowers and grass. After a gentle climb over the hump we had the spectacular view across the straight where we could see the Atlantic pounding the Cliffs of Moher. Then some miles of gentle

## Inishmore 2006

Eric (Richard) Hughes and Des James organised a series of annual tours in Ireland. Usually the highlight of every tour was a visit to an off shore island. Unfortunately in 2006 Eric's wife Rene was admitted to hospital and he had to cry off at the last moment. Graham Mills stepped in to lead the daily rides for him. Between them, Des and Graham managed an extraordinary and memorable tour.

For me an outstanding highlight was the



grass, but lacking trees, most of the Island seems desolate.

Over centuries past, the stones have been dragged away and piled into walls to shelter little pastures for sheep and few cows. These enclosures have no gates, when necessary their entrance has to be closed by moving part of the wall.

The island's total population is below 850.

Somehow Graham found out about a green lane across the main ridge of the Island running from the West to Killeany. Knowing that Andy and I both enjoy off road cycling Graham suggested we explore this while he led the main party along the road.

Andy & I set out to persuade Glynn to keep us company. Glynn does not do off road! He keeps to tarmac!!

However after Graham's input, "It cannot be more than 13 miles, nothing



day when 3 of us rode across the spine of Inishmore.

Stuck outside Galway Bay the island of Inishmore is simply a large block of limestone. It is aligned with the limestone pavements of the Burren which culminate in the Cliffs of Moher on the Irish mainland. Scoured by the

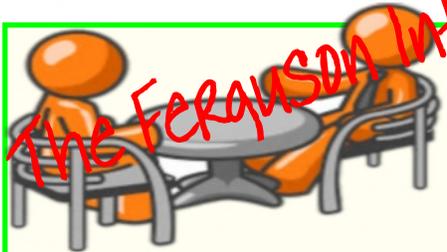


descent with a tail wind slowly delivered us to the tarmac where we met up with the rest of our group. It was a lovely ride across Inishmore, a great day in good company; thank you Eric for all the planning. **Tony Wilkinson**



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# The Ferarson Interview .....



Although I knew that Peter Williams works hard campaigning to improve cycling facilities in our area, it was only when I interviewed him that I realised what a difference his efforts have made to the local cycling infrastructure.

He is the well-deserved recipient of the 2012 CTC Volunteer of the year award and the Certificate of Merit awarded in November 2014.



**How long have you been the local CTC Right to Ride rep? .....**

Eight years ago, I was asked by Janet Gregory to apply to CTC head office for the role. I had a telephone interview that I didn't pass as the interviewer felt that I needed to know the other RTR reps in the areas adjoining our area. I contacted the other R.T.R. reps and passed the next time. This included David Robinson who helped me a lot who sadly is no longer with us.

**What was your first success? .....**

There was a sunken grid on the A540 by Chapel Lane that a number of people had reported with no effect. I emailed the Highways Department and it was repaired within a couple of days. I thought this is easy. I soon learned how wrong I could be!

Another success was getting Lodge Lane resurfaced (it was full of potholes) when the extension to the M56/A494 was improved 8 years ago; the site engineer for this project did this at my request on an Audit of the non-motorised user routes included in this extension of the M56 into North Wales. This now forms part of local route 563 from Ellesmere Port to the Dragon Bridge Queensferry. (Blue Bridge over the A494 at Sealand)

**Tell me about your A540 campaign .....**

It has been a frustrating cause to pursue with some minor successes but a lot of disappointments.

I have probably spent more time in my attempts to have a cycle path installed on the A540 than any other project. This has included several meetings with councillors and CWaC highway officials.

A couple of the major disappointments were: -

The building of a lay-by eight years ago on the central reservation just close to where two cyclist were killed at different times 9 years and 15 years ago, This lay-by was constructed to allow police vehicles to park with speed cameras. The money spent here could have paid for a shared footpath in the grass verge to allow safer cycling.

The Times ran a campaign which secured £8 million of government funds for roads that had serious cycling accidents on them over a previous 5 years. Despite me liasing with Cheshire West with the proposal and plans for a shared cycle path (from Two Mills up to Woodbank) the project was refused because the path needed to be two metres wide and the lampposts were in the way. The annoying thing is that I found out that street lighting was replacing some of the lampposts, I asked could they re-site the new posts so as to give the path more room, but they just put them back in the same position and our/ CWaC application was refused.

When the new high voltage cable link from Scotland was being routed down

the A540 I asked could it be put in the grass verge and the old footpath be resurfaced as a cycle shared path afterwards, but despite emailing every contact I had, this idea was rejected.

A minor victory was getting advanced stop lines painted at the Two Mills junction and at the Hinderton Arms junction when the road was resurfaced. They also added a "caution cyclists" sign at my request by the Eureka Cycling Cafe.

I hope that one day this major route for cyclists will get the cycle path that it needs.

**Is your role with Sustrans useful?**

Yes, I have become involved with a number of local Sustrans projects, the most notable the Burton Marsh path. As all of us know this has become a very well used traffic free route for all types of cyclists and this has enabled cyclists to get to North Wales avoiding the A540. It is also popular with cyclists going to work on Deeside.

**What is '106' money?**

As a condition of a planning permission being granted, the developer sometimes has to make a '106' or soon to be called CIL (Community Infrastructure Levy), money available for the benefit of the local community. I check major planning applications to see if a bid for improvements to the local cycle infrastructure can be put forward. This is a way to try and get a cycle infrastructure close to the development. All large developments should plan for sustainable transport which should include cycling. Working with the Chester Cycling Campaign we try to make sure a cycling infrastructure is included.

One example of this in action is the Redrow development of 2,000 houses in Ledsham Sutton Hall Farm where the developer Redrow has promised to improve the junction of Ledsham Road with the Welsh Road, the A 550. This will include traffic lights and a cycle path to Badgersrake Lane. This improvement should take place once they have built 65 homes.

Another project in the pipeline in Ellesmere Port, thanks to '106' money, is the turning the old railway line under

# The Ferguson Interview .....



Rossmore Road East by the M53 at junction 8, into a safe cycle path to cross under this busy junction. This will link Lime Avenue to North Road and Vauxhalls. A new housing estate for 300 houses has got planning permission at the bottom of Rossmore Road East and North Road Ellesmere Port. In this area is a few old railway lines which used to service the docks in Ellesmere Port. I am keeping my eye on this area as Peel Holdings now want to re-develop the docks.

### The Chester Cycling Campaign?

This is a very active group that does a great deal of work for cycling in our area. They are always looking at planning permission requests and they make sure that cycling gets a fair share of '106' money.

It was their close scrutiny of the plans for the Gorse Stacks bus station in Chester that revealed that the existing cycle path had been removed in the new development. This has now been reinstated and should be open to cyclist's use once the bus terminus is opened.

### L.S.T.F.?

The Local Sustainable Transport Fund is a government fund that local authorities can apply for if they have any projects that reduce the use of cars in their area.

I did encourage Cheshire West highways department to apply for a grant from this fund for the A540 cycle path. To get the grant approved an audit of the number of cyclists using the road was required. I offered to do that audit but the LSTF manager said they would do it. The audit never happened so the application never went forward. In fact, some LSTF money went to improving Cuckoo Lane in Neston which was a PR disaster as far as CWaC was concerned.

L.S.T.F. and Highway England money has been allocated to improve cycle safety for people crossing the roundabout at junction 4 of the M53 in Wirral. Other projects are taking place on the Wirral. I hope junction 5 at Hooton will also attract money to improve this junction for A41 cyclists.

The Chester Cycling Campaign have drawn up a 'Wish List' of projects from small to large so that if there is any LSTF or other money left near the end of the financial year they can put the proposal forward.

### Does everyone approve of your campaigning?

No: I have attended a number of meetings where residents do not want any improvements for cyclists. One example was a meeting that I attended at Wallasey Town Hall regarding the installation of a cycle path on Lever's Causeway. One of the reasons that the residents gave for not wanting the path was "it will increase crime in the area"! This meeting was quite hostile with

objectors, but Wirral B C voted in favour of the scheme which went ahead.

Another example is I, with the help of Sustrans, is to alter the signage in Church Lane Neston so that it points left towards the Wirral Way rather than right to Burton Road when you leave the park. I have put a number of Sustrans sticky direction signs over the incorrect direction signs but they keep getting removed! (Some of the resident's of Church Lane object to cyclists using their road because some travel too fast on their bikes). I consider this to be a safer route than going on to the main Burton Road to access the Wirral Way. At present, we are trying to get the signage corrected officially.

### Final message?

Although at times I can get downhearted with the lack of progress on some projects (especially the A540) overall it has been a very satisfying 8 years, with a number of successes. I am going to stay in this role until our next AGM (in Nov 2017) then hand it over to a new volunteer. So, if anyone out there would like to take on this role please let me know and I can pass on my knowledge and contacts. There is quite a band of campaigners out there and Cycling UK do run workshops to help campaigners nationally.

### John Ferguson

**So Readers, who would you like to hear about? Contact John with your requests!**



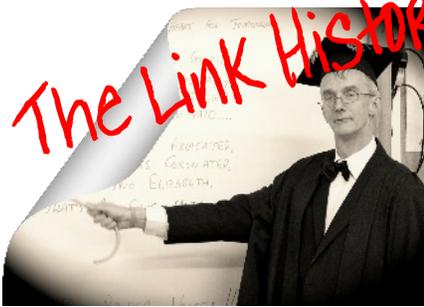
What was YOUR'S?



*Bought for me for passing the 11+ in 1959. Mine was red and cream.*

*Keen on plane spotting at the time and travelled all over to various airports and aerodromes in the south of England.*

*Oh how I loved that bike and did many thousands of miles on it, that is ... right up to the time that my brother borrowed it and had it stolen!*



**The local history piece this time but with a cycling twist to it!**

**‘A Tale of Two Princesses’**

Not a lot of details were recorded about Welsh Queens or Princesses – mostly about Kings and their exploits but these two Princesses went down in history for two very different reasons.

**Princess No: 1** – Princess Nest known as ‘Helen of Wales’. Her father was Rhys ap Tewdwr, the last King of Deheubarth in South

Wales and she was born around 1085. When her father was



killed by the Normans in 1093, Nest was taken to King William the Second’s Court as a hostage to be married off later. When she reached her middle teens she was evidently very attractive and came to the attention of Henry, King William’s brother. Henry could not marry Nest because she was not ‘royal enough’ for the future King.

In the year 1100, William died and Henry succeeded him as King. Nest continued to be his mistress and in 1103 gave birth to his son, also called Henry (Henry Fitzhenry). Soon after, Henry gave Nest in marriage to Gerald of Windsor.

Nest had five children by Gerald – William, Maurice, David, Anghared and Gwladyr, all ‘Fitzgeralds’.

At Christmas in 1109, an Eisteddfod was taking place at Kilgerran Castle, South Wales. This came to the attention of Owain ap Cadwgan, Prince of Powis and that his cousin, the beautiful Nest would be there!

So he travelled to South Wales with his Teulu (War Band) and without going into a lot of detail he abducted Nest and carried her off to North Wales, in fact to his father’s hunting lodge at Worlds End, Eglwsweg in the Berwyn Mountains.

It is not detailed exactly how long Nest remained with Owain but it was certainly long enough for her to produce another two children, Llewelyn and Einion. Nest eventually returned to Gerald and Owain fled to Ireland to seek exile.

Gerald eventually killed Owain and in 1116 Gerald died. Nest later lived with (or married) William Hait and had a son by him also named William.

She later then married Stephen, the former Constable at Cardigan for Gerald, her first husband with whom she produced two more sons, Stephen and Ttwwel bringing her total now up to eleven children!

It is thought that Nest died in or around 1136 and many of her children subsequently went on to become Princes or Lords in their own right. Her son David became the Bishop of Saint David’s while one of her grandchildren, Anghared’s son, was Gerald de Barry - Gerald of Wales or Gerald Cambrensis. Nest had at least twenty known grandchildren!

So that is ‘Princess No: 1’ – Helen of Wales. Her conquests were in the bedroom but she had a direct link with:

**Princess No: 2** - Princess Gwenllian, known as ‘The Warrior Princess’ excelled on the battlefield. Gwenllian married Nest’s brother, Gruffudd which is the family link between the two.

Princess Gwenllian was born in 1097 at Aberffraw on Anglesey where her father, Gruffudd ap Cynan was King of Gwynedd where he held his royal court (or Lllys).

She had four sisters and three brothers and was the youngest child. From a very early age she learnt to use a sword, bow and lance and could ride a horse as well as any of her brothers.

Nest’s brother, Gruffudd ap Rhys, was outlawed by Henry the First and lived in hiding with his band of followers in Cao Forest. He travelled up to North Wales (Aberffraw) to seek assistance from the King of Gwynedd who refused him his support but while there, he met, and fell in love with, the Princess Gwenllian.

Eventually, against her father’s wishes, Gwenllian travelled to



Glynn Jones

South Wales and married Gruffudd. They lived in various forest hide-outs and produced four children, all sons – Anarawd, Morgan, Maelgwyn and Rhys. Around 1130, a Norman Lord – Maurice de Londres (Maurice of London), had been installed at Kydweli Castle. He established a large fighting force there to try to subdue Gruffudd.

Gruffudd once more set out to North Wales to seek help from Gwenllian’s father. While he was away, Maurice fed



false information via his Welsh spies to Gwenllian and lured her into a trap.

Gwenllian set out at the head of her troops to meet what she thought was a small band of Normans but was trapped between two much larger forces and vastly outnumbered.

Two sons had travelled north with their father, the other two fought alongside their mother – Maelgwyn was killed and Morgan wounded. With over half her force killed or wounded, Gwenllian decided to throw down her sword and surrender.

What happened next was an act of sheer Norman barbarism. Maurice de Londres ordered Gwenllian to be put to death on the battlefield. She was made to kneel down in front of him and he ordered one of his men to hack off her head with his sword. This area is now known as Maes Gwenllian. A monument to her also stands in front of Cydweli Castle. There is also Gwenllian Court Hotel and a Gwenllian Farm plus the Gwenllian



Methodist Chapel overlooking the Maes Gwenllian.

Rhys, her youngest son became known as Yr Arglwydd Rhys or 'The Lord Rhys'.

Owain, one of her brothers, became known as 'Owain Gwynedd' and led the Welsh troops at the Battle of Crogen in the Ceiriog Valley.

So! ..... we have Nest, Helen of Wales and Gwenllian, Warrior Princess, related by marriage.

**Now for that 'Link' with cycling:**

Beside a path behind the Manor House at Worlds End, there is a large stone monument on which is inscribed the story of Nest being brought along this path in 1109 to the Lodge at Worlds End.

In 1940, at the start of the Second World War, a group of 'Wrexham Wheelers' buried the tablet for safety. In 1947 they returned to replace the tablet to its original position.

In 2000, myself and a friend decided to search for it. We found it, still in good condition but now it's located on private land and we were 'reminded' in no uncertain terms that we were on private property!

I have tried to find out when and who put the tablet there but with no luck so far.

It seems now that a piece of local history will be forgotten and lost for good. At the moment, the only way to see it is to trespass – not good! **Glynn Jones**



Members of Wrexham Wheelers grouped around the tablet which commemorates the abduction of Princess Nest after its re-erection at Eglwysoc.

**Buried tablet**

**LOOKING BACK**

CONTRIBUTIONS will be welcomed and should be addressed to Siliu, Wrexham Leader, Centenary Buildings, King Street, Wrexham.

The recent note in this column on the abduction of Princess Nest to Eglwysoc (or World's End) by Owen ap Cadwgan, 10th century Prince of Powys, has brought a response from Mr Graham Wright, 54 Goulbourne Avenue, Holt Road, Wrexham, who provides the above picture and who writes: At the beginning of the last war, when the German invasion seemed imminent the authorities removed all road signs, and indeed, anything that might assist the enemy in finding his way around the country. Therefore, members of Wrexham Wheelers Cycling Club decided that the tablet at World's End needed to be protected, whether from the enemy or the authorities, I have been unable to discover. However, the Wheelers decided to take no risks and they buried the tablet not very far away from its present site. After the war, in 1947 or 1948, the Wheelers decided to recover the tablet. The picture shows members grouped around it, having completed its re-erection. The photographer was my father, Graham Wright, a founder member of Wrexham Wheelers and of the Wrexham Photographic Society. Sadly some of the people in the photograph are no longer with us, but I'm sure some of the others will recognise themselves. The most notable, perhaps, is Terry Smith, now in his late 50s, maybe early 60s and still going strong. "Keep up the good work with the Siliu

Column" (concludes Mr Wright). And referring to the note on Halley's Comet and the recent visit of astronomer Patrick Moore to Wrexham, Mr L. Pugh, 80 Rushton Road, Wrexham, writes: I was working nights at Maclor General Hospital some 20-25 years ago when I looked up into the sky when I saw what I thought were the Northern Lights. "It was a warm humid night and as far as I could see, the sky over Wrexham and Minera was bathed in intricate wisps of beautiful shades of light, it was a sight I'll never forget. "But on another tack. You may be interested in a story told to me by my brother, Arthur from Bradley. He is now 52 and as a youngster he used to go to the Empire Cinema in Lampbit Street, Wrexham. In one film a maiden was tied to a wagon and her agony was so real that the audience started to pelt the villain on the screen with beer bottles and everything they could lay their hands on. My brother adds that this was no unusual occurrence in those days. I always enjoy your column. December 12, Denbighshire Historical Society (Cymdeithas Hanes Sir Ddinbych) Lecture, Recent archaeological work in the Vale of Clwyd, Bull Hotel, Denbigh, 2 pm, December 14, Clwyd Family History meeting (Cymdeithas Hanes Teuluoedd Clwyd) members evening: Mestorfollia. Teachers' Centre, Colwyn Bay. All welcome at both meetings.



**New Year's Day Meet: The White Horse Churton**

The New Year's Day Meet at The White Horse, Churton was by all accounts a very successful event thanks to David Matthews, the Event Organiser. The day started off wet and rather gloomy but by afternoon the sun arrived which meant more pleasant return rides to various parts of Wirral, North Wales and Cheshire. Sixteen riders met at Christleton pond and, together with riders and guests from other parts, the final

number swelled to over fifty. A tasty dish of a meat or vegetarian hotpot with roast potatoes proved very welcome, but unfortunately not enough for latecomers. Photos taken by Sue Booth and Roy Spilsbury. Many thanks to the staff at The White Horse who opened up and catered especially for our event. We hope to repeat visiting the venue in 2018.

Both Mike Cross and Glennys Hammond were unable to

attend due to illness but David Ackerley, newly-retired from the Awards Committee, did the honours and presented a trophy to each of the highest placed Chester and North Wales male and female riders in the 2015 Cycling UK Tourist Competition. Congratulations to winners Lowri Evans and Paul Mills. Terry Davies was placed second in the men's category and Sarah Hamill second in the women's.





**So who was Bob Clift?**  
**Bob Clift**  
**Chester cycle tourist**  
**(1937- 1993)**

The late Bob Clift's name is synonymous with the Cheshire Cycleway. For some years there has been an annual ride in his memory. For those who never had the pleasure of knowing Bob personally, here's an opportunity to put a face to a name and know a little more of his rich life and times as a cyclist.



When he married in 1961, Bob Clift and his wife made their home in

Upton. He came from an army background, his father served in the Coldstream Guards for 34 years, several of those as R.S.M. at Chester Castle so it was natural for Bob and two of his three brothers to join the same regiment. He was able to draw on this background in the various activities he became involved in.

Bob helped with the Marine Cadet Corps in Chester as well as the fund raising, and opening, of the Youth Club in Wealdstone Lane. He also organised the local Scout Jumble Sales for some time: this was hard work, but with dedicated helpers it was always a good money raiser for the Scouts.

The Clift family were well known in the area for their cycling activities and many young people were introduced to cycle touring and hostelling through Bob's enthusiasm. He was called upon to appear on the North West Tonight television programme for an item on the dangers of cycling in certain parts of Chester. As Bob had cycled back and forth to work at Ellesmere Port for 32 years, only being prevented by weather on one occasion, he was interviewed by Radio Merseyside, who gave him the title of 'Cyclist Extraordinaire'. Bob thought this was amusing; but did feel he must hold the title for having cycled the most times up Moston Hill.

In 1983 Cheshire County Council asked if he would devise a 'Cheshire Cycleway' route. In due course, after covering many miles by bicycle, he marked out the route. This started just outside Chester and continued for 100 miles through quiet lanes (crossing a number of main roads) to Macclesfield. Cheshire County Council, with a few minor changes, adopted the route and

signposted it. Bob also devised a reliability ride based on this route which



**Tony Swannick**

attracted over 200 entries each year. Sadly, Bob died at the age of 56 following a short illness, but his legacy will live on. The reliability ride is named after him (the Bob Clift Memorial Ride, held annually) and still attracts many entries.

In 1990 Cheshire County Council extended the route with an option through Ellesmere Port and Neston. At a re-launch event at Tatton Park a presentation was made to Bob's wife Dorothy. It was inscribed Cheshire Cycleway in memory of Bob Clift, and was a fitting tribute.

A year before he died, Bob planted daffodils in various places in Upton and every spring they appear, giving visual



pleasure to Upton residents.

And if you are ever near Betws y Coed, why not linger awhile on the seat dedicated to Bob in the grounds of the famous 'Ugly House'. **Tony Swannick**



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Chris Byrne thought up this great idea prompted in a way by the 'The Ferguson Interview'. Chris came up with these questions so that YOUR answers will allow the rest of us to get to know you better!

In this edition it's Sarah Hamill's turn - now then, is this the

### Sarah Hamill you know?

1. How long have you been cycling?..... 20 years
2. The best ride you have done? ..... The 28km descent into Podgerica, Montenegro
3. Best holiday you have had? .....The four months touring around Europe in 2014
4. Your two favourite songs/ music? ..... Hallelujah & The Ballard of Lucy Jordan
5. Two best books? .....Game of Thrones & Lord of the Rings
6. Who would you most like to meet present or past?.....Emmeline Pankhurst
7. What would you like to have achieved/ learnt? .....To speak Spanish
8. What makes you happiest? .....Cycling in the sunshine
9. Favourite film? .....Zulu
10. Do you enjoy poetry, if so what is your favourite? .....Dulce et DecorumEst - Wilfred Owen
11. Would you consider ridding an E-bike? .....Certainly!
12. What single thing would make life better? .....Reducing traffic on the roads
13. What's been your longest ride? .....300km Audaxes
14. Do you think there is life on other planets? .....No
15. Which person throughout history or today do you most admire? ..... J.K. Rowling
16. What trait do you most admire in people? .....Philanthropy
17. What do you think are your best attributes? .....Enthusiasm for cycling
18. If you could ride one of the tours which one would it be, Tour de France, Giro, Vuelta?..... Vuelta
19. Have you a favourite building? .....My parents house at Christmas
20. Have you a favourite piece of Art/Picture/ Statue? ..... 'The Fighting Temeraire' by Turner



Sarah Hamill

**Your turn in the next edition? If you're too shy for your own profile then why don't you drop me a line and suggest someone who you think the readership would like to know more about? I won't tell'em you suggested it, honest!**



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## What ideas do you have to make life just that little bit easier?

Now this 'Technical Tip' is more of a recap as over the last few months we have had loads of different tips most of which amount to the 'Get You Home' Plan! I've just added one more item - a 6" piece of old tyre, just big enough to fit in your saddle bag. So just as a reminder, with the kit shown below, these basic tools will enable you to get home. Failing a couple of instances with terminal accidental damage I've never had to 'call out the lifeboat'!

*All this fits inside this tiny 140mm x 90mm x 75mm bag - Perfecto!*

*2 x spare inner tubes*

*6" piece of an old tyre  
Just tuck it in inside a torn tyre and it'll get you home!*

*I carry two flat tyre levers for space saving but it'll depend on how tough your tyres AND your fingers are!*



*Multi tool with chain breaker with all the usual hex sizes including that so, so important chain breaker so you can mend the chain, or shorten if necessary, for example if the rear mech breaks*

*Spare chain link - an absolute necessity if you use a Shimano chain with its riveted joining link. Check if chain is 6-8, 9, 10 or 11 speed*

*Half a dozen tie-wraps for a multitude of purposes from fixing a stripped freewheel to securing mudguards, loose bottle cages, computers, lights, shoes, cables, saddle bags, pumps etc*



Now in all my years of cycling, I've only needed to call out the 'lifeboat' twice; once because my steel Reynolds frame broke and then because a 'fellow' rider ran into the back of me and smashed everything up! Other than that I've never needed anymore than the bits above to get me home - but not only for me, my cycling mates as well!

Even if you can't fix your broken bike yourself then you'll have the necessary parts/tools so someone else can! Ride on!



# Graham Gadd's Wednesday Special!



We can be a strange breed, us cyclists! We're willing to spend hundreds and sometimes, thousands of pounds for our 'best' bike but will always complain if we think the price of a cuppa or a piece of cake in our local cafe is exorbitant!

So, along these lines, I was interested to see Graham Gadd's 'homemade' mudguards. Now the cost of this vital piece of bike equipment for winter riding always appears to be incredibly high for what you get for your cash so I thought I would document Graham's 'austerity' version!

The photos show Graham's fixed wheel bike which has incredibly tight clearances around the brakes which means that conventional mudguards can't be fitted anyway even if Graham had the inclination to buy them!



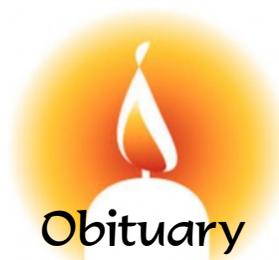
So .... With no more ado, he was off to his local bike accessory shop, yes, B&Q!



fabricated the fully adjustable mudguards along with the stays and they seem to work well enough! Food for thought eh?

Purchasing various strips of stock aluminium from B&Q Graham has

**Wednesday Special?? - of course! 10% discount for the 'Grey Army' on Wednesdays!**



**Mike Roberts**  
1945 – 2016  
Mike was a proud Welshman. Brought up in the village

of Llanilar near Aberystwyth. His mother was English, so this was his first language. Primary school was Welsh speaking so this had to quickly become his native tongue. At school his first interests were sport, including football, rugby and cricket. He also enjoyed fishing with his dad. Secondary education was at Tregaron High School where good 'A' levels enabled his lifelong career path. He gained a place as a trainee haematologist in a local hospital. Night school involved a forty mile trip to Camarthen. Mike achieved Professional status as a Haematologist and Microbiologist.

His interest in cycling started in Wales and his first club was the Ystwyth CC. A start in tricycle riding was made in a positive way, when in 1965 he visited Fred Higgins in Portland St, London to order his first trike. This was his cherished machine and kept in original condition throughout his life. Time trialling became a passion, but Mike was also an enthusiastic club rider.

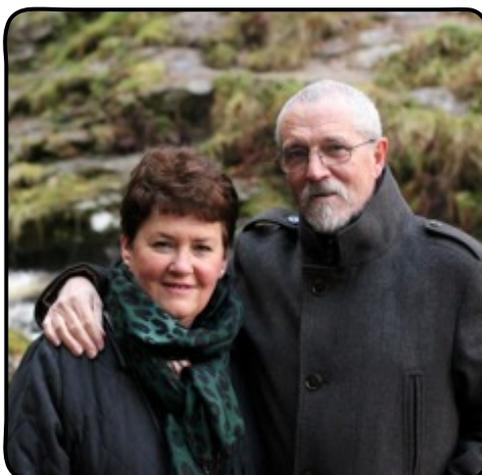
Career advancement meant a move in 1969 to working in Chester at the NHS laboratory. He joined the Wrexham RC and got fully involved with the local club scene. Time trials at all distances were ridden. A favourite event was the Britannia Trophy Mountain '48', ridden on the Higgins of course. Two Mersey Roads '24's were completed and in 1981 he won the Tricycle Trophy for his distance of 360 miles.

1981 was the year Mike bought his Mercian tandem, a pure racing machine

**and from 'The Cafe Hoppers' .....**

What can I say? One of my best friends has gone. Mike was a kind, caring and brave man.

When I would ask him how his illness was going he would say, "What's the point in worrying about it there's nothing you can do, you've just gotta get on with it." His glass was always half full.



including the obligatory 60t chainring.. The racing log shows this was ridden in many events and with different stokers. The average speed rarely dipped below 25mph.

Every year from 1978 to 1984 Mike visited the Isle of Man for the June



Cycling week, and taking part in all the tricycle events, time trials and the kermesses at Castletown and Peel. He won the Peel kermesse in 1983 and 1984, and was always a front runner in these spectacular round the town races. He enjoyed the social activity just as much as the racing, and earned himself a nickname. One late evening, tricycling frantically along Douglas promenade

Both of us were having problems with our mums a few years ago and would spend hours on a ride talking about carers and care homes.

Who will I turn back with now when the ride gets too hilly? I remember Dave's hilly ride around the back of Caergwrlle. Me and Mike gradually ended up off the back on the grind to the top. I looked at Mike and I said "F... this". He said "Shall

with no lights, a policeman jumped out. 'Stop right there sonny jim' Mike reduced his cycling activity in the late 80s with priority for Mary and their three children, Emma, Johnathan and Sophie . He also developed his own business in haematology and microbiology specialising in veterinary and the food industry. He did usually cycle to work, and we often saw him at the Mersey '24' and the Bruce Kingsford '50'.

Retirement came in 2003. Cycling activity resumed and Mike rode mostly socially with Chester & N Wales CTC groups. Tuesday and Saturday was with The Wrexham Cafe Hoppers. This is an informal group of local cyclists, and Mike usually campaigned a tricycle. Often present at TA NW gatherings, especially our monthly meet at Old Ma's Cafe near Tattenhall.

At the age of 67 Mike was diagnosed with malignant melanoma the most aggressive form of skin cancer. Various attempts at surgery and other therapies failed and by mid-2016, he realized he would not survive. Although very ill, he still got out to TA meets, rode with The Cafe Hoppers, and even completed the TA NW '10' in March and The

Mike Dixie in May. He died on December 14<sup>th</sup>. Mike Roberts was a very generous man, never one to push himself forward, and always modest about his achievements. In his last months with us, he kept his sense of humour, and showed calm acceptance and fortitude.

**Dennis Hornby  
The Tricycle Association**

we go back?", so we turned off at the next left turn. Went straight to Brymbo cafe. Great decision!!!

Mike asked me once if I would come around and look at his Lotus 7 kit car as it wouldn't start. I asked him if it wouldn't turn over or wouldn't fire.

"Wouldn't turn over", he said. I got my meter out and found there was no feed to the starter and then no feed to the



Obituary

solenoid. Under the dash board I took out the ignition switch and found there was a feed to the starter solenoid, so I jumped a wire direct to the solenoid and the engine fired. I told him there was a break in the wire and I would have to run a fresh piece in. I told him if he wanted to I could wire it through an anti-theft switch. Mike looked at me and said "Oh dear, I already have one." He'd forgotten that someone had fitted one

previously.

Mike wanted to pay me for my trouble but I refused, "I don't charge my friends", I said. Two hours later Mike was at my house with a present for me. He'd been to the Mountain Bike Centre and bought me a Welsh Dragon cycling top. That is now my favourite jersey.

Mike never liked riding in the rain, we once drove all the way to St. Asaph for a 'Presidents Ride'. Within twenty minutes of starting the ride, it began to

drizzle. Mike turned around and went home.

With all the issues Mike had in his latter years, he always found time to ask about my son Mark and how he was coping. Mike cared about everyone and everyone cared about Mike.

Mike, thank you for being in my life. Missing you.

**Bruce Newnes****Café Hoppers****John Pegum****1916 – 2017**

D-Day veteran, centenarian, life member of CTC and the last surviving founder member of Chester and North Wales CTC, John Pegum was cremated on Friday March 10<sup>th</sup> at Landican Crematorium, Birkenhead.



returning home via Dolgellau and Llangollen.

In 1938, John was now in Warrington at the Thames Board Mill making boxes for gas masks (and working a seven day, 56 hour week!) John went on a weekend ride when an

electrical fault closed the factory late one Saturday night. After rushing home to change, he rode overnight to join the Section at Ludlow Youth Hostel in time for breakfast. Then they all rode down to the Severn Estuary where two riders left, to go on tour. The rest of the party headed north, up the Wye Valley to the Welsh Bicknor Y.H. before riding home, with work the following day. As John said, "That was a ride, that was!".

**War service**

Called up when War started, John first saw service in England and in 1943 was moved to Salisbury Plain to join the newly formed 6<sup>th</sup> Airborne Division – even managing to smuggle his bike with him to Bulford Camp - to the puzzlement of the RSM! Here he trained to fly in gliders to be towed across the Channel on D-Day. John recalled standing in the glider cockpit and seeing the seaborne fleet approaching the French coast. Landing behind enemy lines, John rode for the first time on foreign soil - on an Army issue folding bike, over rough ground with other gliders landing around him. As he remarked, it was his first foreign cycling "experience" - but in hostile enemy territory. His orders were to locate in another glider a Jeep which was to tow an equipment trailer to rendezvous in nearby Ranville where a field dressing station was to be set up.

His distinguished Wartime service took him across France towards the Rhine.

Recalled to England, the 6<sup>th</sup> Airborne prepared for crossing the Rhine He spoke of flying over the river, meeting fierce resistance and seeing much loss of life. As the front moved eastward, John recalled being ordered to inspect a large house in the town of Celle. Here he took his first captive – a German soldier hiding in a cupboard. Finally, he was amongst the soldiers who met up with their counterparts in the Red Army.

**Post-War Cycling**

Demobbed and now married, John retrained as a college lecturer. He was a founder member and Secretary of the former Mold Section and playing his full part in supporting C&NWCTC. For example, he frequently contributed to the pre-cursor of *The Link* - even winning prizes for his articles. He fondly recalled tandem rides with his wife, in the lanes of Cheshire and "especially" in and around the Peckforton Hills. Their tandem took them back to a peaceful post-War France in 1947, riding to the Dauphine Alps – and even venturing into Italy a little. Later, a sidecar was bought for the tandem to carry their two sons – who grew up to become touring cyclists themselves – as did John's grandchildren, one of whom was involved in the engineering for the Olympic Velodrome.

John's lifetime interests included many other outdoor activities, from camping and canoeing to gardening, but he was at heart a true cyclist who put heart and soul into his times with Chester and North Wales CTC.

It is therefore with sadness that we mourn the passing of John Pegum, of Little Neston and offer our sincere condolences to all those members of his family on their loss. John will be sorely missed but not forgotten.



**Peter Barnes**

1930 – 2017

Many older members of both the Wednesday Riders and Two Mills attended the funeral of Peter Barnes in February. It was perhaps a fitting tribute to a loyal, cyclist-friend who had supported both groups for many years.

Peter lived in Wirral for many years, latterly in Irby. He was the son of a pharmacist. He spoke of being evacuated during the Second World War from Liverpool to the Lake District (where, at school there, he recalled writing on slates rather than in exercise books!). After completing his schooling in Liverpool, Peter, like those of his generation, did National Service, in his case in the RAF. He maintained a loyalty to the RAF throughout his life as was shown in at his funeral where the RAF Collect and Commendation formed part of the Order of Service.

Peter’s career path led him away from his father’s profession towards engineering and technology. Peter eventually spent many years in the motor engineering industry at Vauxhall in Ellesmere Port. This was perhaps an unexpected backdrop to his later love of cycle touring. It was upon retirement that Peter took up cycling seriously and some 30 years ago, joined the original group of Wednesday Riders, then under the leadership of the late Charles Allan, alongside Angus McCulloch. As the group expanded, a number wished to take part in longer, faster paced rides led by the late Mike Robinson. Peter rode with this group for many years before age led to him to join the slower riders. He played a full part in the running of the Wednesday Riders, serving on its committee and for quite a number of years being its Rides Secretary. Peter also developed a taste for cycle-camping

and for several years was an enthusiastic participant in cycle-camping groups on holidays in France.

Never unwilling to help or to volunteer, Peter was a quiet self-effacing person, doing good “by stealth”. Finally age took its toll but Peter persevered with his cycling for as long as he could to the extent of buying an open frame bike when he was around 80 for shorter, slower rides – but still to enjoy his cycling.

Peter always spoke affectionately of his family, showing much concern for their well-being and taking pleasure in their successes. We join together to express our sincere condolences to them all at their sad loss.

He will be much missed by all who knew him: he was both a gentle-man and a gentleman.

**Larry Dixon**

Older riders with what are now the Wednesday Riders and Two Mills will remember Larry Dixon whose recent death was announced. Larry was formerly a university Physics lecturer in Liverpool and was also the author of academic texts and books aimed chiefly at post graduate students.

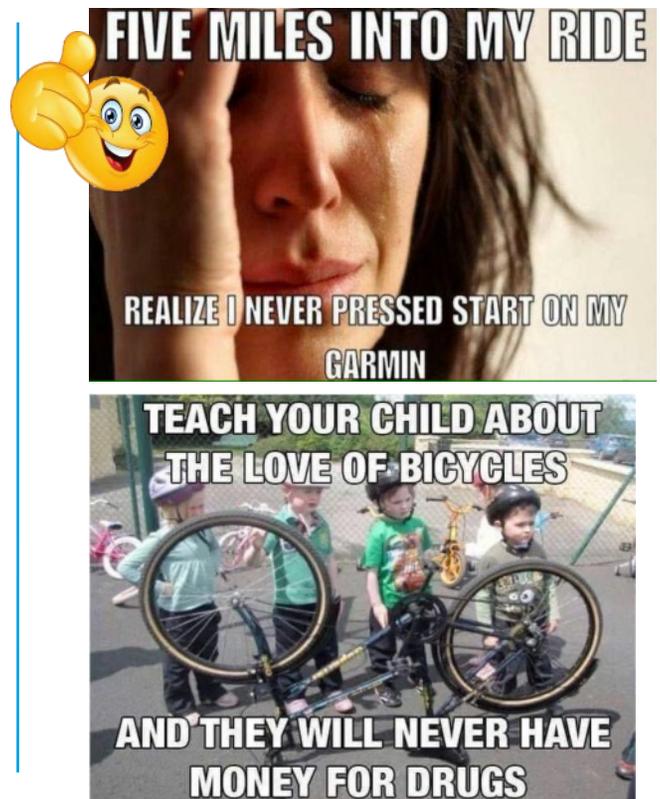
Larry was a very keen cyclist and even in retirement would tour, frequently off-road, in remote parts of the country, bedding down in his sleeping bag in abandoned cottages and shepherds’ huts in the hills. Some will recall the pre-Christmas Sunday lunches at which he and his wife, Rose, would entertain cyclists with lavish spreads of food at their then home in Birkenhead – all in aid

of charity. Rose, a nationally acclaimed specialist nurse, suffered ill health in her later years. This caused them to leave Birkenhead and move to Birmingham a year or two ago in order to be nearer family.

Condolences have been sent to Rose and family on behalf of Chester and North Wales CTC.

*Brain Teaser.....*  
*So how did you do?*

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i  my  
bike

Member's Machines .....



My British Eagle Touristique is nicknamed

“Eddie” – Eddie the Eagle; get it?

Come on don't tell me you don't name your bikes?

I bought my original Touristique in 1993 but it was stolen from my garden shed and replaced by my insurance company 'like for like' – literally. The bike pictured must have been one of the last made as British Eagle Cycles Ltd was dissolved on 5th July 1994.

The bike arrived with the usual documentation but also included a tag attached to the frame, signed by the man who actually built it!

When I was looking at buying my first tourer, I'd been recommended a Dawes Galaxy, but the Touristique had an equally good specification and was cheaper. In fact the more I researched it, the more drawn I was to buy the Touristique.

My bike was built in Mochdre, Newtown, Powys in the factory set up by Barry Hoban, the ex-pro racer – with financial support from the Development Board for Rural Wales – and has “Handbuilt in Great Britain” proudly painted onto the seat stays. The frame is made from 531 ST Reynolds steel tubing. The bike was supplied with Shimano LX groupset, Mavic wheels and Cinelli handlebars.

Over the year lots of parts have worn out and been replaced – in fact only the frame, bars, stem, luggage rack, cantilever brakes and seat post remain from the original bike. The chain, cassette, chain drive brake blocks etc have all been replaced time and time again, but it's no wonder British Eagle went out of business as the main components just keep going!



I've replaced the wheels with some handmade 'specials' by Dave Gill at Spa Cycles – Spyder double butted rims with a Shimano 105 hub.

The new rear wheel was supplied with an 8-speed cassette so I now use friction gear changes instead of the index change I originally used on the original 7-speed.

It's a lovely comfortable bike to ride and I'd describe it as a fast tourer. Over the years it's done me really well for tours and audaxes – and it's still a bike I enjoy riding.



Last year I completed the Prudential London – Surrey 100 on it – stripped down without mudguards, riding on Michelin Pro-4s and Eddie went very well and got some admiring glances.

Mark Jones

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