

the link y Cyswilt

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

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

IN THIS EDITION.....

ROAMIN' THE VIARHÔNA BY DAVID MATTHEWS

TWO MILLS MAJORCA TOUR BY BRIAN JOYCE

HORSESHOE PASS HILL CLIMB BY GLYNN JONES

NEWS ON OUR ROADS BY JOHN MATHER

Spring 2019



ALF JONES

CYCLES • EST 1955

VOTED NO1 BIKE SHOP IN WALES BY CYCLING WEEKLY



OVER 200 BIKES IN OUR 6,000 SQFT STORE |
CLOTHING, PARTS AND ACCESSORIES |
FULL RANGE OF BIKE FIT AND
WORKSHOP SERVICES

WWW.ALFJONESCYCLES.CO.UK

ALF JONES CYCLES, 82 CHESTER ROAD,
GRESFORD, WREXHAM, LL12 8NT

T. 01978 854 300



E. SALES@ALFJONESCYCLES.CO.UK



**Chester & North Wales CTC
Caer a Gogledd Cymru**

www.ctcchesterandnwales.org.uk

Contact details for Club Officials:

President:

Mike Cross
1, Mealor's Courtyard
Neston Road
Ness, Neston
CH64 4GA
president@ctcchesterandnwales.org.uk

Secretary:

Lowri Evans
86 Bro Deg
Ruthin
LL15 1XY
secretary@ctcchesterandnwales.org.uk

Treasurer:

Colin Bell
2 Howells Avenue
Great Sutton
Ellesmere Port
CH66 2SZ
treasurer@ctcchesterandnwales.org.uk

The Link Editor:

Janet Jones
link@ctcchesterandnwales.org.uk

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

Single copies available - £3.50 post paid
Or 3 copies for £10

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

Why not keep in touch by visiting
the website?
www.ctcchesterandnwales.org.uk
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 Photo: Along
the Dee by Paul Mills*



A Word from The Editor.....

Well, I would say, on the whole winter has been kind to us, with some exceptional weather in February. Great to see some shorts out! Not out of the woods yet but so far so good. Let's hope March plays the game and leads us gently into spring.

Thank you to those that have sent me copy for this edition, all our subscribers and I are extremely grateful.

That said, I have struggled for content for this edition, please keep sending in your stories, anecdotes, jokes and the like.

I am often greeted with the comments:

1. 'Oh I'm not very good at writing'
2. 'Nobody will be interested in my rides/story'.

I have a solution for both of these:

1. I'm happy to sort out, scribbles on paper or bulleted notes in an email. I can even come and talk to you, take some notes and put something down on paper if you would prefer. If you do put pen to paper, don't worry about spelling, grammar etc. That's what computers are for (I know, I know! The jury is still out on this one)!!

2. After each edition I get great feedback from people about the various stories and what a great read it is, I think that is because it is people's personal experiences, real stories about real people. We have a glossy magazine but with out the pomp and circumstance (and adverts!) of the others on the supermarket shelf! So come on, keep it going, pick up that pen/keyboard!

Safe and happy cycling,

Janet

So what's in store for you in this edition of 'The Link'?

A Message from Your President.....	4
Roamin' the ViaRhôna by David Matthews	5
Mahoney Patent.....	10
Eureka Audax by David Matthews.....	11
Majorca Two Mills Tour - Brian Joyce	12
Operation Snap Conviction Report by Dave Wyn Williams	13
A 400 mile Cycle Journey through Britain at War	14
Cycling Singapore by Mike Frith.....	15
Momma Rides Report by David Matthews.....	18
Letters to the Editor	19
News from North Wales by John Mather	20
The Ferguson Interview - Roy Spilsbury.....	22
Events for 2019 by Lowri Evans.....	23
National Cycling Museum Cycle Jumble and Auction.....	24
History of the Horseshoe Pass Hill Climb by Glynn Jones	25
Friends of Hadlow Road Presentation	27
Tech Tips - Look After Your Chain by Dave Matthews	28
New Year presentations	29
Cycling Recipe by Lowri Evans	30
Obituaries	31
Montgomery Canal and LLanymynech Heritage Site by David Ackerley.....	33
The Chris Quiz - Dave Wyn Williams.....	34
Link Subscription Form	35



A Message from your President.....

Congratulations to C&NW CTC.

Yes, in a letter I received from Paul Tuohy, CEO of Cycling UK. Congratulations, that is, on the start of our 80th Anniversary Year. Some of you will have heard Paul's letter read out in full at the Chairman's New Year's Day Meet. In case you were not there, Paul wrote, in part....

2019.....is the first full year of the new Cycling UK strategy....and a cause for celebration as your club celebrates its 80th year.... Cycling UK has been shouting about the joys and benefits of cycling for 140 years...Chester and North Wales CTC have helped carry this torch for the last 80.....an amazing achievement and we are extremely proud of you. Here's to the next 80 years.....

Our history tells us that on Sunday 27th September 1939 members gathered and agreed that we wanted to become a CTC District Association, instead of being a mere Section of the (former) Liverpool District Association. It all seemed so straightforward.

The following Sunday, the Second World War was declared. Things were not to be so straightforward, after all. But we survived.....!

Chairman's Meet.

We were back at that old favourite, the Carden Arms (now refurbished) on New Year's Day (how the location of these events has varied over the years!). It was pleasing to see Celia and Harry Watson there although their presence marked an unfortunate

'first' because as they are no longer able to cycle there, they had to be given a lift by car. (They must now be our oldest members, too.)

I presented the Tourist Trophies – perhaps for the last time as CUK is discontinuing the Tourist Competition. Terry Davies was the men's winner and, of course, Secretary Lowri Evans carried off the women's trophy - as usual! We now have to consider what to award these handsome trophies for in future. Ideas on a postcard, please....!

New Year's Day was my opportunity to publicly thank Welna Bowden whose term of office as a CUK Councillor and latterly Trustee ended on December 31st. Over the years, Welna has done a lot of valuable work 'behind the scenes' in her calm and thoughtful way and both C&NW and cycling at large have much to thank her for. I know that I have been glad of her advice on occasions.

Café of the Year 2018.



Thanks to all those who took the trouble to vote. The winner was Cleopatra's at Holt – they were surprised and delighted to win. What they didn't know was that they were runners-up in 2017 – being 'pipped at the post' by one vote. So, look out for the framed certificate when you are next there enjoying your 'cuppa'.

Unfortunately, our attempt at a 'Pub of the Year' was a failure. Only five entries were received and there was no clear winner, so your Awards Committee has decided to discontinue this competition.

Situations Vacant.

Your Vice-President, Glennys Hammond and husband John have between them run our excellent website for nigh on a decade. Understandably, they feel that it is time for them to step aside at the end of this year. So, if there is someone, or a replacement 'team', out there

who can combine technological expertise with wise judgement and is willing to take over from them, please step forward, you are needed!

The Old Order Changeth.

Very many of us turned up at St. Alban's Church in Tattenhall at the funeral of David Ackerley (obituary elsewhere). For me it was a measure not only of the esteem in which David was held but also of the unity of C&NW CTC. That's not such a bad thing in these days of so much individualism.

Although I could not be there, other longstanding members paid their respects to 98-year-old Ron Davies of Childer Thornton at his funeral on 19th February. A passionate cyclist throughout his long life, Ron also saw active service in the Far East during the Second World War as a member of RAF aircrew. It is hoped his obituary will appear in a later edition of *The Link*.

Celebrations.

The weather giving us such a benign start to the year perhaps augurs well for our Anniversary Celebrations -with many of you out in our splendid new tops! Over the years, we have celebrated significant anniversaries in various ways – for example, I have in my possession a 1989 Golden Jubilee metal badge which, I suppose, must be something of a museum piece



now! All I ask, this year is for you to fully support our events and especially our event organisers. They do such good work for us all. Happy cycling.

Mike Cross



Roamin' the ViaRhôna Belgium-Rhône- Mediterranean-Pyrenees Journey in 2018

Cicerone Press published a new guide to the Rhône Cycle Route (EV17) in 2016. This guide inspired me to plan my long journey through

France this year towards the Eastern side, rather than the West and Central regions that had featured previously. The Rhône Way officially starts at the Furka Pass in Switzerland, but as I had previously ridden most of this in reverse on the way from Geneva to Venice, I elected to pick up the official route south of Lyon.

This route plan used the ferry crossing from Hull to Zeebrugge and then travelled down an almost direct SE line to cross Belgium into France alongside the canal at Jeumont. The route then continued onward past Rheims and Dijon to meet the Rhône at Givors. (Thereby avoiding the nightmare scenario of cycling through Lyon; the guide recommends taking the train for this part of the Rhône Way).

Beyond Lyon, my route continued along the Rhône to Avignon and Beaucaire, where it departed SW to meet the Mediterranean at La Grande Motte. Rather than continuing directly from here to my friend's house at Montmaurin (some 70km SW of Toulouse), I would ride via Cap d'Agde to Tarascon-sur-Arriege to satisfy a long-held ambition to ride the Tour de France climb, Plateau De Beille. A buffer day was built in here to cover any contingencies, before traversing the Col de Port to St Lizier. Finally, my route led through Pyrenean foothills to Aurignac and, at last, to Montmaurin.

The trip was planned to start on June 9th and finish on June 29th, some 2000km over 21 days. The route was broadly sketched out using gmaps and all accommodation arranged in advance. Daily stages were estimated at between 120k and 70k depending on terrain and available accommodation. Having all accommodation booked in this way, via booking.com gives a real stimulus to completing each day's ride, not everyone's cup of tea but it suits me.

Rather than describe each day's ride in detail, this article relates various anecdotes from the trip, which I hope you find of interest, and possibly offer some useful hints for your own future rides.

Day 1 to Day 3---Humber airport to Trelon, France 328km

No, I wasn't flying anywhere! Due to the chaos on Northern rail, and not willing to miss the ferry with twenty subsequent hotel nights booked, I cancelled my train tickets and hired a car to drive from Chester to Hull. Nearest drop off point was at Humber Airport near Scunthorpe, some 40k from the ferry. This gave me the opportunity to ride over the massive Humber bridge and then follow a series of cycle paths alongside the busy traffic in Hull city until I arrived at the ferry port on the far side.

The timetable for the next day, riding from Zeebrugge to my hotel at Rebecq was tight, as the ferry docked at 09:30. I then had to ride my laden bike 120km through unknown (to me) Belgium. Usually I would aim for about 100km per day, but had difficulty finding a hotel that would

guarantee a meal on a Sunday evening, so accepted the necessity of extra distance on this occasion. The available riding time became even less when a bus on the ferry stalled with jammed brakes and blocked departure until 10:30.

The delayed start from the ferry meant I would be arriving very late at my hotel so I took advantage of the booking.com app which has a phone button (along with very useful local maps) to ring up and advise them I might be just a little late for dinner.

Now Belgium is famed for being bike friendly with many cycle paths alongside the roads. Regrettably this facility does not extend to road signs, which only seem to apply to motorways and major roads. My Michelin 1:200,000 road map proved too small a scale to follow the Belgian roads in



David Matthews



Belgian Barge Lift

detail and consequently I got lost several times. To cut a long story short, I finally reached my hotel at 20:30 after a distance of 155km rather than the estimated 120km.

I had similar problems with route finding the next day, including a frightening 10km sprint along a motorway hard shoulder in desperation to find my correct route. Eventually I crossed into France on a canal towpath near Jeumont where, beyond a plywood board marking the border, the road signs magically improved. All roads now had identifying numbers, which gave me reasonable confidence that I was now going in the right direction.

The town of Maubeuge arrived after 100km riding at 17:00, still short of my hotel at Trelon by some 36km. At this point the heavens opened as I time trialled through the downpour to arrive at my hotel soaking wet, cold and starving hungry at 18:30.

Now I mentioned previously that the reason for my long journey to Rebecq was to be sure of getting an evening meal on a Sunday. A similar difficulty applies on Monday nights in France, so I had confirmed through several emails that I would be sure to get an evening meal in Trelon. To my horror no meal was available either in the hotel, the nearby restaurant or any local pizza joint as all were shut on Mondays, in spite of emails to the contrary. So there I was, standing in the hotel foyer literally shaking with cold, wet and hunger after the travails of the last two days, with no prospect of food and another long day to

travel tomorrow. Desperate situations call for desperate measures as I sought the breakfast room and dined on Cornflakes with yoghurt, dried toast and jam and a bottle of apple juice to slake my thirst. Not appetising, but it did stop me shaking from cold and hunger.

Day 4 to Day 10---Trelon to Chassagny 328km to 1052km

After another breakfast in Trelon, this time in the morning, I set off in torrential rain towards Reims. At midday, looking around for somewhere sheltered to eat my picnic lunch, I spotted a woodworking operation some 50 metres from the road which had a large covered veranda outside. Once I was settled down under the veranda, the owner came outside to wish me “bon voyage” and even shook my soaking wet, gloved hand. What a nice gesture!

The rain stopped during the afternoon as I continued riding along French main roads, feeling safe behind the white lines at the side, until I reached my hotel on the outskirts of Reims, only too ready for a big meal and good rest. During the next few days I headed SE through sparsely populated farmland towards Lyon. The main concern during this part of the trip was getting enough food and drink to sustain me during the day, as shops and cafes are few and far between in this very empty countryside. Emerging from this empty land, I planned to avoid Lyon by skirting around the west side through Beaujolais country, thus avoiding major roads and associated traffic problems. However, soon after turning off the main road I discovered that the country here around St Etienne de Oullieres is extremely hilly; much too difficult and time consuming for me and my loaded bike. Eventually I conceded defeat and headed downhill to Villefranche sur Soane to re-join the main roads following the valleys.

That evening I spent an extra hour riding in circles up and down steep hills near my destination at Chassagny, until I eventually discovered my overnight motel tucked away some 3km from the village.

Day 11 to Day 12---The Rhône to Ile de la Barthelasse 1052km to 1308km

I left Chassagny next morning with a real sense of anticipation as I would reach the Rhône today after more than 1000km of cycling since Zeebrugge.



The Rhône at Givors

Givors is a large, busy town with much traffic and a few cycle paths which eventually led to my first sighting of the Rhône and the fabled ViaRhôna. After pausing for a

couple of photos I set off southwards on the cyclepath which expired and dumped me on to the busy D386 within a few hundred metres. *Shock realisation 1* (of several ViaRhôna revelations to come) was that the Rhône way followed this road for 25k to Condrieu, out of sight of the river. Not a good start to my anticipated pleasant ride along an idyllic cyclepath!

At Condrieu there is a signboard notifying that you are back on the ViaRhôna. There is a tarmac path from this point on for several kilometres but, *shock realisation 2*, the path is almost unrideable, especially with a loaded bike, as hundreds of tree roots have broken up through the surface. Somewhere near Serriens, 20k south from Condrieu, I lost track of the ViaRhôna and ended up following the N7 for 30km to Tournons. Fortunately, from my viewpoint, there were multiple roadworks on this stretch of highway. The resulting traffic restrictions enabled me to make good, safe progress by riding inside the cones separating the roadworks from the cars.

At Tournon I crossed the Rhône and followed the D86 for 40k to my overnight stop at Le Pouzin. I did make one further attempt to find the ViaRhôna by following signs at Glun. This route involved riding across the river and turning left onto a new section of the cyclepath. I followed this circuitous route for 1.5km and ended up 200m from where I started. *Shock realisation 3* and increasing frustration with the official river route. So I rode back to the D86 with no further thoughts of wasting my time trying to find the cycleway, as I made good progress south to Le Pouzin.

Next morning, having ridden fully 1km on the local, expensively produced, immaculate ViaRhôna, I was disgorged back on to the D roads, *shock realisation 4*,



D138 near St Etienne des Sorts

though hardly a surprise by now, and continued some 60km southwards to Pont St Esprit. At this town the ViaRhôna swings alongside the river on the “white road” D138. This is a remote road with a harsh surface giving uncomfortable riding but it does follow the Rhône bank most of the way. The remote feel is spoiled somewhat as you pass by a massive, and I mean massive, nuclear facility for approx. 3km at Marcoule. Double barbed wire fences, electric fences, armed guards and no photos allowed hereabouts. Believe me, I know nothing!

Destination that evening was on the Ile de la Barthelasse just north of Avignon. A lovely rural retreat; the unwanted excitement being provided by a kitchen fire which delayed my evening meal until 21:15. Still, unlike at Trelon, I did eventually get a decent meal.

Day 13 to Day 14---Ile de la Barthelasse to Le Grau d'Agde 1308km to 1519km

There was plenty of adrenaline flowing next morning as I braved the rush hour traffic across the famous Pont d'Avignon, nearly getting wiped out by a speeding motorbike weaving through the cars. Immediately over the bridge, I turned SW to Beaucaire, following a hard-packed earth section of the ViaRhôna for some 30km to the town.

Following a coffee stop in Beaucaire, I left the Rhône to head SW towards the Mediterranean along the D38 to St Gilles. Unlike the easy entry into town on good cyclepaths, leaving was traumatic as I found little option but to follow the hard shoulder of some very busy, dual carriageway roads with much speeding traffic before I could drop onto the D38 at a slip road to gratefully exit from the traffic mayhem.

After a pleasant overnight stop at a B&B in Marsillargues, I followed some lovely rural roads to arrive at La Grande Motte on the Mediterranean, 1423km after leaving Zeebrugge. I could now follow a secluded path along the seafront some 25km to Sete, southern terminus of the Canal du Midi which stretches some 800km all the way from The Atlantic.



Endless Fields in Mid France

This secluded seafront path beyond La Grande Motte introduced a new hazard. It has a pale white surface which masks small piles of sand that are blown in from the beach. The sand forms in "hard to see" piles at the side of the road and on a couple of occasions I nearly came to grief performing lurid slides through a heap of unnoticed sand, whilst avoiding the multitude of pedestrians. Fortunately the slides were just about held and no damage done, other than to my frayed nerves.

I expected to find a canal side path at Sete, but after a few futile attempts to follow unmade tow paths, I gave up and headed for the corniche road on the SE side of the Bassin de Thau. This road is very busy and has concrete barriers either side which just allow room for one car. I soon had an embarrassing queue of traffic behind me, unable to pass, as I hammered along at my maximum speed of 25kph. This difficult and slightly embarrassing situation was relieved when I spotted a cyclepath behind some bushes over to the left and managed to lift my loaded bike over several barriers onto this, after finding a small layby to let the accumulated traffic get past.

I then timetrialed down this path for 25km to Cap d'Agde where the route became very hilly, non-obvious and hard work. After much sweat and dodging the heavy traffic through this town, I finally rode into the peaceful

beachfront resort Le Grau d'Agde which contains a car exclusion zone. Well recommended for peace and quiet after a trying day.

Day 15---Le Grau d'Agde to Le Roc sur l'Orbieu 1519km to 1641km

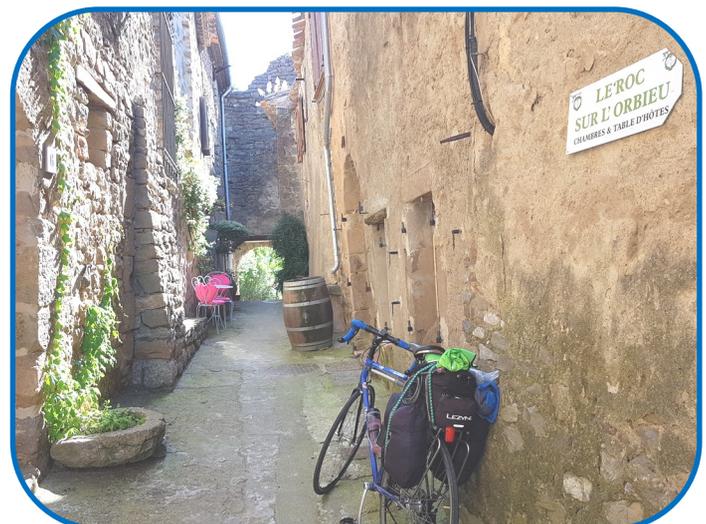
Some days on a bike are unforgettable for a combination of incidents and effort. This was one such!

During breakfast I received an email from mine host in Le Roc sur l'Orbieu, up in the Pyrenean foothills at Saint-Pierre-des-Champs, the location of my next overnight stop. This email informed me that if I put in an order before 10:00 then it would be possible to provide an evening meal but also that I must arrive at the chambre d'hote before 19:00 or a heavy fine would be demanded, if indeed I could get into the building at all. Although an intriguing condition, this latter should not be a problem as I had plenty of time to cover the necessary 100km, provided no issues were encountered on the way. I subsequently discovered that the reason for this curfew is because Le Roc contains just a small number of dwellings in a restored medieval castle. The residents only allow the presence of a Chambre d'hote provided that there is no noise after 19:00 to disturb their peace and quiet. The curfew is strictly implemented by mine host, a retired lady Colonel from the French Army who takes no prisoners.

I plotted a route which initially used minor roads to avoid both Beziers and Narbonne. I had ridden through Narbonne some four years previously and did not wish to repeat the unnerving experience of getting caught up in a motorway junction as the cyclepaths disappeared.

First objective was Serignan which was to be approached through Portiragnes after turning off the D612 some 15km beyond Cap d'Agde.

The route started off well enough, crossing the Canal du Midi at the only bridge hereabouts. However, somewhat alarmingly, the surface gradually deteriorated until the road became a rough muddy track through fields. After some 6km following this "road" I arrived at a rather smart looking town which I eventually realised was in fact Portiragnes Plage; the map (not for the first time in my experience of white roads on Michelin road maps) was completely wrong. I was forced to retrace my steps along the Canal du Midi towpath to the D612 and take a different route through to Serignan after an unnecessary diversion of some 15km.



This diversion lost me so much time that I decided to have lunch in the very noisy main square of Serignan, 40km

from the start but only 25k onwards into today's journey.

Next hold up was 40km later in Moussan. The day was boiling hot, well into the 30's, and I was running out of water when I spotted a guy mowing his lawn adjacent to the road. He kindly agreed to refill my water bottle, but neglected to warn me that he had just trimmed a very spiky bush at the side of the road. Within the next km, my bike stopped with punctures both front and rear--which I fixed while being driven mad by another gardener noisily strimming huge swathes of grassland right behind me.

Beyond Moussan and further into the afternoon the temperature rose even higher and I was soon running out of water again when fortune favoured me, just as I was despairing of getting much needed food and drink I came across an unexpected transport café where the D613 crosses the A61 major E/W road.

Taking stock of my situation in the café, the time was already 17:00. I now had 2 hours to ride 35k to my overnight stop. Doesn't sound too difficult but I had already ridden 85k, my bike was weighed down with luggage for 3 weeks travel, it was still very hot, there was a head wind, the road surface was poor and it was gradually uphill all the way to the chambre d'hote. Suffice to say that I got my head down, gritted my teeth and just made it to my overnight stop with 10 minutes to spare, in spite of the last km being at 15+% gradient to my accommodation in the rather elegant, refurbished castle.

That night I felt surprisingly alert in spite of the day's travails, but paid for all the effort big time the next day.

Day 16 to day 17---Le Roc sur l'Orbieu via Malegoude to Tarrascon-sur-Arriege 1641km to 1787km

The morning dawned cool and pleasant as I rode through the nearby tourist mecca of Lagrasse and onwards NE through some scenic gorges to eventually reach the outskirts of Carcassone, after 35km.

Although I once spent a very enjoyable night in Carcassone after riding the Pyrenees Atlantic to Med challenge, that visit was car assisted. I had always avoided the city whilst cycling as I judged it to be excessively crowded and too car infested to traverse on a bike.

My route to avoid the town joined the D6113 on the eastern outskirts, but here I was greeted by several large signs for McDonalds, an unmissable experience in my tired state. The restaurant soon appeared where I enjoyed an excellent cyclist's lunch, all selected from a big computer screen which the young sales assistant took great delight in explaining, in French, to an old duffer who had not been in a McDonalds for at least 10 years.

Following this lunch I decided to chance riding directly through the town towards the airport on the western edge. Amazingly, probably because it was Sunday, I traversed the whole conurbation in almost total silence with no cars evident. A very lucky event indeed!

Beyond the airport, I was greeted by large signs informing me that the 2018 Tour de France would traverse my route to Fanjeaux, some 35km distant. This road became increasingly lumpy (for me; not the TdF lads) until, after 26km, I spotted a café in the hill top town of Monreal. By this time, the efforts of the previous day and the heat (well over 30deg again) were getting to me. I grabbed a beer and collapsed outside the café trying to recover. There did seem to be a lot of English people about and a lot of

noise emanating from the café TV lounge, but I was too pooped to care. I found out later that England were thrashing Panama in the football world cup at this time. Alas, my appreciation of this feat would have to wait for a few days, when I could consider events outside of surviving the daily cycling challenge.

Beyond Monreal the road dropped then rose again 300m to Fanjeaux where the temperature was displayed outside the Pharmacist's as 34deg. Yet more hills led to my overnight stop at Malegoude after 86km of very hot riding.

That night is the first time I can ever remember going to bed and being totally unconscious rather than just being asleep, due to the extreme accumulated fatigue. The alarm clock had real trouble waking me next morning which is unusual as I am normally a very early riser.

Fortunately, the next day's journey to Tarrascon was a gentle 60km on known roads so I took it really easy to arrive at the excellent, cyclist friendly, English speaking, Hotel Confort in the early afternoon.

Day 18 & 19---Tarrascon-sur-Arriege 1787km to 1884km

What luxury! Three nights in the same hotel without any packing or unpacking.

Hardly a rest cure though as the next day I fulfilled a long held ambition to ride to Plateau De Beille 1780m. This climb, rising 1265m over 16km, is known as the "Ventoux of the Pyrenees" and occasionally features as a difficult Tour de France summit finish.

The climb is situated just 10km from Tarrascon which allows time to warm up before starting the climb at Les Cabannes. The first 13km are continuously steep with no views at all as one grinds up through tree-shrouded slopes of 8% to 12%. Suddenly I broke out from the trees into a huge bowl below the plateau which allowed views of the fantastic panorama of giant peaks all around. The summit plateau gives even better views of a vast mountain panorama, it was no surprise to find many camper vans in this otherwise deserted place, staying overnight to enjoy the spectacular scenery.

The following day was my designated "day off". I rode 20km up to Auzat near the foot of Port de Lers. Here I enjoyed a long, boozy lunch at an idyllically placed café by the river. Following this soporific meal I sleepily descended back to Tarrascon and a further snooze back at the hotel.



Day 20 to Day 21---Tarrascon-sur-Arriege to Montmaurin 1884km to 2016km

Day 20 was “back to touring reality day” as I packed the bike with all my luggage once more and set off to ascend the Col de Port 1249m. My rest day had obviously restored the energy reserves as I found this col, 775m height gain in 17.5km, to be relatively straightforward. I then enjoyed a fast descent to the cyclists’ mecca at Massat where my arrival was nicely timed for a lunch break.

for absent families. This activity takes him all over Europe using only his bicycle and the possessions he can fit on to it. His many maps are covered with lines showing the places he has visited and extended plans for future journeys. An interesting life and an impressive character!

Beyond Massat I descended for 20km non-stop alongside the river Arat to the medieval town of St Lizier for an early finish.

Next day, the last of this trip, was probably the best day’s cycling of the entire journey. I left St Lizier following the right bank of the Salat river for 30km on charming minor roads with a complete absence of traffic, as far as Salies du Salat. Beyond here I followed the D13 and then D635 up some long hills to the town of Aurignac in the pre-Pyrenees. I found a supermarket here where I could buy my routine special offer twin pack of Tiramisu (cake substitute) for lunch, and just beyond town found an excellent picnic area for an indulgent and relaxed al fresco lunch.

Soon after lunch I clocked up 2000km, my distance record for a continuous tour, and shortly afterwards finally arrived at my friend’s house in Montmaurin after 2016km of riding spanning 3 weeks.

Postscript.

I had never ridden continuously for so long before. My body told me that I mustn’t suddenly stop exercising or I could seize up forever, so I went out on short, hilly rides for each of the next 3 days in the beautiful area around Montmaurin. A feature of my unusual physical state was that it took me 45 minutes to warm up, before I could ride up the hills freely.

During the next few days I gradually recovered from the physical and mental strain of the trip and pronounced myself cured after nine days relaxing with friends and my wife, who had flown out for a holiday.

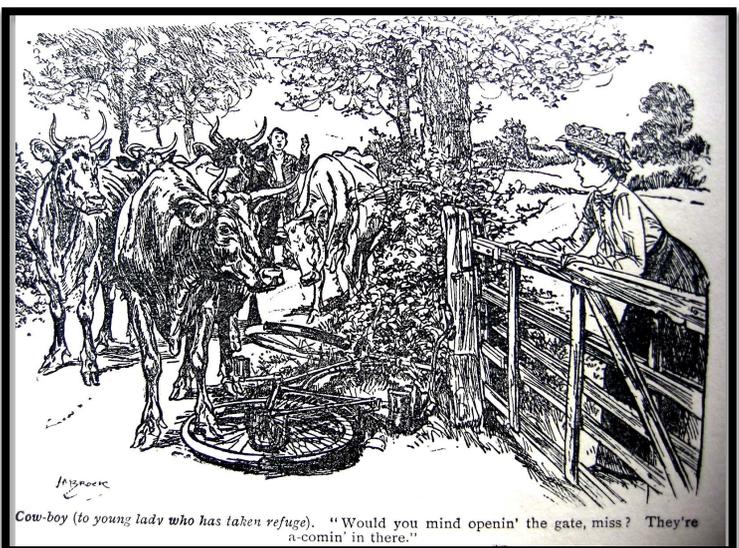
A week later we flew back to Manchester, following an unforgettable cycling tour and a fantastic holiday. What a privilege to be able to stay fit and well enough to enjoy these experiences well into pensionable age!

David Matthews



Whilst sitting outside the café, I was joined by another cyclist on a well-travelled touring bike (rather than all the other flash race bikes around the place). It transpired that Hieronymus (his father was a professor of ancient civilisations) had noticed that I was using a map, rather than GPS, to navigate, so called over to have a chat with a like-minded cyclist.

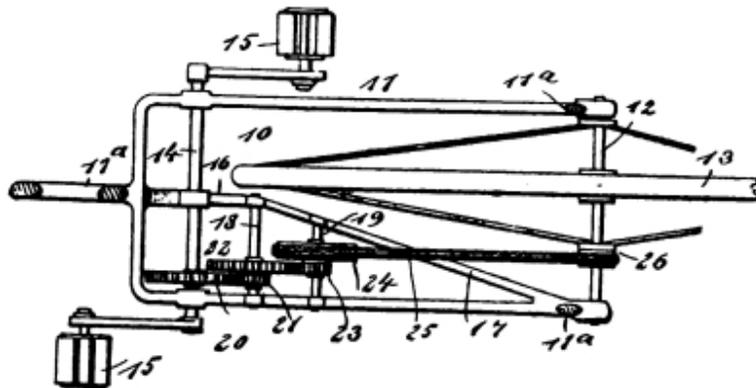
Hieronymus, a middle-aged Dutchman, explained to me that he now leads a marvellous existence as a house sitter



**Punch Magazine Cartoons
Curtesy of Roy Spilsbury
Thanks Roy**

Republished from the Series of Articles Written for The Commercial Advertiser by Alex. Schwalbach and Julius Wilcox Under the Caption of "Bicycles for 1898," Setting Forth the Improvements and Changes in Manufacture Since 1816.

Five years ago Mr. Mahoney of this city patented a contrivance as shown in the cut. He overlooked such considerations as enormous width of tread and the fact that his driving wheel was not central in the frame. He premised that, "as a general thing, a bicycle rider has a reserve supply of strength which he cannot use to advantage in running the ordinary bicycle, from the fact that he cannot make his feet go fast enough to get a speed from the bicycle proportionate to his strength." Having thus announced the discovery that twice two are five, Mr. Mahoney described his invention by which "a person may drive the machine very rapidly without making his feet move very fast." If Mr. Mahoney had not been bent on inventing something, he might have perceived that speeding up ad libitum could be had by omitting his gears and using a front sprocket large enough. Later inventors have seen more clearly. For instance, only a few months ago, Mr. Papperdykes of New Haven "patented" a bicycle warranted to carry a rider a mile in seven and a half revolutions of the pedals, thus giving outlet to the reserve supply of strength mentioned by Mr. Mahoney. There is a train of gears, combined with sprockets and chain, making a gear ratio of 8,448 inches. This is as the story was told, since we have not seen the patent; but there was an error in expression. The equivalent circumference of wheel is 8,448 inches and the diameter 2,680 inches, or 224 feet, as nearly as can be figured, making an equivalent wheel only forty feet smaller than the great Ferris wheel of the World's Fair. Here is a little object lesson in gear ratio as heretofore explained; the actual wheel was to be 28 inches, while it was to run per each pedal revolution as far as a directly connected wheel of 224 feet would run. Such a construction might be a little heavy, but there would be a difficulty with it in practice; it would probably require ten or twelve horse-power to drive, while a bicycle rider has only one man-power. A like difficulty prevents our flying with the birds, for wings could be easily made and attached. **Submitted by Win**



Mahoney Patent 1893

Terry Follows The Star to Christmas Dinner at the Ponderosa



Terry Davies surpassed himself with this extremely inventive Christmas costume.

"It was the hardest one to ride in to date" He said.

Apparently next years costume is already in the planning stages!



It was a great turn out and a lovely day to cycle this iconic route (see Glynn Jones' History of the Horseshoe Pass climb on page 25). The Ponderosa staff did us proud and served a fabulous Christmas dinner with all the trimmings, followed by Christmas Pudding and Custard. Everyone left with a big smile on their faces. I'm sure those who cycled up were very glad of the downhill route home!

Eureka Audax/CTC C&N.W. Rides Sat April 27th 2019



Once again Chester & N.Wales CTC is to run a series of early season Audax rides based at the Café, as outlined below:

"Eureka Excursion" 200k BRM This ride heads for the beautiful village of Ellesmere at the southern point before heading back north to a cafe stop at Bunbury. The route continues through Congleton & Lymm (thus avoiding the Manchester conurbation) before returning through Great Budworth to the Wirral. A generally flat ride with many interesting, scenic lanes and great cafes. (Audax riders note that this is the last 200k qualifying ride for Paris-Brest-Paris in 2019)

"Tea in Prospect" 130k rides out to Prospect Tea Rooms near the Llangollen Panorama (one big hill to reach the cafe) and then returns on mostly flat lanes via a lunch stop in Bunbury. More great cafes on this ride.

"Two Mills Twirl" 60k is an introductory ride visiting Cleopatra's Cafe in Holt, followed by a return to the Eureka cafe through Aldford and Mickle Trafford.

Full details of these good value rides, low cost entry, entry forms, route sheets (please read as they also give car parking arrangements and other important information) are available on calendar page at www.aukweb.net. Closing date 23rd April: No entries on line.

Chester and North Wales CTC Website

John and Glennys Hammond have been Webmaster and Website Editor of our website for the last decade and believe the time has come to hand over to someone else, probably at the end of this year. They will be very pleased to hear from anyone interested in taking over these roles. If you would like more information please contact Glennys.....

web@ctcshesterandnwales.org.uk
or 01829 751364



MAJORCA TOUR TWO MILLS OCT 2018

In October 2017 eight members from Two Mills (Brian and Sylvia Joyce; Sue and Dave Webb; Sue and Harry Fowler; and Sue

Sharpe and Chris Donnelly) signed up for a ten day CTC holiday, a circular tour of Majorca, led by seasoned tour leader Brian Curtis. Together with a dozen or so other CTC members, drawn from various parts of the country, we did a circuit of the Island, roughly 40-50 miles per day, staying in various hotels en-route, with our luggage following on behind by van. We ascended the famous climbs of Sa Formentor, Up to Luc monastery, with some even venturing up the legendary climb of Sa Calobra.

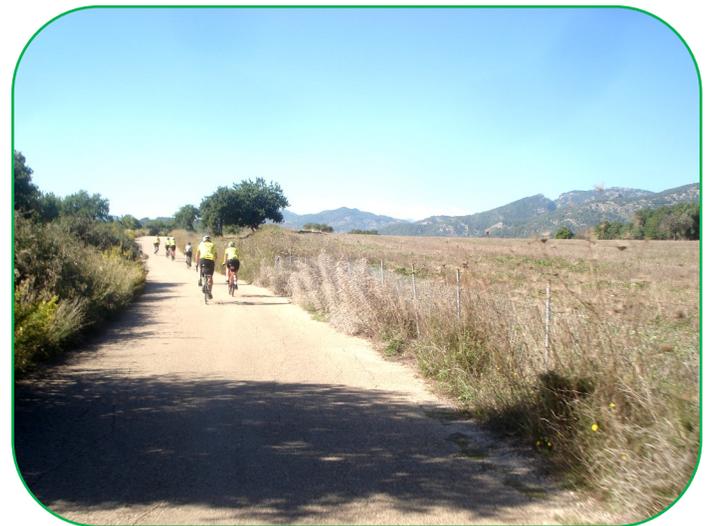


Anyway we all so enjoyed the trip that we resolved to repeat the experience independently this October. And so it came to pass that meetings were held at various houses through the spring and summer, various websites viewed and possible flight and accommodation options discussed and considered before a consensus began to emerge and we agreed to rent a five bedroomed villa, with pool, near Alcudia in the North East corner of the island. By common consent this part of Majorca, as well as containing all the major climbs, was the preferred area of Majorca for all of us and one we wished to explore further. Flights were booked together with taxis to take us from Palma airport to our villa and we duly assembled at Liverpool JLA for our early morning flight to Palma.



No-one took a bike from home, preferring to hire on arrival. We had booked our hire bikes well in advance from "Wheelsport" in Port Alcudia who did us a bulk deal on five "Merckx" carbon roadbikes and three "Orbea" e-road

bikes. These latter were a revelation, nearly silent in operation, looking to all intents and purposes like normal road bikes with only a slightly thicker down tube betraying where the battery was stored. Weight wise it was comparable to my own steel "Pinarello" winter bike. I used it to climb the ascent to Luc monastery (which I had climbed on a conventional road bike in 2017) and it was a great feeling, on the five mile hairpin strewn ascent (6-8%) to come up behind a conventional roadie, half my age, sit behind them for a brief period before accelerating away as they frantically tried (and failed) to hold my wheel. This was my first experience of an e-bike and as my physical prowess declines and diminishes with age it is gratifying to think that I can continue cycling into my dotage with the help of e-bike assistance! These bikes were a world away from the earlier iterations of e-bikes and as technology improves so it appears that they will become indistinguishable from conventional bikes as battery weight lessens and power output and range increases. We had three power options with a switch on the top tube (green, orange and red lights) I only ever used the bike in



"green" mode and then only on climbs and post ride found that I had usually only used around half of the battery capacity. We were told that it would only take five hours to recharge from complete discharge in any event, and recharging was simple and quickly done. I was certainly putting in the same amount of effort as normal when cycling but climbing a couple of miles per hour faster than I could manage conventionally, and what a difference that made! (Incidentally, post-holiday, I checked the purchase price in the UK of the particular e-bike that we had hired. The sole UK agents for Orbea had already sold out of the 2018 models of this bike but the list price was stated as an eye watering £4299.00. The shop invited prospective purchasers for 2019 models to add their names to their waiting list (!)." Wheelsport" told us that the bikes we used were only three months old and that they had already placed orders for more of the same for the 2019 season).



And so the days progressed. Head navigator Dave Webb devised a series of routes each day, varying in distance and in amount of climbing and we stopped for mid-morning and mid-afternoon coffee as well as finding out-of-the-way lunch stops before meandering our way back home. The weather remained warm and dry all week and we settled into a regular pattern of returning to our villa to shower and change in the late afternoon before taking a leisurely stroll into the old town of Alcudia for our evening meal. Despite it being late in the season the pedestrianised old town was busy every evening; every other building seeming to be a restaurant with tables and chairs spilling out onto the pavement and we were spoilt for choice in deciding where to eat and even whether to sit inside or out as it remained balmy into the late evening making a meal in the open air

even more memorable.

All in all a wonderful week and a holiday to remember. All too soon we were taking our bikes back to the hire shop and packing ready to catch our evening flight back to Liverpool JLA and home. We left Majorca on the Friday basking in 26 degree heat and were cycling on the Sunday with our Two Mills group from the Eureka wearing full winter weight gear in a significantly colder temperature (8 degrees!). Chapeau to Dave Webb for leading that Sunday ride out to Cleopatra's at Holt after his efforts at devising and leading all our rides in Majorca as well. The contrast in weather conditions took some getting used to, believe me. Oh well there's always next year.....

BRIAN JOYCE



On the 3rd of January 2019 I, together with three friends from my Wednesday cycling group, attended Llandudno Magistrates Court as observers. My friends, but not me, also ride with Rhos on Sea CTC Club and it was while cycling with this club that the following incident happened. A fourth member of Rhos on Sea CTC, who had submitted the second video evidence, attended as a witness.

On July 23rd at approximately 09.40 members of the Rhos on Sea CTC were riding along the B5109 from Conwy to Betws Y Coed, a relatively quiet back road much favoured by cyclists and a frequent run for the Rhos club, when a motorist passed two of them far too close for comfort. Further down the road the same motorist did exactly the same thing again oblivious, or perhaps uncaring that he was causing anguish to the cyclists and infringing the Highway Code. While discussing the incident at a cafe stop at Betws Y Coed it was obvious that this motorist had unnerved several of the cyclists with his dangerous close passing, furthermore, two of them had

caught the incident on their video cameras.

The first to capture the incident, forwarded the footage to North Wales Police via the Operation Snap website. The driver received a Police caution.



Dave Williams

The second cyclist to be close passed also submitted video footage to the police via Operation Snap. In relation to the second incident the driver was issued with a Notice of Prosecution and summoned to magistrates court at Mold where he pleaded "not guilty" to a charge of Driving Without Due Care and Attention. The case was then adjourned. The driver was later summoned to appear at Llandudno Magistrates Court on 3rd January. He chose not to employ a lawyer but to represent himself. After viewing the video evidence he decided to change his plea to guilty. The Magistrates viewed the video in open court and then withdrew to consider the evidence.

The Magistrates sentenced the driver as follows;

- Fine of £215**
- Victim Surcharge £30**
- Crown Prosecution Costs £310**
- Total £555**

He was also awarded three penalty points on his licence.

Operation Snap is a web site set up by the Police to submit video evidence and has proved successful in bringing careless and dangerous road users to task.

<https://gosafesnap.wales/>

A 400 mile cycling journey through Britain at War – by two 12yr olds!



Jack Davies and his wife Mari (2019)

A WW2 cycling memory from Easter 1941. Wartime Grimsby evacuee feels lonely for home.

Two 12 year old friends with their panniers filled with nothing but sweets, cycle 200 miles during the second world war so that one could visit his family. It's hard to imagine modern day parents would allow their children to cycle very much beyond their front gate, let alone on a trip that was so arduous and filled with the perils of wartime. But Jack's parents didn't mind a jot and waved off him and his friend Gilbert Crampin during the Easter holidays of 1941.

'We had nothing in our panniers but sweets that we had been saving with our coupons' laughed Jack now in his late eighties. He now lives in Penrhynside, near Llandudno, with his wife Mari. 'We just wore long woollen socks and shorts, had a raincoat, and cycled on Raleigh bikes'. Gilbert had been evacuated to Penmaenmawr, but was missing his family in Grimsby so we thought it would be fun to cycle there.

Ninety miles cycling in one day to Manchester

The two Ysgol Friars pupils cycled to Manchester in just one day and stayed at Gilbert's Aunt's house. 'It was tough going as the sign[posts had been taken down because of the war in case the 'jerries' landed'. We often went the wrong way, and mostly had to find our way by asking people, and sometimes knocking on doors' The toughest part of the route was climbing up the notorious Snake Pass, the name given to the remote higher reaches of the A57 road where it crosses the Peak District between Manchester and Sheffield. It was awful because of the rain. We got drenched, I even felt like giving up but Gilbert encouraged me to go on' said Jack. We only had three gears on our bikes.

Sheffield blitz land mines.

At the top of the pass there was a cafe and some soldiers treated us to a warm drink. Feeling a little more restored Gilbert and Jack continued on their way. They were

travelling to the youth hostel in Tickhill in the West Riding of Yorkshire. 'We has started to panic as we were losing light and had come to the edge of an airbase near Sheffield. But a soldier told us to move on as the Germans were dropping parachute mines in the area. It was pretty scary as we kept hearing the thud of mines going off. They had killed a lot of people'. The boys eventually made it to the Youth hostel. Much to Gilbert's amusement they discovered in the morning they had slept in the ladies dormitory by mistake.

They spent two weeks in Grimsby staying with Gilbert's family who owned fishing trawlers (see related below). 'On our way back to Wales a policeman stopped us in Manchester and asked what we were doing. When we told him he didn't believe us and asked us to accompany him to the police station. He phoned my father who owned the Mountain View Hotel in Penmaenmawr and asked him if our story was true, and then reluctantly let us go. I think he must have thought we had absconded from a children's home or something'.

'It was a tough journey back because of all the fog. We were only allowed tiny lights on the bikes because of the war and I remember all the dust in our eyes from the factories'. The boys arrived back to Penmaenmawr without any fanfare or welcoming party.

Post-war traffic encounter with Prince Philip.

Jack Davies Gilbert Crampin & Jack Davies front row. After the war Jack was called up in 1946 to serve in the



Royal Navy, as did Gilbert six months later. 'I was a messenger boy on a bike for a while, and saw a list of new recruits coming to Plymouth. I saw Gilbert's name and saw him walking in a group of around forty coming in. I rushed over on my bike. However a car was on my tail and hooted like mad for me to get out of the way and I had such a shock I fell off my bike'.

The driver turned out to be **Prince Phillip** who was an officer at the base and who hadn't even bothered to stop. Jack later married and had three children and ran the Bartles Ltd newsagents shop in Penmaenmawr for fifty years. Gilbert became an accountant and also married but sadly died of cancer in his mid thirties. Before his death he made Jack his daughter's godfather. Jack said 'Gilbert was my best friend. We had so much fun together and he always kept me going even when it was tough'.

A final lament for cycling.

Jack stopped riding his bike many years ago. Now he wishes he hadn't

posted in: [Cycling History](#), [Personalities](#)

Acknowledgement of source – Mari Jones, Daily Post

Cycling Singapore

Mike Frith

I've been visiting Singapore on a regular basis since my daughter and her family moved there due to work commitments in 2009. Most visits have been a mix of exploring Singapore's tourist spots and doing short trips to



other nearby countries, on holiday with her and family. I've also managed a few cycle rides in Singapore on previous visits and knew that the road surfaces are the best I've ever ridden. However, on my visit in October 2018, due to my daughter's and her husband's growing involvement in cycling, I managed to get a better feel for how Singapore's cyclists amuse themselves.

Before that, however, I thought it worth just putting Singapore into context by using Anglesey as an island comparison. Singapore being only one degree north of the Equator is obviously hotter and wetter than Anglesey. Both are relatively low lying, Anglesey with a high point of 220m compared with 176m for Singapore and are of similar size, Anglesey having an area of 276 sq miles and Singapore 279 sq miles. But this is the 'mind boggling' statistic: Anglesey's population is 69,800 (2017) whereas Singapore's residents number around 5.4 million!

Cycling in Singapore has grown significantly since I started going there, with dozens of cycling clubs and over 20 Google pages of cycling retail outlets. There is also a growing push from the Singapore Government to increase significantly the number of traffic-free routes. In reality however, the relationship between cyclists and other road users hasn't yet reached the level of that in the UK, which means it's pretty poor especially with taxi drivers. This along with the climate has tended to make cycling an early morning or late evening pursuit. It also tends to be a hobby carried out by the younger element (30ish to late 50's), due to the high proportion of expatriate working residents and lack of expatriate retirees (because the high cost of living).

My first riding experience in 2018 was a couple of evening 'training' rides, with my daughter Vicky, up the local hilly test piece of Mount Faber. The name is a bit of a misnomer as the actual highpoint is only 84m above sea level. It's also only 1.52km long at an average of 5%, but at 7.00pm in the evening, 27 deg C and over 84% humidity it was a good introduction to the hillier bits of the island. On these rides we met quite a number of other cyclists of differing nationalities from local Singaporeans, Chinese, Australians and the ubiquitous Brits, all with the same intentions.

As the holiday went on, these evening rides became a bit

more intense with multiple ascents of Mount Faber and a number of other hilly segments being included to make up quite hard short rides. Getting back to my daughter's house, drenched in sweat, made me feel as though I'd ridden further than I actually had.



Mike Frith

My next experience was an invite from my son-in-law, Will, to ride with one of the groups he cycles with. This jaunt had a 6.00am start and a 30 minute ride to the meeting



point at a petrol station out towards the MacRitchie Reservoir Park. There were about 20 of us on the ride, most in the 40's to 50's age range (apart from me). The ride set off at 7.00am at a pace I quickly realised would leave me little opportunity to chat with my new ride buddies. I also decided to get behind the larger riders in the group in order to get as much assistance from their slipstream as possible.

After about 2 hours of hard riding we pulled into a road side restaurant for what I thought might be coffee and cake. When someone told me it was called Guru's Banana Leaf Cuisine, I thought this might not be the case. Coffee was on the menu but instead of cake it was prata, which is a type of flatbread. I was hoping there was something sweet to put on the prata but when the waiter brought out bowls of curry sauce (at 9.00am!), I passed on that, put some sugar on the prata and had an energy bar. Water bottles filled, 45 minutes later we continued our ride.

Not long afterwards we passed the area where the new terminal (Terminal 5) for Changi International Airport will be constructed. This area has been part of a massive land reclamation project that has seen the area of Singapore increase by over 50 sq miles since Independence in 1965 and which is planned to increase overall from the current 279 sq miles to 300 sq miles by 2030.

It was just after this point that one of our group had what at first seemed to be a bad fall after touching a wheel in front but, after a ten minute break to make sure there were no major injuries, he remounted and we continued albeit at a slightly slower pace. Not long afterwards we joined the East Coast Parkway, a multi-use paved trail that runs in total for around 11 km along the sea front. By the time we reached this point it was getting on for about 11.00am and the Parkway was starting to get busy with pedestrians and leisure cyclists, so the pace slowed considerably. This trail leads gradually towards the outskirts of the city and it wasn't too long before the ride began to break up as riders began to split off and make for home.

For me this was a ride that was just a bit too much. In temperatures up to 30 deg C, I'd done over 50 miles at an average speed of 20 mph and, as it turned out, without having taken on board enough liquid, as not long after Will and I started to head back I suffered a severe bout of cramp which made cycling impossible to continue. So I took the 'taxi ride of shame' back to my daughter's where lots of liquid eased the problem. (In Singapore, taxi's are the fall back option to any problems related to cycling that can't be fixed in about 10 minutes. Self sufficient cycle rides seem to consist of a mobile phone with an Uber App, and maybe the usual tyre repair kit if it's a long ride).

My final ride in Singapore was a short 40 km loop around the three reservoirs that supply most of Singapore's water and is the only major area of natural jungle on the Island (although there are lots of green spaces). I had done this



ride on a previous visit so thought I knew the way. After the usual trek along the dual carriageway I arrived at 'monkey mile,' a section of back road where it's forbidden to feed the monkey's. There were no monkeys on this particular stretch today but I did see a troupe of about 8 of them in the road near the MacRitchie Reservoir Park. I had considered stopping and taking a photograph but as I rode towards them they disappeared into the bush.

The ride continued past the other two

reservoirs and headed back towards the city. Heading down a dual carriageway, which is normal in Singapore, the traffic was being diverted onto another dual carriageway and through a tunnel, which isn't! Fortunately I was able to get off the road onto the pavement (which is legal, but slower speeds apply) and after a couple of requests for directions I was able to find my way back.

This brought to an end my short bout of cycling in Singapore but it was enough to make me realise that cyclists, wherever they are, will make the most of what's available.

The holiday we were on however, had more cycling in store. For the last few days of our visit my daughter had booked us a 3 night stay on Bintan Island. This is a 50 minute fast ferry trip from Singapore and is gaining in popularity as a day trip destination for Singapore cyclists looking for something different. A bit like a 'ferry assist' ride. It is also one of the many thousands of islands that make up the Republic of Indonesia. In size it's 50% larger than Singapore and has a population of around 350,000 with about half living in the capital of Tanjung Pinang.

There was no problem with the bikes on the ferry and once we arrived Will and myself rode them to the hotel while my wife Lynne, daughter, Vicky and 2 grandchildren took the bus.



Bintan is a complete contrast to Singapore. The Bintan Resort hotels are all located in an area at the northern end of the Island that has fantastic beaches and all the luxuries of Western-style hotels. So much so that it is being promoted by Indonesia as the next best tourist destination after Bali! The rest of the Island is largely unspoilt despite there having been a large development programme in place since 1991.

Will had been here previously when he'd ridden the Tour de Bintan, which is now part of the UCI's Gran Fondo World Series, so we had a reasonable idea of the cycling ahead of us. If anything the temperature was hotter than Singapore's but as we were on holiday and not a 'training camp' there was little incentive to get out early. This was a big mistake on our part.

While we were there we managed two rides, each of about 50 miles. Both rides take the same start, as there is effectively a 6 mile restricted area, with only one road in and out through a manned security checkpoint. There were certainly more hills on Bintan than Singapore and this last 6 miles on the return to the hotel were particularly lumpy and became my most hated section of road on the holiday. This had a lot to do with the alcohol the night before and the 37 deg C temperature as we dragged our way back, regretting the late starts.



The first of the rides, was a loop round to Tanjung Pinang taking the main roads, which were a bit like our 'B' roads. There was very little heavy traffic, the main form of personal transport being scooters and motorcycles with the road surface being not as good as Singapore's but better than the one's we ride on. We passed through a number of small villages all of which seemed to have

schools and happy looking children who waved as we passed. The school pick up also consisted of ladies on motorcycles with 1 or 2 children on board. Being passed by these ladies was a bit disconcerting as their children had a tendency to turn around and wave. After a while, visions of one of them falling off and the potential repercussions filled my mind, so I had to stop waving back.

The second ride was similar but took some of the more minor roads, still with excellent road surfaces, through bushland where the jungle had been cut back but new growth was winning the battle. On both rides we managed to find café stops, none selling cake but good enough to see us through. In one we met the owner and his family and had a good conversation with him. He welcomed the impact of tourism, but for us it was good to see the island, away from Western luxuries, in its unspoilt state before tourism takes over.

Both rides followed the coastal road on the way back where we passed a few smaller hotels, beaches and palm trees where the locals obviously came with their families at weekends and holidays. Shortly after this area we arrived at the security checkpoint and the 6 miles of purgatory back to the comfort of our own hotel.

Once back, it was a cool down in the shower and then a beer and meet up with the family for a nice meal. I must



admit it was a different world to what we had experienced on our bike rides and perfect for the family. The countryside we had ridden through, some of the poverty we saw and the friendliness of the people made an equal impression on me.

The following afternoon, as we were waiting for the hotel bus to take us to the ferry, there was a reminder that despite the surroundings of the resort we were still in something of a wild life environment. Standing on the pool deck with Vicky overlooking the South China Sea we heard a bit of a rustling in the bushes and out walked a large Monitor Lizard, at least 2m long. Fortunately we were about 3m above it so it posed no danger to us as it began looking for food scraps underneath the decking where we were standing.



Excitement over as it eventually disappeared into the bush again, it was soon time for us to depart back to Singapore and three days later, back to the UK and the thought of riding through the British winter.

Mike Frith



Mike Frith's daughter sent this picture from Singapore.

I once had a rabbit hit my wheel up on the panorama but fortunately we don't have to battle with monitor lizards here in the UK. Some consolation for our cooler weather I suppose!! What's the most unusual wildlife you have had an encounter with?





Once again, good weather! These rides have been blessed with storms and the tail end of hurricanes in the last few years so it was a great relief to have good, fine weather again.

Pistyll Packing Momma 209km; 3500m ascent *(Is your organiser still the only person old enough to remember the early 60's song "Pistol Packing Momma" by Gene Vincent?)*

A tough ride but thoroughly enjoyed by all the riders who experienced dry conditions and could see the beautiful views once again. Even the notorious sh*t slide near Pistyll Rhaeadr was dry and failed to claim any victims.

22 out of 23 riders completed the route in times varying from 10h 30 min to 13h 41 min, the latter just inside the time limit. The last rider in had been suffering cramp and hunger pains since Bala. It was unfortunate that the Cross Keys at Llanfynydd was shut due to a major electrical fire, so the normal resuscitation was not available this year prior to the steep ascent of Hope mountain. Shaun Hargreaves completed the route with a dodgy ankle whilst riding fixed wheel, an amazing achievement and definitely not recommended. As in 2017, Mark Walsh and John Wilkie were the two riders from C&NW CTC, so well done on coming back for a repeat dose of steep climbing.

Momma's Mountain Views 137km; 2000m ascent

Still a tough ride with three very steep climbs between Chirk and Ponderosa Café including the Old Horseshoe pass and then steeply up Hope Mountain out of Llanfynydd. 19 of 21 riders completed the route in times varying between 06h 16min and 09h 30min. Just 3 riders were registered as C&NW CTC, Terry Davies, John Lyth and Paul Mills.

Footnote: AUK have re-assessed the climbing on this route and reduced it from 2.00 to 1.75 AAA points in future. In spite of this the climbs remain as high and steep as ever.

Momma's Leafy Lanes 62km

There was a major last minute re-route between Bunbury and Duckington as a lorry had overturned on the A534 near the Bickerton Poacher and spilled diesel all over the place. The re-route is now preferred to the original and is to be incorporated into next year's ride. Also, it became apparent after the ride that the previous declared distance of 57km (54km on the re-route) is well under the actual of 62km.

A very pleasant day out with three family groups taking part. Special congratulations to Gabriel Rees, aged 8yr 10 months, who once again completed the ride within time along with his father. 4 riders were registered as C&NW CTC.

Judging by feedback in the café everyone had a thoroughly good day out and were impressed by the quality and scenery of the routes. Next year the rides are again on a September Saturday, but moved to the middle of the month. Actual date tbc.

Thanks to all the cafes and controls for their help and especially to Brandon Edgely for manning the Old Ma's café control throughout the event as part of his apprenticeship to become an Audax Organiser.

David Matthews





Attending Other Group's AGMS - Why Not?

I bet not many of you have considered the possibility of attending other CTC group's AGMs. Try it sometime, as I did recently; you might learn something new. Wearing hats as I do as a regular rider with Two Mills (Sundays) and Chester and North Wales (Wednesdays) and attending all three of 2018's meetings (Two Mills, C & N W and C & N W Wednesday riders) that I was eligible for, as the foregoing groups, to attend their AGM. The lure of a hot buffet meal pre-meeting for all attendees was also a very attractive proposition.

Half a dozen of us took up the offer to cross the Mersey on a late November evening to the Quaker Meeting House in central Liverpool, also swelling the numbers attending. The AGM followed the usual pattern of standard agenda items familiar to us all but what set it apart was the choice of two guest speakers from Merseyside Police, serving officers from the traffic division who gave us a presentation, post AGM, supported by anonymised video footage, taken by cyclists, of poor driver behaviour. Merseyside Police, we were told, will now accept camera footage as evidence, from cyclists to aid education (and sometimes prosecution) where motorists behaviour falls short of accepted norms. (For acceptance criteria go to the Merseyside Police website where full details can be found.)

They had brought along several examples of footage submitted by cyclists to give us some idea of what

was acceptable in evidential terms. One in particular was memorable for the wrong reasons. As police pointed out to us, be careful what you submit in case your own behaviour comes under scrutiny. We were shown footage a cyclist had taken of him being bullied out of his lane by an overtaking bus. However, still filming, he pursued the bus, opened the fuel flap at the rear of the bus and switched off the fuel supply, bringing it to a halt, an extremely dangerous course of action. In that case he was subject to a prosecution, not the bus driver!

All in all a couple of hours well spent, where I increased my knowledge base regarding road safety and local police attitudes and procedures and would now feel confident that any footage I had taken of errant or dangerous driving would be examined and taken seriously and none of this would have been known by me if I hadn't taken up the invitation to attend another group's AGM. Talking with some Merseyside cyclists afterwards and remarking how much more of their area is much more urban and built up than we are used to, so perhaps it's not surprising, we are certainly lucky having Cheshire and North Wales rural lanes within reach, so that urban areas can be avoided. So, ultimately I was glad that I accepted the chance to step out of my comfort zone and look at cycling from another CTC group's point of view

Brian Joyce

Dear Janet,

Congratulations on another fantastic issue (Winter 2018), something of interest on every page. I enjoyed part two of Terry's adventures, also Barrie Seago's article on page 29. I also crossed to France by Silver City Airways in 1953 a month later in July. One question Barrie, How much did you get fined? Page 13, cycling in WW1 - did you know the very first

soldier to be killed was one of the Cycling Corp. Mike Frith kept his lottery win quiet! Mike's photo on page 35 showing a bike loaded up for some serious touring, did you notice there was still room for two front panniers.

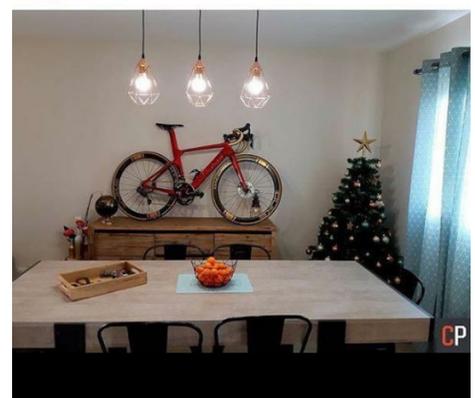
There is only one small thing missing for me and that is a picture of the "Winged Wheel" I know we have changed our name but the wheel still remains as our emblem from the past. I hope you don't mind me saying this Janet, it's not a criticism. Glynn Jones

Hi Glynn, I don't mind at all, the more suggestions the better, can someone help me out here with a picture of the Winged Wheel for Glynn for the next issue.



"Can you make the dining room look nice, we've got guests coming over"

Me:



News from North Wales

Introduction

We have a small but growing band of active Cycling UK campaigners here in North Wales. Broadly speaking we have two high level objectives. Firstly and perhaps most importantly, we continue to press for more and better facilities for safe cycling and secondly we aim, at the same time, to improve communications with and to build respect between the highway authorities' project teams and the cycling community.

enhanced facilities in the form of reduced speed limits and controlled road crossings, one of which will be traffic light controlled. Our concern now is to ensure that the roadworks are satisfactorily carried out, to find out what is to be done to improve the situation for cyclists on the detrunked section of the A487 and to ensure that disturbance to users of Lon Eifion is kept to a minimum. We understand that a non-motorised users liaison group is to be established.



John Mather

A55 Improvement between Tai'r Meibion and Abergwyngregyn

The A55 is to be improved between Tai'r Meibion and Abergwyngregyn. The drainage and vertical alignment of this high speed dual carriageway are to be improved (to reduce the risk of flooding) and some agricultural accesses are to be closed to reduce the risk of collision). Roman Road, which runs parallel to the A55 on its south side and forms part of the National Cycle Network (NCR5), is to be widened on its northern side to provide an alternative means of access for agricultural traffic. Gwynedd Council, which is the Local Highway Authority,



A55 Third Menai Crossing

Cyclists who have crossed to and from Anglesey will most probably have used Thomas Telford's iconic Menai suspension bridge. The Britannia Bridge, which is situated further to the west, was built to carry the London to Holyhead Railway but this bridge now has two decks and carries the A55 dual carriageway as well. The Britannia Bridge suffers from congestion and delay at peak periods and is subject to closure when wind speeds are high. The Welsh Government (WG) is looking to provide a third road crossing of the Menai Strait and held a public consultation (on alternative routes) last year. Comments were invited on four alternative alignments and on several structural forms. The WG has since announced its preferred route for the Third Menai Crossing which is the Purple route. Further consideration is now being given to the form of the structure. All the options that were exhibited provide opportunities to improve active travel routes in this environmentally sensitive area.

A487 Caernarfon and Bontnewydd BP

Cabinet Secretary Ken Skates has cut the first sod and construction work is expected to start in earnest this spring. You may recall that several of our campaigning members objected to the draft Highways Act Orders and gave evidence at the local public inquiry in Caernarfon about the (in)adequacy of the provision for walking and cycling. This bypass will impact on Lon Eifion, a long distance traffic free trail, at several locations, most notably at the Goat roundabout where non-motorised users will in future have to cross two major roads (we only have one to cross at the moment). We argued in favour of a grade-separated crossing (a bridge or an underpass) but were unable to persuade the Inspector or the Minister to agree to this facility. That said, the project team did offer

has temporarily closed Roman Road to the west of Crymlyn to facilitate the carrying out of these widening works. The alternative routes (there are two) require cyclists to make long diversions and to climb long and steep hills with circa 615 foot gain in elevation! Non-motorised users who wish to avoid these diversions, may choose to use the A55 which is definitely **not** recommended as it is hazardous and carries a large amount of high speed traffic. CUK campaigners have recently met the project team on site and will continue to press the project team to make more and better provision for non-motorised road users in general and for cyclists in particular.





A55 Improvements at Junctions 16 and 17

The A55 across North Wales has generally been built as a dual two lane carriageway with grade-separated (two-level) junctions. But Junctions 16 (Llanfairfechan) and 17 (Penmaenmawr) have been built to a lesser standard and rely upon ground level roundabouts. These cause delay to through traffic and collisions can and do occur when drivers enter, leave or pass through the roundabouts. The WG has sought views on alternative road layouts that would enable grade separated (two-level) junctions to be provided. These options have implications for local traffic and for users of NCR5 which runs parallel to and, for the greater part at Penmaenmawr, on the north (seaward) side of the A55. CUK campaigners have made submissions in respect of each of the alternative junction layouts with a view to obtaining improvements for users of NCR5.

A494 River Dee Bridge



This bridge, which is in urgent need of repair/renewal, carries the A494 dual two lane carriageway into Wales. The WG intends to widen and strengthen the existing bridge and to provide a new bridge alongside it on its eastern side to carry an improved and widened southbound carriageway. The new A494 crossing would provide three lanes plus a hard shoulder in each direction. The engineering drawings which were exhibited at Deeside Leisure Centre on Saturday 24 November, make provision for a new shared user path (SUP) (for walkers

and cyclists) alongside the southbound carriageway. This SUP would connect with existing active travel routes on



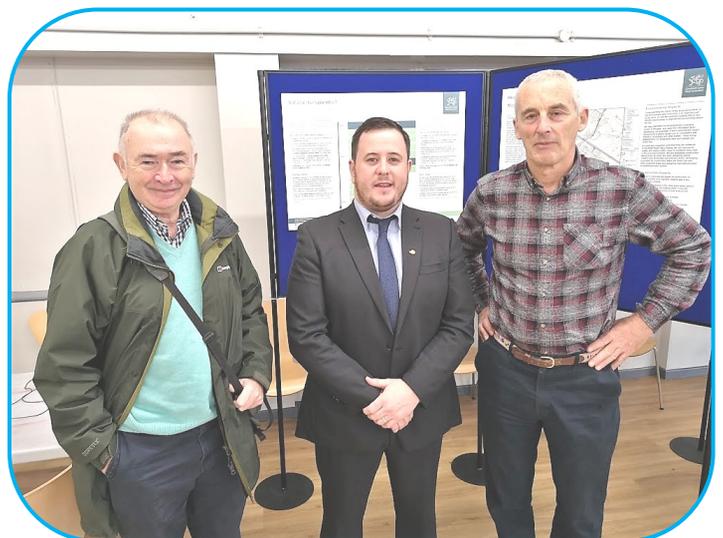
both sides of the river. Cycling UK campaigners attended the exhibition and are represented on a recently formed Non-Motorised Users liaison group.

Other news

Professor John Parkin and Phil Jones of PJA have kindly agreed to speak to Institution of Civil Engineers (ICE) members in North Wales on the subject of Designing for Cycle Traffic. A similar presentation which was recently given in Cardiff was very well attended (circa 140). This is encouraging and indicates that highway design professionals recognise the growing importance of making more and better provision for all road users (safe cycling).

In conclusion

It is encouraging to see project owners recognising the need to provide more and better facilities for active travel when they define their objectives. But disappointing to see how little survives the scheme development process. Clearly we will need to continue to press for more and better facilities to be provided when new roads are built or existing ones are improved. There is much to be done.



“Today I am going to amuse the public by riding an 86-inch bicycle to Trumpington and back... It is great fun riding the leviathan: it creates such an extraordinary sensation among the old dons who happen to be passing”

The Hon. Ion Keith-Falconer (an early amateur champion) in an 1878 letter



This editions interview subject has been a member of the CTC / Cycling UK for 64 years. He has been an active campaigner as a right to ride rep for over 20 years. His work has been recognised by being awarded the CTC volunteer of the year award in 2006. It has been very hard to condense such an interesting and active life down to a page for The Link article.



The ferguson Interview.....

What is your earliest cycling memory?

Cycled onto Lord Levers estate in Brimstage during the severe winter of 1946/7 with my dad to collect firewood to try to “keep the home fires burning”. Apprehended by a gamekeeper. Plausibility won over. Returned home with our Hercules bikes loaded with logs.

First tour?

Aged 17yrs. Eight day hostelling trip to Devon with a fellow junior clerk from the Port Sunlight soap factory. Our ten miles to the inch map didn't warn us that Devon had hills!

Did you have to give up your cycling when you were called up for National Service?

Most certainly not. Stationed at a Nottingham army HQ for almost two years. Bestwood Lodge was a former royal shooting lodge and once owned by Frank Bowden founder of Raleigh Cycles. With my bike chained to my bed in a nissen hut for eight squadies I was the only cyclist in a camp of forty. Me and my FC Parkes bike went hostelling in Derbyshire whenever duties permitted.

Are you a cycling family?

After demob in 1954 I met Joyce at the Liverpool Y H A area club. She rode with the Liverpool DA Family Section. Inevitable that I became a CTC member. We married '58 and

acquired a tandem belonging to Joyce's aunt and uncle who had a bike shop in Liverpool, and later a popular cyclists tea stop at Manley. Bearing the title 'HM Dickinson', a triplet was later added to the stable as daughters Jane and Judith arrived on the scene.

Did you go to live in North Wales once you were married?

Our first home together was in Higher Bebington. Later left Lever's and spent four years at Bowaters. Met Bob Clift there. Our families became close friends. We then spent four years in Barnsley when I joined the probation service. Cycling was shared with rambling and countryside campaigning. But it was inevitable we would be drawn back to the west coast we loved so much. Settling in Prestatyn in '68 we soon met the Brown family. We each had triplets. The bike kind thank goodness! Formed the Vale of Clwyd section. York rallies, Birthday Rides and we were amongst the first at the start of the long running New Forest

Cycling Weeks.

What about all the years spent campaigning?

Something's in the DNA I suppose. Had a finger in several North Wales established cycle routes. Stuck a thumb in the eye of officialdom from time to time too; it's sometimes necessary to gain attention. Allowing cycling on Llandudno promenade was a tedious seven-year slog. Other campaigns were shorter. The Prestatyn – Dyserth trail, Penrhyn Bay – Llandudno, and the Conwy Estuary trail, the latter supported by my late CTC pal Maurice Clarke. Together we set up the Cyclingnorthwales website. With over 3 million hits to date I'm now running it alone with a changed format since Maurice died.

Never had an interest in cycle racing, but as a Prestatyn Rotarian initiated the Royal Jubilee 'Pontinental Criteriums' in the 70s that led to the formation of the Rhyl Cycling Club. It's tragic ride in January '06 with friends involved, remains a personal tragedy for me and my family.

The future?

In between pootling on two pedals, exciting activism is emerging in C&NW with the arrival of talented new campaigners committed to getting a level playing field for cycling. Yep, it's got my 84yrs old blood really pumping away. Why not join us? We've plenty of space for you youngsters.

Roy is also a prolific contributor of articles for The Link. Thank you Roy



“Ever bike? Now that’s something that makes life worth living! I take exercise every afternoon that way, Oh to just grip your handlebars and lay down to it and go ripping and tearing through streets and roads, over railroad tracks and bridges, threading crowds, avoiding collisions, at 20 miles or more an hour and wondering all the time when you’re going to smash up. Well, now, that’s something! And than go home again after three hours of it...and then to think that tomorrow I can do it all over again!

Jack London (author) in a letter to a friend

Events up date 2019 from Lowri Evans

80th Anniversary

2019 will be the 80th Anniversary of Chester & North Wales CTC Caer a Gogledd Cymru. Several activities and events are being planned to celebrate/ mark this.

Photo Competition

There will be a photo competition with our own award-winning judge Andy Polakowski. Details will be announced shortly (we are currently still checking the impact of GDPR rules).

Holyhead to Wirral ride

Terry Davies has been out checking the route between Holyhead and the Wirral. He is aiming to get a group of up to 20 to do the ride on Saturday the 18th May - if riders are interested please contact him membership@ctcchesterandnwales.org.uk (or if you don't have access to email contact the secretary 01824 705709). He is also looking at the possibility of certificates for those who want to complete the ride in shorter stages on other dates.

Treasure Hunt

John Ferguson has kindly volunteered to run a treasure Hunt from the Eureka Café on Sunday 14th July. A great chance to start with a cuppa and then exercise the brains (and legs) whilst following and interesting route trying to find the answers to John's devious questions. Full details nearer the date.

September Celebrations

Mike Cross has been working hard to arrange celebrations in September. It appears likely that the Tour of Britain will be starting on Sunday the 8th of September and there is a possibility that the stage will start on the Wirral (not part of Mike's arrangements). Mike had been discussing having a national event as in the past when the AGM and dinner were held in Chester; due to costs and other issues it has been decided to have a President's Ride and Lunch/80th Anniversary Celebration on Saturday 7th September - please update your diary! More information on the venue and rides nearer the time.

It has been suggested that, as the C&NW CTC Informal Groups ride most days of the week, the first week of September should be a 'come and join us week' when people try to visit/ride with a group in another area that they might not usually ride with. This could lead to new

friendships and a chance to experience more of the great rides available in the C&NW CTC area.

Bob Clift Memorial Cycleways Rides

Tracy Johnston has been busy making arrangements for the Bob Clift Memorial Cycleways Rides in June. All of the distances are registered as Cycling UK Challenge Rides. By now the 100mile event is full (and the waiting list is full as well). At the time of writing there were about 50 places left on the 50 mile event; this year the 25 mile event has been revived (with 47 places left). Entries can be made using Entry Central <https://www.entrycentral.com/cheshirecycleway> The start will be from the Cheshire View - a change from recent years. If anyone is able to volunteer to help on the day please contact Tracy bobcliftrides@ctcchesterandnwales.org.uk (or phone the secretary 01824 705709).

Triennial Vets 100 events

2019 is a year for Triennial Vets 100 events across the UK. Laurie Mason is once again organising the C&NW CTC Veterans 100 ride (this is a 100mile event for rides of 50 years old or over). The ride is organised with led groups of riders setting off from a staggered start in the hope that all will be back at about the same time for certificate presentations at the end. This event is definitely not a Sportif! Laurie ensures there are plenty of relaxed feed stops; morning coffee, sit down lunch, afternoon tea and of course tea/coffee and biscuits at the start and finish (possibly one of the few calorie-positive 100 mile events!). Detail are available on the C&NW CTC website with entries through Entry Central <https://www.entrycentral.com/2019cnwtriennialvets100> The Triennial Vets events will be given national publicity this year so please enter early to ensure you get a place (almost half of the places have already been booked).

Audax Events

Once again Vicky Payne and David Matthews have been working hard arranging a great series of Audax events – details are as in the last edition of the link. Entries are through the Audax website. <http://www.audaxweb.net/events/>. Dates of events are on the C&NW CTC Website <http://www.ctcchesterandnwales.org.uk/events2019.html>

Huge thanks to all of the organisers and volunteers who are arranging rides and events. Please support them and the events and have a great year in 2019!

Event	Date	Contact/Details
Holyhead to Wirral Anniversary Ride	18th May 2019	Terry Davies -
Bob Clift Memorial Rides	June 2019	Tracy Johnston - bobcliftrides@ctcchesterandnwales.org.uk
Treasure Hunt	14th July 2019	John Ferguson
Chester and North Wales CTC Veterans 100 Ride	7th July 2019	https://www.entrycentral.com/2019cnwtriennialvets100
President's Ride and Lunch / 80th Anniversary Celebrations	7th September 2019	Mike Cross
Tour of Britain Start on the Wirral (To be confirmed)	8th September 2019	Tour of Britain Website



GRAND MID WALES CYCLE JUMBLE AND AUCTION

(INCLUDING SURPLUS ITEMS FROM THE MUSEUM STORES)

Saturday April 6th 2019

The event will take place at **Cefnlllys School, Cefnlllys Lane
Llandrindod Wells LD1 5WA (2 mins from the museum)**

Museum will also be open

Two minutes from the Museum, plenty of parking on site

Tables: £7 each inside, £5 outside (set up from 0900)

Public admission: Pre 09:45 - £3. From 09:45 - £1

Auction of surplus museum cycles at 11:15

For a list of machines for auction and to book a stall, please contact Steve Griffith . mob 07740 923 630 or email

griffith531@hotmail.com

**NB- THERE WILL NOT BE DEBIT/ CREDIT CARD PAYMENT FACILITIES ON SITE.
PAYMENT BY CASH ONLY**

Q: What do you call an artist who sculpts with bicycle parts? A: Cycleangelo

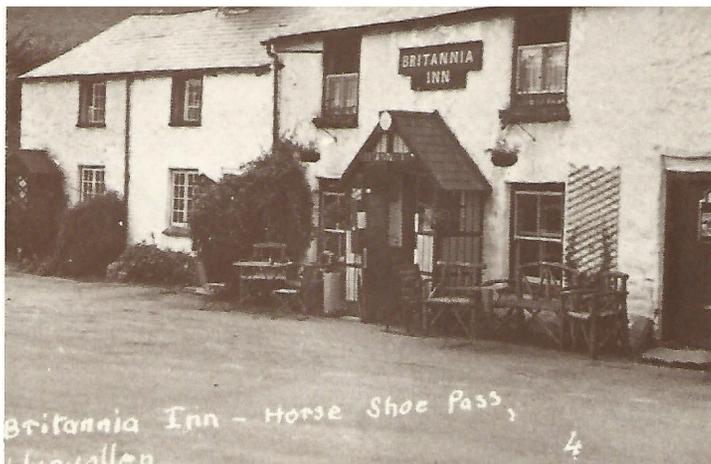
Q: Why do accountants have trouble riding bicycles? A: They tend to lose their balance.

Q: When is a bicycle not a bicycle? A: When it turns into a drive way.

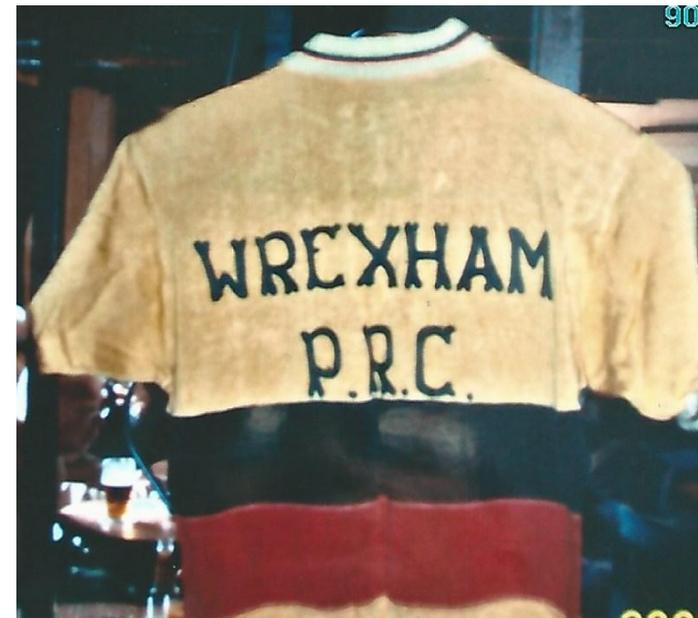
source: <http://www.jokes4us.com/sportsjokes/cyclingjokes.html>



The Horse-Shoe Pass - Hill Climb



Wrexham Club. Not far behind Gwyn. Their times being around 10 minutes 8 Seconds. The course in those days started quite a bit further down by a farm which is now a shop and restaurant. We used one of the farm buildings as headquarters and changing rooms. Another difference was the road by the Britannia pub. It went through what is



Wrexham Premier Road Club Jersey

This is just a short history of the "Horseshoe Pass hill climb - not having internet access I rely on my failing memory and the few notes I have. My daughter has done a bit of research for me. Apparently a track existed as far back as 1811 but not a road. The Ponderosa was first opened in the 1930s, closed during WW2 and opened again in the 1950s. I know that the old pass from Pentre Dwr to the Ponderosa has been there for quite a long time. As many of you who have cycled up it will know it is not horseshoe shaped but almost straight up from bottom to top and quite steep. It is mentioned in George Burrows 'Wild Wales' and also John Lelands 'Epic Tudor Journey', which he did for King Henry VIII, so the old pass goes back quite a long way. There is quite a lot of history in the area such as 'Valle Crucis Abbey' and 'Elise's Pillar' Also the slate from 'Oernant Quarry' up above was transported by a tramway down to the canal below.

Back to the hill climb, I have no information of a hill climb being held on the Horseshoe Pass prior to 1953 which was the year that an event was held under BLRC rules. This was organised by Mr Gwyn Lewis, a member of Corwen Olympic Cycling Club.



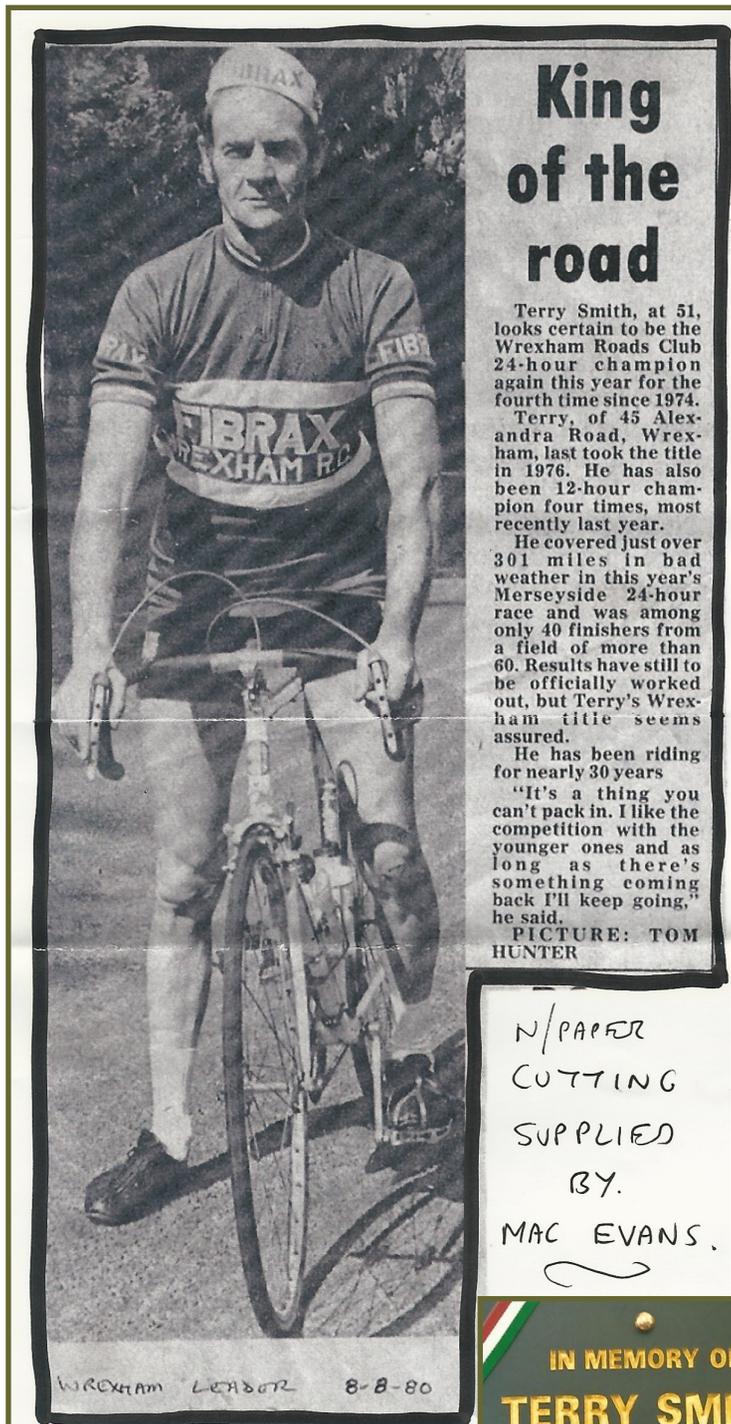
Gwyn Lewis, Winner 1953

the car park today, turned sharp right in front of the pub and then sharp left up the pass, this had the effect of slowing you down a little. After finishing at the top, riders rode back down the pass. The distance of the climb is a little bit short of 2 miles. In the 50s it was about 700 yards longer.



Terry Smith 1953

This event was held as the North Wales section Hill-climb. The clubs in our section were as follows - Corwen, Deeside, Bangor, Rhos-on-Sea and Oswestry, not forgetting Wrexham Premier RC (my club!) The first event was won by the organiser Gwyn Lewis (Corwen), second and winner of the junior trophy was Cliff Johnson from the



King of the road

Terry Smith, at 51, looks certain to be the Wrexham Roads Club 24-hour champion again this year for the fourth time since 1974.

Terry, of 45 Alexandra Road, Wrexham, last took the title in 1976. He has also been 12-hour champion four times, most recently last year.

He covered just over 301 miles in bad weather in this year's Merseyside 24-hour race and was among only 40 finishers from a field of more than 60. Results have still to be officially worked out, but Terry's Wrexham title seems assured.

He has been riding for nearly 30 years

"It's a thing you can't pack in. I like the competition with the younger ones and as long as there's something coming back I'll keep going," he said.

PICTURE: TOM HUNTER

N/PAPER CUTTING SUPPLIES BY. MAC EVANS.



Me on the wrong side of the road in 1953

54 years later!



Me on the right side of the road in 2007

WREXHAM LEADER 8-8-80

TERRY SMITH, MR "HILL CLIMB"

IN MEMORY OF
TERRY SMITH
1983 - 2007.
HORSESHOE PASS
HILL-CLIMB
FIBRAX-
WREXHAM ROADS CLUB
CYCLING CLUB.

The Horseshoe is more of a roadman's climb rather than a pure climbers hill, you can stay in the saddle all the way to the top. We had our club hill climb on the 'Griffin' hill in Gresford, about 500 yards long, out of the saddle all the way.

This event lasted from 1953 - 1959 and Gwyn Lewis won every one and held the record of 10 minutes 8 seconds. I have no recollection of a hill climb held there after 1959 until 1983 when Mr Terry Smith revived it as an open event.

Terry organised the event for 20 years until 2003, when he had to hand over the reins owing to ill health. Terry organised it for Wrexham Roads Club and became known as Mr Hill Climb. Several well known riders have won on the Horse-shoe. The Inaugural event was won by Ian Jones a Wrexham Roads Club rider. In 1989 Chris Boardman set a record of 9 minutes 7 seconds which stood until 1993 when Stuart Dangerfield set a time of 9 minutes four seconds. In 2007 James Dobbins lowered it to 9 Minutes 3 seconds - this stood until 2014 when Dan Evans broke the 9 minute barrier with a time of 8 minutes 52 seconds - as far as I know this still stands. Other winners include Mark Lovatt and Wrexham's Rob Partridge. The event now uses "The Ponderosa" as it's headquarters

and riders have to ride down the pass to the start. In 2001 there was a landslide on the pass and traffic lights where installed. Rather than cancel the event it took place on the Llandegla side of the pass while the pass was partly closed. 'Wrexham Roads' were invited to host the National Hill Climb. This took part on the Bwlch from Ruthin, which for the country's best climber would be very fast.

In 1953 Gwyn Lewis set a time of 10 minutes 8 seconds on a longer course. In 1983 Ian Jones set a time of 10 minutes 33 seconds. I often wonder what sort of time Gwyn would have set on a modern bike.

I had the pleasure (can you call it pleasure?) to ride in the 1953 first event with a time of 13 minutes (wow!) At the age of 70 I decided to have another go and clocked up a time of 21 minutes and came last! So What!!



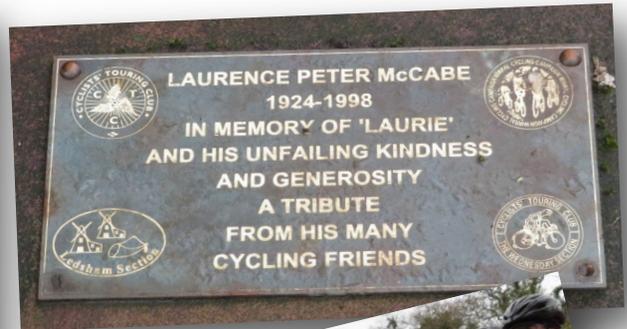
In the Mist in 2001

If I have got any names - dates - places wrong, I apologise, put it down to old age! Any information gratefully received on the back of a ten pound note or send to me via the editor. I hope I have stirred a few memories.

Glynn Jones

Thanks Glynn for your continued support and contributions to The Link. Another great article.

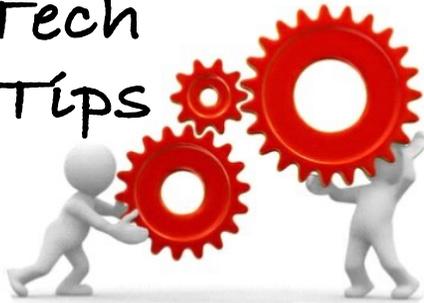
Janet



On Wednesday 6th March Mike Cross, Chairman of Wednesday Riders, presented a cheque to friends of Hadlow Road to commemorate the birthday of Wednesday Riders founding member Charles Allan. 15 riders stopped to attend the presentation whilst on a planned ride to Thurstaston.



Tech Tips



Look after your chain!

Your chain is one of the most stressed parts of your bike and amongst the most exposed to the elements. Keeping it clean and within wear limits is vital for the smooth and safe operation of your bike.

I recently serviced a bike for a colleague of mine and was alarmed to hear that, other than superficial cleaning and oiling, the chain had been on the bike for 3 years. This is much too long!

How long or how many miles should a chain be useable for? There is no simple answer to this as it depends on the amount of use, the riding conditions and the level of maintenance. A chain that will happily last for 2000m in summer may well be worn out after only 1000m in winter. For those of us that ride on the Whitgate Way it can be even less than this as the surface is coated with a special form of grinding paste that plays havoc with cycle transmissions.

Fortunately there is an answer to the conundrum by using a chain link measuring tool (picture 1). Picture 2 shows this tool placed in a chain that has a small amount of wear (0.75 on

the gauge which has dropped inside the link) and indicates that the chain needs replacing soon. When the gauge drops inside the link at the 1.0 setting (Picture 3 - still OK) it is definitely time to change your chain. Incidentally the gauge works for all cycle chains and speed types as the chain pitch is a constant - only the thickness across the links varies. Measure the chain wear at a few points in case of uneven wear and use the worst measurement as a guide.

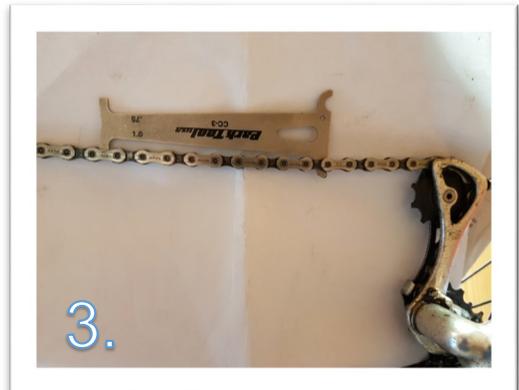
Personally I always change my chains at the 0.75 wear point. This preserves the much more expensive chain rings and rear sprockets considerably longer than if the 1.0 wear point is used.

In the case of the 3 year old chain above, my gauge just fell through the links at the 1.0 point. The chain was so worn that it could have snapped at any time. Inevitably the chain rings and rear sprocket set have to be replaced at a cost of around £110- + new chain. Set this against the cost of a good SRAM 10 speed chain at around £14.

Routine maintenance of the chain is done by various types of brush, rags and chain oil. Look on the web sites for details. If the chain is removed for a deep clean then use diesel rather than petrol as this leaves a residual soapy film which pre-lubes the chain. Petrol is too severe for this job.

Routine cleaning and checking chain wear with a gauge every month or so keeps your transmission in tiptop condition.

David Matthews



CTC/Cycling UK long term membership awards has changed

Long-Term Membership Awards

We would like to celebrate our valued members who have supported us through their continual membership of 25, 50 and 75 years.

If you have reached one of these milestones and would like an award, please contact the Membership Team to receive a certificate and pin badge in recognition of your membership support.

Following member feedback, we no longer automatically generate long-term membership awards and gifts, but are very happy to send out certificates and badges on request.

Go to:

<https://www.cyclinguk.org/about-cyclinguk/awards-honours>
for more information



The Garden Arms in Tilston
1st January 2019



**Terry Davies -
C&NW CTC
Tourist
Competition
Men's
Trophy**



**Lowri Evans -
C&NW CTC
Tourist
Competition
Women's
Trophy**

A man on a bike, carrying two sacks on his shoulders, was stopped by a guard while crossing the border.

"What's in the bags?" asked the guard.

"Sand," the cyclist replied.

"Get them off. We need to take a look."

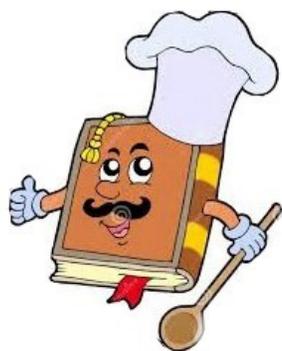
The guard emptied the bags and found out they contained nothing but sand. The man reloaded his bags and continued across the border. A week later, the same man was crossing again with two more bags. The guard demanded to see them, and again they contained nothing but sand. This continued every week for six months, until one day the cyclist failed to appear. A few days later, that same guard ran into the cyclist in the city.

"Hey, where have you been?" the guard asked. "You sure had us wondering! We knew you were smuggling something across the border. So tell me and I won't say a word. What was it?"

The man smiled and told him the truth. "Bicycles!"

For a kid in the seventies, all you cared was that they looked cool and were brilliant for doing wheelies.

Matt Seaton (Journalist) on The Chopper in the Escape Artist



White Chocolate & Cranberry Cookies

This recipe makes about 25 cookies (depending on how large you want the cookies to be!). At Christmas I was given a selection pack of drinking chocolate; the white chocolate was too sweet to enjoy as a drink, but has turned out to be useful for baking.

Ingredients

- 3oz marg (or butter)
- 3oz granulated sugar
- 3oz soft brown sugar
- *2 heaped teaspoons of white chocolate powder
- Pinch of salt
- 6oz SR flour
- 1 egg
- *1oz ground almonds
- *About 2oz of white chocolate chips
- *About 3oz 'dried' cranberries

Method

- ◆ Cream the marg/butter and sugar together.
- ◆ Sift the flour, salt and white chocolate powder and add the egg and mix.
- ◆ Add the ground almonds, chocolate chips and cranberries. Mix well.
- ◆ Grease a couple of baking trays. Take a spoonful of mix and work into a ball then place on the tray, repeat until all the mix is used.
- ◆ Bake at 150° C (fan oven) for about 10 to 12 minutes.
- ◆ Leave to cool on the tray.



Lowri Evans

Peeping into the kitchens on a ship one man asks the other what the cook is doing?

1st Man: He's shaping the biscuits by squashing the dough under his arm'

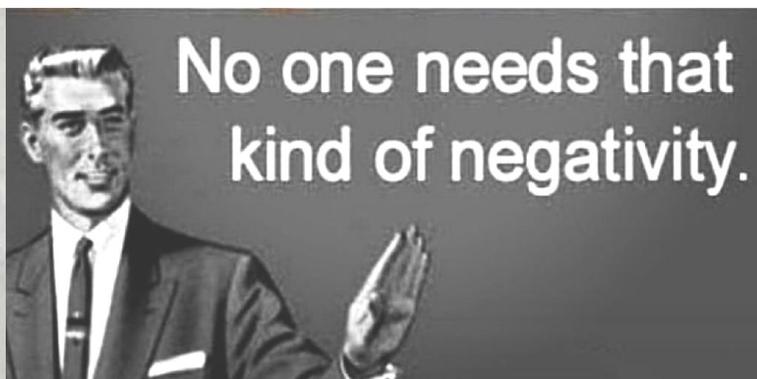
2nd Man: 'URGH! Why is he doing that?'

1st Man: 'Because he hasn't got a rolling pin. That's nothing, you want to see how he shapes the donuts!'



Enjoy!

*The amount of white chocolate chips & cranberries can be altered to taste.
This recipe can easily be adapted e.g. replace the white chocolate powder with a teaspoon of almond essence, increase the ground almonds to 2oz and add 2 or 3oz of glacé cherries instead of the chocolate chips and cranberries.





Obituary

Noel Terry Blundell
1943 – 2018

Noel's slow, cruel death from Parkinson's Disease, which he endured for the last six years of his life, deprives the local cycling scene of a loyal and dedicated cyclist. A large number, including many of his cycling friends, attended his Memorial Service at Neston Parish Church, giving support to his devoted wife Hazel and daughters Heather and Gillian. Sadly, Noel died only three days before his 75th Birthday which, as his name suggests, would have been on Christmas Day.

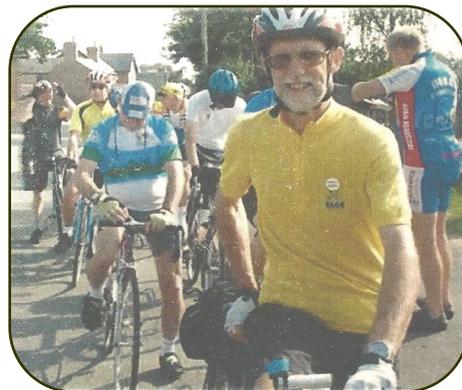
Noel grew up in Pensby, Wirral and his interest in cycling began in his teenage years when he began to explore North Wales. He first joined CTC some 60 years ago, eventually becoming an active and valued member of the former Liverpool DA. He served on its Committee and was its Treasurer for over 30 years. Noel led many rides in addition to organising tourist trials; heats of the, now largely forgotten, British Cycle Tourist Competition - and becoming involved in the running of the Chester Birthday Rides of 1982.

In the early years of their married life, Noel and Hazel planned and enjoyed numerous tours, in particular one in 1975, with long-term friends Jim and Sally Pratt, in Greece – a very different Greece from that of today. The meticulously kept photo albums on display after the memorial service bore witness to Noel and Hazel's cycling life together. A CTC Certificate of Merit bore further witness to the contribution that Noel and Hazel had made to cycling in our area. (Incidentally, tucked away by these cycling mementoes was a plaque recording Noel's membership of *Mensa* -something Noel, with typical modesty, kept to himself.)

Upon retiring from his career as a Chartered Quantity Surveyor, Noel became involved with Chester and North Wales CTC. Quiet and unassuming, riding with Hazel on their tandem, his wealth of experience made him a

knowledgeable and trusted leader for the Wednesday Riders.

Although unable to cycle in his final years, Noel never lost his interest in cycling – maintaining it by watching cycling events such as the Grand Tours on TV. He also loved the sentiments expressed in a poem first published many years ago in *Cycletouring* (now *Cycle*) which was read at his Memorial Service. A brief extract from it (below) goes a long way to capture the essence of Noel, the cyclist.



*Get on your bike and come with me
For I have things to do
I need to see the sun and sky
And feel the air go rushing by
And you could feel it, too.*

.....

*Get on your bike and come with me
Leave all your cares behind.
Come and wheel along with me
Through patterned shade and greenery
Into peace of mind.*

.....

Our sincerest condolences are offered to Hazel, Heather, Gillian, and other members of their family. We wish them, too, peace of mind.



Obituary

Mike Callaghan 14/5/48 - 14/12/18

Mike was born in Toxteth, Liverpool 8, to a family originally from Trim, County Meath, the younger of two boys in a family of five children.

He was always interested in sport; his main love when young was football and was a lifelong supporter of Liverpool FC. It was after a football injury that he ended up in hospital where he met his wife Philippa, who was a nurse there. They married in 1977 and had one son Andrew.

Mike was involved in the construction industry and travelled a lot. His work took him to the North Sea, the South China Sea, Singapore, Malaysia and many other exotic destinations but he always returned home to his family and his bikes in Wrexham. It was early on in his career that he came into contact with the substance which would eventually cause his demise.

A long time member of Wrexham Reivers, Cafehoppers and the CTC he would regularly join the rides on a Saturday or Tuesday when at home and accompanied them on several tours to Ireland. His knowledge of cycling was immense as was his interest in bikes. They were always immaculate, whether he was on his fixed wheel, touring or various classic Italian steel frame - he had a bike for every occasion. When he realised he was ill he bought an electric bike but unfortunately was never well or strong enough to ride it. However it gave him immense pleasure and satisfaction discussing the pros and cons of his purchase. Whenever I had a query about one of my bikes Mike would always have the answer, or if not, would have found an old copy of *Cycling weekly* or *Cycling UK* magazine by the next visit to help me.

I'll miss my friend and cycling mentor; may his soul rest in peace.





Obituary

DAVID ACKERLEY

It is with deep regret that we record the death of David Ackerley who died, aged 84, in November last year. Undoubtedly David was one of the most distinguished members of Chester and North Wales CTC in its 80-year history. His contribution to C&NW activities over a period of over a quarter of a century was immense.

It was therefore a large number which gathered to remember him at St. Alban's Church, Tattenhall, where, for many years, David had worshipped and where he was a valued member of its congregation

David had spent his working life as a dairy farmer. A practical man, it is typical of him to be remembered by other farmers for milking his own cows whenever possible - in spite of employing a herdsman! David soon became prominent in the wider farming world both locally and eventually nationally. He chaired a number of Cheshire committees concerned with dairy farming. Eventually he became Cheshire County Chairman of the National Farmers' Union which in turn meant that in the 1980s he was to serve on the National Executive of the NFU – a distinction in itself.

Upon retirement, he first joined what was then the Wednesday Section before later transferring to Watson's Wanderers. It was not long before David volunteered his services as DA Secretary, serving from 1992 until 1994. A condition of his agreeing to be Secretary was that there should be no committee meetings during the summer months. This was in order that he could enjoy another leisure interest, deep sea sailing. The then Committee agreed and, to this day, the 'tradition' of no meetings during the summer continues!

Later, in 2010, David volunteered to be editor of *The Link* magazine – "strictly on a temporary basis". Its "temporary" nature turned out to be rather flexible, as his editorship lasted over three years. At about that time, David became one of the founder members of our Awards Committee, serving on it for a long period. Its deliberations are confidential but suffice to say that his contributions were thoughtful and wise – yet candid.

Many will remember our 70th Anniversary celebrations in 2009 when David organised rides based upon Bickerton; rides suitable for a range of abilities – 75, 50 and 25 miles. The following year he repeated these rides, this time for the charity *Help for Heroes*. David, like all young men of his generation, had to do his military service and he remained loyal to his regiment throughout his life. This charity ride was his principled way of saying 'thanks' and of remembering those who had served their country.

Many more of us will remember David's association with the Bert Bailey Memorial Vets 100 and the Triennial Veterans 100 Rides which he organised over a number of years, finally giving up in 2014. It was David who made the decision to base these rides upon Dutton, moving them from Higher Kinnerton.

But David was a supporter of our events as well as an organiser. He could, for example, be found at the top the hill timing riders in our annual hill climb; attending our New Year's Day meets and annual President's Rides – nor must we forget his regular contributions of well-researched *Link* articles. Many of us will remember him, full of life, at last September's President's Lunch when he was at his most entertaining, playing a lively part in the proceedings.

David was well known and highly thought of at CUK's National Office. His dedicated work for cycling did not go unrewarded. As early as 1999 he was awarded a CTC *Certificate of Merit*. However, his greatest claim to cycling distinction came when he was honoured by becoming Cycling UK's *North West Region Volunteer of the Year (2014)* as well as the *National Volunteer of the Year (2014)* – in addition to which David was awarded the coveted *Arthur Moss Medallion* for his services to cycling. A truly unique achievement by all standards.

David will be missed by many but not least by Shirley, his devoted and ever supportive wife to whom - and to David's sons and other family members - we offer our sincerest condolences.



Montgomery Canal & Llanymynech Heritage Site.

Start/Finish: Car park & picnic site by canal about 1 mile south of Lower Frankton.

Start Map Ref: SJ 368 310.

OS Maps: OS 126.

Distance: 25 miles.

Grade: Easy.

Ascent: 795 ft.

Suitable for: Moderately fit riders.

General Description.

There are two excellent reasons for doing this short ride. Firstly, it includes about 6.75 miles of both the restored and unrestored sections of the Montgomery Canal, a Site of Special Scientific Interest, through very peaceful terrain with lovely views to the Welsh border, and secondly to visit the Llanymynech Heritage site. Only about 2-300 yards of the towpath are uncomfortable riding; you can always walk if you find it hard going.

Secondly, it is to see one of only three remaining Hoffman Kilns in the country and the only one with the chimney still intact.

Route.

- 00.0 R out of car park, over steeply humpbacked canal bridge and Imm L through rickety wooden gate to towpath where go R.
- 01.1 Canal aqueduct crosses over the River Perry.
- 02.7 Leave the towpath by going over the bridge and go R on the tarmac road.
- 03.6 **SO @ X** to track by canal side @ Queenshead.
- 03.9 Aston Locks where the new wildlife ponds are under construction.

Being one of the most important wildlife sites in Europe, most of the Monty is a Site of special Scientific Interest, whilst the section in Wales is a Special Area of Conservation. Because of this, boat movements are limited to 12 in and 12 out each day; this restriction was a condition imposed by Natural England on plans to restore the canal, to ensure that the disturbance to wildlife is kept to an acceptable level, and will be doubled when the ponds are completely established. The construction of the two ponds, covering about 8 acres, will allow rare plants and habitats for a variety of insects to be transferred from the canal as well as allowing fish to enter and leave by way of the spillways. Aston Locks Nature Reserve is expected to be open to the public from summer 2019. As you progress along the towpath you will see the restoration work in progress, most of it done by volunteers. The last 300 yards or so before you leave the towpath will give you a good idea of the vast amount of work that is needed to restore a canal to its former state.

- 06.0 On your LHS you will see a canal side cafe.
- 07.8 Leave unrestored canal towpath at Crickheath Wharf by steep path up to road bridge where go **SO -NOT** over the bridge.
- 08.4 L @ T. No SP.
- 09.8 R @ T onto B 4398 SP Llanymynech.
- 11.2 **R @ X with A 483 and soon R into Heritage site.**

There are only three Hoffman Kilns left and this one is the only one with a chimney. The area was a major centre of the lime industry until about 1900, and the site forms part of the Limeworks landscape; this includes the high limestone cliffs above Llanymynech, the inclined planes that transported the rock to the kiln and the Monty which was used to transport the lime, most of which was used for agricultural purposes.

After your visit, retrace your steps to the cross roads (where there is a convenient cafe should you require refreshment).

- 11.6 L @ X retrace the outward trip on the B 4398 to
- 14.1 L SP The Wood.
- 15.5 SO @ X SP West Felton.
- 15.9 L @ X SP West Felton and Oswestry.
- 16.4 **R on sharp LH bend-effectively SO** SP Sandford. Follow signs for West Felton.
- 17.9 R by NO THROUGH Road sign, soon crossing the A 5 by a narrow foot bridge.
- 18.4 SO @ X into Tedsmore Rd.
- 19.3 L SP Tedsmore. The sign, which is high up, may be obscured by the hedge.
- 19.5 SO @ X SP Haughton and Rednal.
- 20.5 L @ T. No SP.
- 21.0 L @ X. SP West Felton Follow road round Rednal Airfield.

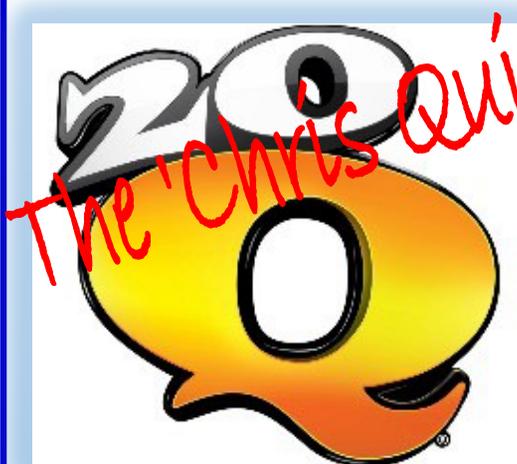
Because of Shropshire's relative lack of industrial sites, hence being of little interest to the Luftwaffe, 34 airfields of varying sizes were built in the county during WW2, Rednal being one of them. It was opened in 1942 as an operational training unit, in conjunction with the nearby Montford Bridge airfield, for Masters, Spitfires and Mustangs. In 1944 the USAAF used it for casualties evacuated from Normandy for treatment in military hospitals in Shropshire. The airfield was closed in 1945 and sold in 1962 and now has a variety of enterprises located on it. It is still occasionally used by light aircraft and by the RAF for initial training of helicopter pilots based at Shawbury.

- 22.6 R @ T SP Hordley, Tetchill & Ellesmere.
- 24.4 L into narrow lane. No SP.
- 25.0 Car park and finish.

Legend.

- R = Right.
- L = Left.
- R/LHS = Right/Left hand Side.
- T = T-junction.
- Imm = Immediately.
- X = Cross roads.
- RBT = Roundabout.
- SO = Straight on.
- SP = Signposted.
- Y = Y-junction.
- TL = Traffic lights.
- RED = A more than usual dangerous hazard.**
- CW = Cycleway.
- C = Café.
- PH = Public house.

Another Great Route From The Late **David Ackerley**



Thanks David Wyn Williams for doing the Chris Quiz . David is a Cycling UK Member who rides with the Wednesday Pootlers up on the North Wales Coast.



1. How long have you been cycling?.....**All my life. My first bike was a three wheeler with a boot.**
2. The best ride you have done?**Tour de Mon.**
3. Best holiday you have had?.... **Touring West coast America by car. I'm not welded to my bike.**
4. Your two favourite songs/music?.....**Annie's Song by John Denver and Barcelona by Freddie Mercury and Montserrat Caballe.**
5. Two best books?**First Blood, the book the Rambo movies are based on. A Race for Madmen, the history of the Tour de France.**
6. Who would you best like to meet present or past?.....**Geraint Thomas.**
7. What would you liked to have achieved / learnt?**I'd like to be fluent in French.**
8. What makes you happiest?**Being out in the Welsh countryside on my bike or in my hiking boots.**
9. Favourite film?**Pink Panther movies, Peter Sellers always made me laugh.**
10. Do you enjoy poetry, If so what's your favourite?..... **Not really into poetry.**
11. Would you consider riding an E-bike?**Yes, but I ride to stay fit. I'll buy one when I'm 100.**
12. What single thing would make life better?..... **Improve my fitness.**
13. What's been your longest ride?.....**A 114 mile charity ride from Pwllheli along the coast to Chester. and ending in Wrexham.**
14. Do you think there is life on other planets?.....**Of course! We just haven't found it.**
15. Which person throughout history or today do you most admire?.... **... Mahatma Gandhi. I admire his passive resistance.**
16. What trait do you most admire in people?..... **Patience.**
17. What do you think are your best attributes? ..**Oh dear, that's for others to judge, not me.**
18. If you could ride one tour which one would it be, Tour de France, Giro, Vuelta?. **.Tour de France of course! It's such an iconic race.**
19. Have you a favourite building?.....**My house at the end of a long day in the saddle.**
20. Have you a favourite piece of Art/Picture/sculpture?.**Michelangelo's Statue of David. Unbelievably detailed anatomy.**



A huge thank you to Graham Arnold who is now looking after your Subscriptions. Please send cheques/ subscriptions forms to Graham. Details are included on the Subscription Form (below). If your subscription is due you will have received a note with this issue to remind you to renew.

Please cut out this subscription form and give it to a fellow club member and encourage them to subscribe to The Link and tell them for just £10 they can get three copies of this fabulous magazine!!



✂



www.ctcchesterandnwales.org.uk



Dear Rider
 Thank you for your support for the Chester & North Wales CTC *Caer a Gogledd Cymru*. Our topical magazine 'The Link' is available to all members and friends and represents the needs of the membership by means of membership participation. It's their voice and 'The Link' depends on the member's interests, experiences and needs to continue the successful history of the publication.
 Be part of it; please complete the form both for renewals or new subscribers so we can all share in the opinions and items which interest you. All contributions are welcomed whether hand written, electronic or emailed because they come from cyclists for cyclists so let's continue your valued support for the Club's important magazine – your magazine!

Name: Address:
 Post Code:

 Email: tick box(s) to select

Please renew my subscription for THREE copies of 'The Link' including postage

Paper copy mailed to your address? Email version (pdf)? Other format?
 THREE COPIES: Donation – to subsidise 'The Link': £ Total: £

I agree to the above information being kept on an electronic database only for C&NW CTC purposes:

Signature: Date:

Payment Methods:
 Cash: Cheque: (payable to Chester and North Wales CTC) Standing Order:
 Bank Transfer: (Sort code: 60 40 08 - Account number: 32899807)

It's really important on all payments especially Standing Orders and Bank Transfers that this following reference is added to your Bank details 'Link + your post code'. Without this reference we won't know who's paid! Any cheques should be made out to 'Chester and North Wales CTC'. Please send all subscription forms and cheques (where applicable) to:

Graham Arnold: Riponhurst, Pikey Lane, Gresford, Wrexham, LL12 8TT
 Please email link@ctcchesterandnwales.org.uk if you have any concerns or questions.

THE BIKE FACTORY

Specialized Turbo Como
£2499.99



ELECTRIC BIKES

& THOUSANDS MORE CYCLING PRODUCTS AVAILABLE AT THE BIKE FACTORY



2017 Raleigh Stow-E-Way Black
£999.99



Raleigh Stow-E-Way White
£1274.99

**MASSIVE SPRING SAVINGS
TRADE IN NOW AVAILABLE**

01244 317893 | THEBIKEFACTORY.CO.UK