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The cyclists' champion **UK**

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

IN THIS EDITION.....

THE TOURIST COMPETITION BY LOWRI EVANS

80TH ANNIVERSARY RIDE BY TERRY DAVIES

CANTERBURY TO ROME BY JOE PATTEN

THE WAYFARER PASS BY GLYNN JONES

Summer 2019



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**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

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expressed in 'The Link' are
those of the contributors and
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National Office*

*Front Cover Photo: Terry
Davies leaving South Stack
on the 80th Anniversary
Ride. Photo by Janet Jones
(Link Editor)*



A Word from The Editor.....

Well, the weather this year can only be described as mixed! I hope you have all managed to avoid the floods and didn't melt on the hottest day on record!

I must confess when writing this slot for the Spring issue I was worried that I was becoming the first non-cycling Editor of a cycling magazine! Fortunately I now have a few miles in my legs, starting with Early Season Spring 50, excellent organisation by Janet Gregory and team. This was my first proper ride of the season, see my account on page 33. By The Bob Clift 50 I was well in my stride, thanks to David Matthews for his company and to Tracy for great organisation.

This year was the first year I was eligible to enter the VETS 100, hmm! Not sure if I'm happy to be called a VET but as it allowed me to enter this excellent event I'm very happy to have crossed this milestone birthday. Every cloud has a silver lining! I felt a little better when a running friend told me that, as a runner, you are a VET at the age of 30! What a great ride and fabulous catering, I surely must have consumed far more calories than I burned that day. Congratulations to Laurie for great organisation.

Thank you to all those who have sent in copy for this edition before and after an appeal on the website and the Facebook page so many of you put pen to paper/fingers to keys in order to send me lots of new articles and anecdotes, I've even had to put some on the back burner until the Winter edition so if you don't see your article here then rest assured it will appear in the next issue.

It has been a sad time for many over the last few months with the loss of too many cycling friends, we take time to remember them and celebrate their lives on pages 35 and 36.

Keep sending me your stories please.

Safe and happy cycling,

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

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A Message from your President.....

I write this having returned from a most sociable afternoon and evening at the Ruthin Rugby Club with Welsh Festival of Cycling riders. Ruthin is certainly an ideal touring location and (If you ignore the goalposts and floodlight towers!) the grounds make an excellent campsite. Compliments to the organisers and helpers. As always, our Secretary Lowri Evans was in the thick of it, marking treasure hunt results; sorting out prizes; arranging photographs; making sure that tea was always available; answering innumerable queries – and at the same time remaining her usual good-humoured self. Although not part of our 80th Anniversary celebrations, this event certainly added to them.

Challenges

Also worthy of compliments and indeed congratulations is the Two Mills Group which was awarded a CUK Cycling Volunteer Award in June for their ever-popular Early Season Challenge Ride. The Award was presented to Janet Gregory and Andy Blomfield by a cyclist who had faced her own 'challenge': Jenny Graham.

Jenny has not only ridden round the world – but she has done so faster than any other woman. Talk about getting the miles in!

Challenge of a different order was the suggestion of riding in a day from Holyhead to Eureka. Typically, Terry Davies took up the challenge. This, on 18th May, was conceived as a sort of unifying ride covering much of our widespread C&NW 'empire' to mark our Anniversary. Terry and his three companions, shown in a photo taken at Eureka at the finish, can justifiably be proud of their pedalling that day. (But such a pity that a couple of weeks later Terry had an unfortunate accident on the Berwyn's and Panorama Prospect Audax. We all wish Terry a rapid and complete recovery.)

Sadness

Much worse, I am sorry to say, has been the sad loss of several of our loyal members recently. Many from the Wednesday Riders attended the funeral of Charlie Evans who collapsed and died while riding with other Wednesday Riders in Lancashire's 'Pendle' country. Many will remember Charlie helping out at Waverton on Bob Clift Memorial Rides. We also record our final sad farewells to Barrie Seago, Ron Davies and Tony Wilkinson.

More Events

Other Anniversary events have yet to come but it was pleasing to see a huge turnout for the Bob Clift Memorial Cheshire Cycleway Rides in mid-June. These were organised for the first time by Tracy Johnson. In some ways it was a baptism of (cycling) fire for her to survive, but survive she did – even though the day in question was also the day of her birthday. That's certainly an original way to celebrate a birthday! Interesting too, that this event's new headquarters, Cheshire View, Plough Lane, Christleton, was chosen because it solved the car parking

problems of previous years. (**Car parking** problems for a **cycling event** I wonder what the late Bob Clift, who never owned a car, would have thought of that!)

Electrifying

But times change - very often I find myself trying to keep up with them – and good evidence of this was to be found in the 'Vets 100'. History was made when, for the first time, an electrically aided bicycle was ridden in our 'Vets'. Gazing into my crystal ball, I can't help wondering if, with so many rapid technological advances, sometime in the future the demands of the market will mean all bikes will be made with ever-smaller electric-power units, unless specified otherwise.

Yes indeed, something to think about but, before I get carried away dreaming, I must record sincere but conventionally-powered thanks to organiser Laurie Mason and offer congratulations to Derby-based Patrick Hyett, the oldest male rider, plus our own Doreen Lindsey for running him a close second as the oldest lady.

Celebrating

Cyclist brains rather than brawn were given a work-out at another event, the Treasure Hunt. Organised by John Ferguson in mid-July, it showed that our Anniversary celebrations were not over. In fact, they continue. There's still time to get **your** contribution(s) in for our photographic competition and **your** bookings for our **80th Birthday Buffet Lunch** at Llanfair D.C. on 7th September. This will be preceded by a week of 'Come and Join Us Rides' from 1st September. All details including lunch booking forms are on our website, of course.

Looking forward to your joining me for lunch in September.....

Mike Cross

**Quiz
Time**

A.) Question: This tree and plaque are found in a Cheshire village within 8 miles of Farndon Bridge. Which village?

B.) Which 20th Century King's Coronation do they commemorate?

Answers on page 39



Connie Does Majorca



Hello my name is Connie and I am a coupled Co-motion tandem which means I can be broken down into small pieces and packed into two suitcases for ease of transport. Although I have travelled around in two suitcases many times, I have never flown until this year when my team (captain and stoker) decided to go to Majorca. They had heard many tales of what a cycling Mecca the island is and decided to see for themselves.

Flights and accommodation booked, we set off in early March for our very own early season training camp. I was quite nervous about flying. Would I get damaged in transit? Would one of my cases go missing?... It was all much easier than I anticipated. We arrived early at check in and one of the Ryan Air staff actually came to help us when our boarding passes wouldn't scan. I was left at the Large Luggage Drop Off and the team went off to explore the delights of Terminal One at Manchester Airport.

Arrival in Palma was even easier as by the time the team

got through passport control I was riding the luggage carousel. One of my cases had been opened en-route which was quite frightening. It was the wheel case and whilst the captain takes extreme care to ensure the special spindle between the two wheels is properly engaged this intruder did not, resulting in one of my wheels being slightly buckled. Heigh-Ho it could have been so much worse. Once assembled it was time for a quick test to check everything had gone back together properly and then decide on the first ride.

The team had thought the resort they had chosen east of Palma might be a bit far from the main cycling routes. However judging by the numbers of cyclists we saw in the very pleasant lanes this was not so. The team have for many years trained on a Tacx trainer in inclement weather and one of their real life videos was actually filmed close by. So it was decided to follow this route as far as possible. They both remarked on how much easier the ride was in reality than on Tacx.

At the foot of the climb in Randa they paused for a late breakfast and decided to press on up to the monastery at the top. The climb was superb and far easier than on Tacx although the captain did remind the stoker that it was bound to be easier as she was on the back on a tandem! The views from the top were fantastic. There was a shop, toilets and a café but as it was quite breezy we didn't



linger. Now the stoker is always nervous on descents although after twenty years she should know better! The captain never takes any risks. Her biggest fear is people overtaking dangerously. We did get overtaken on this occasion by two boy racers sat on their cross bars but they were fairly considerate.

Another day we ventured into Palma cycling along the sea front from s'Arenal. This was very similar to riding along the seafront in Rhyl at the height of the holiday season: huge numbers of cyclists of varying abilities. The main difference being the sea here was azure blue whereas at home it's a murky grey. There were some very tight corners etc. for me so it was decided to find a different route home. This took some doing but eventually we found ourselves on a nice undulating dead straight road which took us all the way back to Lluçmajor about 14k from our digs.

The Captain soon sorted out some circular routes taking in the nearest large town of Lluçmajor and travelling as far north as Algaida then east to Porreros south to Campos and returning along the coast via Sa Rapita. One Sunday we called into Colonia De St Jorde which seemed a very

trendy place. I was left leaning against a palm tree whilst the team had lunch but was soon joined by some classy looking singles.

One of the team's daughters joined us for a few days and the stoker kindly allowed her to take her place so she could experience the thrill of the Randa climb. She loved it and actually told the captain to "go for it" on the descent. She was still buzzing when she arrived home in the UK two days later.

All too soon it came to our last day. Our last ride had to be the Randa climb again. We had a headwind on the approach which made it harder going and more like Tacx. This time we forsook the granny ring and rode up in the middle ring overtaking two singles on the way up. The summit was packed with cyclists. The descent was fast but uneventful. We touched 41mph on the drag back into Llucmajor

Overall we covered 350 miles in the three weeks we were away. No way would we have done that mileage at home at this time of year. We thoroughly enjoyed it and would definitely go again. Like so many people had said it's all set up for cyclists. There are many dedicated cycle lanes plus lots of minor roads where the speed limit is 40kph. Even on the larger roads there was very little traffic at that time of year. The road surfaces are good with very few potholes, and there are literally hundreds of cyclists. We saw one other tandem, a Cannondale like my roommate Casey, a penny farthing (wonder what sort of suitcase that came in ?) and at least two hand operated recumbents. The weather was warm. It did rain a couple of times and it could be breezy. However Majorca is definitely worth a visit if you are into cycling. There are even branches of Rapha and Café du Cycliste in Palma, or so I overheard.

Wonder where I'll end up next?

Connie



Me with the guest stoker and captain

15/03/2019 10:13

Stop Press

Winter C&NW CTC Club Kit order August 2019

There will be a short window during August when C&NW CTC members will be able to order winter club kit items at advantageous prices. The following items will be available to order:

Rain Gilet - full back and pockets	£53.00
Lightweight training jacket	£54.00
Winter training jacket	£95.00

These prices are dependant on there being a minimum order of 10 of each item. Ordering in this way ensures a lower price that if members order individually through the Impsport club shop.

Details will be on the C&NW CTC website from 11th August

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

(If you don't have access to the internet but wish to order kit please contact the Secretary, Lowri on 01824 705709)

Orders to reach John Ferguson by **Wednesday 28th August 2019**

A COLLECTION OF HISTORIC BICYCLES ON DISPLAY AT THE WILLIAMSON.



ash, teak, walnut and cedar, and it takes more than 80 hours just to apply the varnish! This bike has kindly been lent for the display by **FINSA UK**, based in Birkenhead Docks.

The exhibition includes the classic 'penny-farthing' (or 'Ordinary') bicycle, and a selection from the late 19th century alongside 20th century designs.

The exhibition runs from **11th May until 22nd September**, spanning the season of cycling events in Wirral. This will also run concurrently with the Six Vessels exhibition, exploring the stories behind the history of shipbuilding in Wirral.

This exhibition is produced in collaboration with the Borough of Culture: Wirral 2019 part of the **Liverpool City Region Combined Authority**.

There will also be a historic bike suspended within **Birkenhead Park Visitors' Centre**. Visitors may be interested in combining their visit to the Williamson with a visit to Wirral Tramway & Wirral Transport Museum.

Information taken from: https://williamsonartgallery.org/portfolio_page/cycling-through-time/

This summer, Wirral welcomes the prestigious OVO Energy Tour Series and Tour of Britain for the very first time. To coincide with these incredible cycling events, the Williamson Art Gallery & Museum are delighted to host this display of historic bicycles from the collection of the **Museum of Liverpool**. This offers a glimpse into the history of bicycle development, and perfectly compliment a contemporary designer bike created from laminated wood by the Spanish company **Cyclowood**. They make unique bicycles from precious woods such as



Photo sent in by Roy Spilsbury

Darren & Rohini, CTC members, encountered unexpectedly on the front at Caernarfon in July '18 as I was returning from a ride. Rohini was in the act of riding our mag' at the time.

“I hope you gave him a Link Subscription Form Roy!!”

Chester & North Wales CTC - The Tourist Competition



Cycling UK will no longer be running the Tourist Competition; 2018 was the last year, so now seems to be an appropriate time to write an article looking back over the Club's record in recent years.

second 8 and the 3rd, and any subsequent rides, 6 points. The competitions were scored on where a rider came as a percentage of the rest of the field; it changed over the years but recently top 10% was 12 points, 11 to 40% 11 points, 41-70% 10 points 70-100% 9 points (once again the points reduced by 2 for repeating events in the same category). For many years one bonus point per event was added for away events, this made calculating the scores rather complicated; this was dropped when member groups were able to overlap & share postcodes. Initially a rider's best 10 events counted; this was later



The Cycling UK website states that the competition started in 1981, however the first dates the winners are recorded on the District Associations Tourist Competition trophies are 1984. For many years the winners were calculated from the finish lists of events (no need for riders to have separate registration for the competition) and those 6 (or in more recent years 4) who had the highest scores in any particular club were deemed to be part of the Club's team. There were 6 categories of events:

- A. 25-79 miles (40-127 km)**
- B. 80-119 miles (128-192 km)**
- C. 120-185 miles (193-299 km)**
- D. 186 miles and over (300 km and over)**
- E. Competitive events (e.g. Map-reading, Treasure Hunts, Freewheeling, Hill climbs)**
- F. Off-road rides.**

The first ride in each category was worth 10 points, the



raised to best 12 events (and in 2018 all events ridden were used to calculate a rider's final score).

Any rider who had ridden 4 or more events was sent a full results sheet at the end of the season; until people received this some were not aware that they had taken part. This system encouraged people to participate and try to get a higher score the following year.



When Colin Taylor was the editor of the Link he would report on the position of the C&NW CTC team and on those of individual riders in District Associations Tourist Competition (DATC). One year he noted that the C&NW CTC team had managed to reach 8th place nationally, and that Glynn Jones had made it into the top 20 riders; Colin's article tried to encourage the Club to improve on these placings. At the time the annual C&NW CTC Hill Climb & Freewheeling Competitions (which use to be held to coincide with the Maeshafan Youth Hostel Weekend) had stopped. At a Wrexham Section AGM, held in Kwik Save café Mold on a very wet day, it was suggested that the events could be revived on a new course. Graham Mills raised the suggestion with the C&NW CTC committee and the events restarted in the Vale of Clwyd.

One reason for Glynn's success was the number of Audax events he had ridden during the year, along with C&NW CTC events such as the Spring 50 Tourist Trial. Graham Mills was a keen Audax rider and organiser, and so members were encouraged to ride more Audax events for fun. In the year 2000 CTC introduced the Milli Miglia awards; riders could get bronze, silver or gold medals for



completing various total distances of registered events during the season. This meant that some riders aiming for Audax awards or the Milli Miglia suddenly found that they were creeping up the placings in the Tourist Competition as a by-product of their pursuit of other targets. The national organiser of the Tourist Competition (Bob Kynaston) was always keen to get organisers to put on events, and there were events at both the Birthday Rides and the Welsh Festival as well as the tourist trials and other events held by the District Associations such as C&NW CTC. During the competition season the interim results would be published, and rides registered for the

Tourist Competition would be listed in an events calendar in Cycle Magazine.

In 2004 Glynn Jones, Dave Statham (Wrexham) and others had ridden several Audax events, and they suddenly realised that the team had crept up the placings – there was possibly a chance of the team making the top 4. Several C&NW CTC riders including Ifor Jones & Diana Clarke (Ynys Môn), Graham Mills (Mold) went to the Birthday Rides in the Peak District where they took part in



Audax events, map reading, the hill climb and freewheeling competitions. At the end of the season the team (rather to their surprise) gained 1st place in the national competition; they had not anticipated winning as their score that year was lower than the winning score in previous years, however it was just enough to beat the other teams.

In 2005 Eric Hughes from Anglesey & John Hamblett from Wrexham joined the team, Dave Statham retained his place (which he kept for many years), Diana Clarke made the team for the last time and Graham Mills was the first of the C&NW CTC male riders to feature in the individual standings coming 3rd overall and 1st veteran. Lowri Evans won the Ladies category for the first time.

In 2006 the team won for the third time, with all of the riders in the team for at least the second time. Sadly Graham Mills, who was also C&NW CTC Chairman/President, died very suddenly in 2007. At the presentation it was arranged that a large photograph of Graham was projected onto a screen behind the rest of the team. Later Graham's mother (Mrs Iris Mills) donated a cup to C&NW CTC in his memory, the President's Cup, it is awarded annually in recognition of the volunteering work done by a local member.

The recent success of the team inspired some other





riders to take part in events in 2007. The interim result showed that the competition between C&NW CTC and South Bucks was very close, so in the autumn some additional audax events were targeted with Dave Statham and Peter Dilworth each riding additional events (160k or 200k) to encourage and support other potential team members. In spite of this South Bucks were the overall winners beating C&NW CTC by 1 point, although John Hamblett came 3rd overall.

One of the aims of the Tourist Competition was to encourage riders to take part in events, and the away points system was designed to make people ride events out of their immediate area. The C&NW CTC riders often

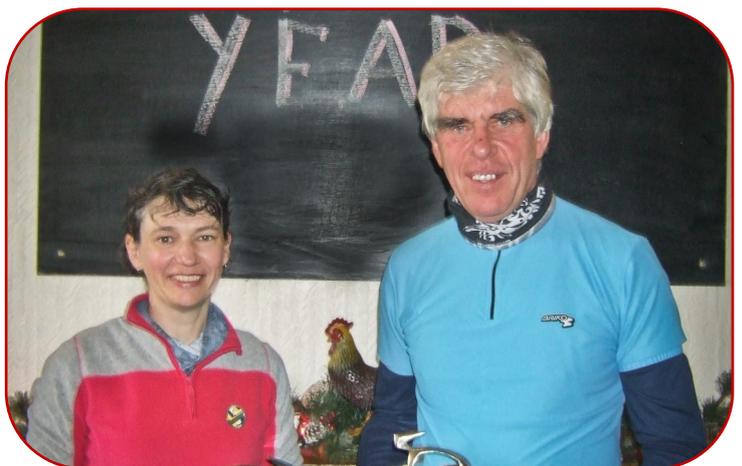


travelled together to events, occasionally in Pete Dilworth's Landrover with his specially made bike carrying attachment. The lift sharing arrangements encouraged group riding, and at times lifts would be arranged with the slower riders and faster riders travelling separately so that they could ride at their own speed. A notable exception was 300k The Heart of Wales Audax which started from Wellington; Pete Dilworth, John Hamblett, Lowri Evans and Dave Statham travelled down together ready for a 7am start – it was the summer equinox so plenty of day light. It soon transpired that it would be a memorably wet ride; 'water features' appeared in every café within seconds of arrival. It was agreed that Pete Dilworth, by far the strongest rider, should go at his own speed, and the remaining 3 would follow on together at a slower pace. Pete finished early enough to have several hours sleep before the others arrived at 2am with 20 minutes in hand (having ridden the last 10 miles in a lineout behind John Hamblett to beat the cut off time).

Dave Statham was a regular member of the winning team – 10 times in all. He had been a keen racing cyclist in his youth and still had the competitive spirit and bike handling skills. Surprisingly he never gained an individual placing (possibly not helped by his age when he started taking part in the competition). He is still a formidable opponent in Freewheeling competitions winning the C&NW CTC event in 2018, and taking part in the hill climb as a Mega Vet. In addition to encouragement and support on events both Dave Statham and Pete Dilworth spent a huge amount of time helping set up bikes (particularly Lowri's).



Ifor Jones was also in the winning team over many years; 7 times between 2004 and 2017. A familiar figure supporting C&NW CTC events he rode many Audax events at a steady pace over the years and always tried to attend the competitive events particularly those organised by C&NW CTC and CTC Cymru even though there could be a considerable amount of travelling from Anglesey. Diana Clarke was also from the Island; she had the confidence to ride events up to 200k on her own, and like Ifor rode many events over the years. The third Anglesey rider was Eric Hughes who was a fast and experienced rider and for several years the organiser of a very popular series of Audax events.



In 2008 the team returned to winning form and this was the start of an unbroken run which lasted as long as the competition continued. Andy Polakowski (like Pete Dilworth and Dave Statham) was another rider who had raced in his youth and there was a distinct difference in speed and competitiveness between the team members who had a racing pedigree and the touring cyclists. Andy Polakowski was the first C&NW CTC member to get 2nd place, with Peter Dilworth in 3rd, both encouraged other

team members and would ride at the pace of the slowest to help people get around the longer events (although they enjoyed a far faster pace if they weren't limited to 'value for money riding' by the pace of other riders). At times there were interesting combinations of bicycles; for example, fixed wheel bikes, carbon road bikes and touring bikes complete with rack and bag which were not only going to be used for the same event, but with the riders intending to ride around together. Andy P was to be a vital member of the team for the next 6 years; he was invaluable as a strong rider and for his moral support. The best at using technology his GPS planning was a revelation for navigation on long events. Unlike some of the other riders, he had a great talent for map reading events and treasure hunts with numerous wins over the years.

In 2009 Graham and Vicky Payne joined the team, largely due to their Audax riding ability; they are still very active with C&NW CTC riding and organising Audax events, and riding tourist trials and some of the competitive events. In 2010 Alan Mort was determined to be in the team; he rode the longest ride of his life (300K) as well as a range of short events and competitions; he & his family were delighted by his success. Tragically Alan was killed the following year whilst cycling in North Wales. Darryl Porrino, with his trade mark retro style, was also in the

and was the first time that a C&NW CTC member won the individual competition. In 2011 Peter Dilworth had been second overall, but he went on to win in 2012, 2013 & 2014; Pete was also the first Male Veteran in these years. Pete's success was partly due to his ability to complete the longer events (including 300 and 400K Audax events) and partly due to his competitiveness and great skill in freewheeling competitions.



Paul Mills and Terry Davies first made the team in 2015. They had been riding Sportives for several years and then transferred to Audax events and Tourist Trials as well as other local events. Both also became regular riders with the Wrexham Reivers (with Paul now riding with the Wednesday Riders and Two Mills groups as well). Both went on to win the competition out right twice; Paul in 2015 and 2016, and Terry in 2017 and 2018. They completed a large number of events together including a National 400K audax, and were always willing to ride with other members when taking part in events. Steve Larwood was in the team for the last 3 years and was overall 3rd in 2017. A strong rider in events up to 100 miles and very good at competitive events such as treasure hunts and map reading (with a very strong rivalry between Steve and his son Ben in the map reading!).

2010 team (and 2011). Darryl showed he was a consistent rider on long events, setting a steady sustainable pace which meant he was a great rider to cycle with. He was also well placed in competitive events. Martin Thomson a regular rider with the Wrexham Reivers and Café Hoppers who completed a camping LEJOG was lured into riding longer Audax events and was a team member in both 2011 and 2012. Another invaluable member who would calmly complete long events with the minimum of fuss and drama!

There were other riders over the years who were close to making the team and who rode events and encouraged local riders for example include Chris Jones, Alun and Anne Jones, Tony Wilkinson, Mark Jones, John Wilkie, Martin Brooks, Sarah Hamill to name but a few.

Over the years the competition succeeded in encouraging people to ride new events and test their limits on longer events, more importantly it also encouraged people to make new friends and have fun. Sadly issues over the last few years of the competition resulted in fewer events being registered and fewer competitors so the competition is no more. There are however many happy memories and lasting friendships.

Lowri Evans

2012 was the year that teams were reduced from 6 to 4

Get Ready for a special
80th Birthday Edition of
The Link in November
2019.



Do you have anything to
submit? Send it to:
link@ctcchesterandnwales.org.uk

We Cyclists Care about the Environment. (We Really Do, Don't We?)

Isn't it pleasing that many more people are shunning cars and taking up cycling not only for health and leisure but also for more mundane reasons such as commuting and shopping? An increasing number of big-city dwellers do not feel the need to own a car at all. Good on 'em, I say, well done! On TV news broadcasts, it is a common sight to see prominent politicians pedalling off to Parliament, for once setting a good example to us. Indeed, the nation is frequently reminded by the government and its advisors that to cycle is a sure way of helping to reduce atmospheric pollutants especially from vehicle exhausts, and urging us to do our bit to protect the environment and the health of our fellow citizens.

Brooks B17N is no longer a common sight. And saddle fashion apart, surely, no newly converted vegan would think of placing their tender bottom on something of *leather* (and, in any case, the methane emissions from cattle to produce that leather are something to be concerned about, too!).

Not being an expert on materials science (in fact, to be honest, knowing scarcely anything about it – like most of us, I guess), I cannot embark on a detailed survey of all the parts and accessories of the many types of cycle on the market and list all the 'bits' that are not environmentally friendly. Life's too short! However, consider the high proportion of cycles that are imported over thousands of miles - possibly from countries where environmental protection standards are not of the highest.

Car-assisted rides? "*Guilty, M'Lud*". Flying abroad with



After many were shocked to watch *Blue Planet II*, Sir David Attenborough's recent TV *expose* of the pollution of our oceans with plastic detritus, environmental concern has recently come to the forefront of the national consciousness. We even have sympathetic news reports of children taking Fridays off school to protest of the destruction of the environment in which they will grow up.

Oh yes, we cyclists can feel very virtuous, even smug, "doing our bit" when we pedal our bikes along the Queen's (potholed) Highway.

Or can we?

Of course, many of us dress head to toe in specialist cycle clothing made of artificial, non-biodegradable material. (Ahem! Examine your new "100% Polyester" C&NW tops.) Thus, suitably kitted out in our tops and *Lyra* shorts, we put on our helmets (*plastic*) having first filled our (*plastic*) water bottles. (C.U.K. even gives them out freely at events they run.) *Plastic* waterproofs for wet weather? *Plastic* tape or grips on the handlebars? Yes! Yes!

It does appear too that most saddles now are of non-biodegradable materials and the old, popular leather

your bike to experience the exotic delights of riding on the wrong side of the road? "*Guilty as charged. Yer Honour*".

You can't win, can you!

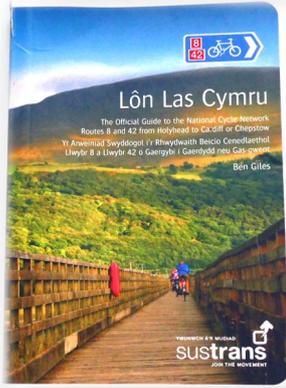
Surely, even if we were all so concerned about environmental damage that we all went back to sitting on leather saddles, we wouldn't want to wear the "traditional" (but, of course, environmentally-friendly) CTC kit of a century ago: Harris Tweed "Norfolk" jackets, accompanied by plus-fours (guaranteed to make you "itch"!) and woollen socks – not forgetting the Harris Tweed "flat cap". In the summer, this kit would be replaced by, perhaps, an *Aertex* cotton shirt and, of course, knobbly knees would be enhanced by a natty pair of cotton corduroy shorts – like those once made by Ossie Dover, the "Tricycling Tailor". (See his photo in *Eureka!*)

Can you see that happening?

So, ponder over these points when you are next on your bike and, when you stop for a break, chew them over with your companions– as you tear off the ("*currently non-biodegradable*") wrapper on your energy bar.

Food for thought, isn't it!!

Mike Cross



Wales the Hard Way: Riding the Lôn Las Cymru

Sustrans have transformed our cycling network over the last 40 years or so and there are now a growing number of long distance cycle routes to tempt you. One of these is the iconic Lôn Las Cymru, the rather romantically, if bizarrely named Blue Lanes of Wales, or more succinctly

NCR8. It is billed as one of the more challenging Sustrans offerings covering some 250 miles from either Cardiff or Chepstow in the south to Holyhead in the north with 3 big mountain ranges to be tackled en route. The route takes in some lovely countryside so plenty of opportunity for the camera (and associated photo stops), and also visits some picturesque towns and villages on the way. It also tracks two of Wales' great rivers, the Wye and the Severn, almost to their source high in the Cambrian mountains. Strangely, Sustrans really don't seem to push this route with an out-of-print guide and outdated maps. Despite that, it is brilliantly waymarked throughout and we certainly had little trouble navigating. I do though wonder why it is that Sustrans choose not to publicise this in the same way as some of their other routes.

Planning

Each year for some time now Helen and I have taken on a touring ride of some description, these have included the C2C, Way of the Roses, Coast and Castles and the Cheshire Cycleway. This year we looked at something which has been on our radar for some time now, the Lôn Las Cymru (or LLC) and began our planning in earnest deep in the depths of winter. For Helen this was always going to be a step up in terms of the challenge, being both longer and with some serious climbing to be done on the way. From the planning perspective Helen was happy for me to make the necessary preparations so I set to it.

First we needed to make a decision of which way to ride the route – in truth this was easy, the prevailing weather in the UK tends to be from the south-west so riding south to north seemed like a no-brainer. But should we start in Cardiff or Chepstow? Well, to be honest, the notion of riding out through the industrial valleys from the city roads of Cardiff held little appeal, and having grown up in Bristol I have always had a soft spot for Chepstow nestling on the other side of the iconic Severn Bridge. From Chepstow the official route winds up through Usk and Abergavenny and over the Black Mountains, terrain very familiar from my childhood. Decision made then, Chepstow it was.

The next decision was how long we should take to do the ride. From Chepstow it is marginally shorter at 240 miles, or 380km, but the undulating nature of the parcours meant that our typical distances of 90-100km a day on previous tours was both optimistic and unrealistic. In the end after some consideration I felt that the LLC leant itself to a 5-day itinerary with a slightly shorter last day onto Anglesey. Obviously, we also needed to get to Chepstow to actually start the tour, and then get home again from Holyhead, so train journeys would be involved over a total period of 6 days. With reference to a thoroughly useful (and much more up to date) Cicerone Guide by Richard Barrett, I took

to Strava to plan each day's routes and came up with the following daily itinerary.

Day 1: Rail to Newport, then ride Newport to Chepstow (30km)

Day 2: Chepstow to Glasbury-on-Wye (82km)

Day 3: Glasbury to Llangurig (76km)

Day 4: Llangurig to Dolgellau (70km)

Day 5: Dolgellau to Caernarfon (82km)

Day 6: Caernarfon to Holyhead (60km)

Travel to and from Chester was pretty straightforward using Transport for Wales services and, with our Two Together railcard and booking sufficiently ahead we were able to get rail tickets for the grand total of just £52 for the two of us with bikes in tow.

Accommodation was the next key part of the tour and finding suitable overnights was fundamental to the success of our trip. By and large, I looked for B&Bs and tried to keep the costs reasonable, in the end our 5 nights came to a total of just over £360 which meant our total budget (excluding evening and daytime eats) was just over £400, not entirely unreasonable for a 6 day tour.

Preparation

So much for the bare statistics behind our holiday, obviously what we needed to do now was get ready for it. Riding 50 miles in a day was not a major issue, certainly something perfectly manageable on occasion. What made it harder was doing that day in, day out for 5 or 6 days. Add to that the extra climbing involved on this trip and it was clear that this was going to be a real test for Helen. With a fairly busy life Helen was always going to find it difficult to squeeze in many long rides ahead of our trip. The weather early in the year didn't help either – there's no fun riding in wind, cold and rain. Even I don't do it that much! Well, not any more. We did find the opportunity though for a few longer excursions, notably the CTC's early Spring Trial and a day riding out to Conway, catching the train home so really the perfect trial run in so many ways (apart from perhaps the hills). For my part, a week in Mallorca at the end of April meant I was fine, and well used to riding for days on end. For Helen this really was going to be the challenge.



In terms of gear, we do like to make these trips travelling with as little kit as possible. Obviously a change of clothes come the evening is nice. A spare set of cycling kit is useful, including a couple of extra bits in case of bad or colder weather, and in any case it's nice to get a change after a few day's in the same shorts and jersey. Throw in a toothbrush and a comb and that's pretty much it. Helen manages to squeeze all of this into a panier-mounted rear bag, I split it between a smaller rear bag and a 5 litre frame bag mounted under the top-tube (therein lies a story as I struggled to find one in time for the trip). I also habitually ride with a small bar bag which I can use for

maps, wallet, food, sunblock, camera spares and other odds and sods, including some tools. We each carried a couple of spare inner tubes. The aim is to only carry stuff which we will actually use during the trip. If we get home and there is something which has never made it out of the bag then the trick is to make sure we don't do that next time! People continually express surprise that we can travel with so little. I am always surprised as to why people travel with so much!

Getting to the Lôn Las Cymru – Day 1

The big day arrived, mid May and after a prolonged spell of good weather we were hoping for more of the same. Sadly, the forecast wasn't great and, worse still it looked like we would face a headwind for much of the trip. Typical! Anyway, no matter, we would manage (he said stoically). We had a train to catch, from Chester, and this meant a gentle start riding down from home to the station. There was a surreal moment as we reached the level crossing at the midway point to find the barriers down and the traffic queued waiting for a train. Surely we wouldn't be denied catching our train by being held up by another train? That would be supremely ironic. Suffice to say, we weren't, and we rolled our bikes onto the platform in plenty of time to wait for our train to come in from Holyhead. There was a nice symmetry in all this as the train to Newport actually starts its journey in Holyhead.

technology does have its advantages sometimes. Helen was after some lightweight overshoes and there is, curiously, a renowned independent bike shop in Newport not far from the station, namely the South Wales Bicycle Company (well, it sort of rolls off the tongue), which we found quite easily and, even better, it was close to our intended route out of town. The bike shop was a proper LBS, and you can't really beat that for service. Not only did they have a suitable pair of overshoes, they then proceeded to give Helen a substantial discount – it seems they give any cyclist a discount simply for shopping there rather than the big boys. Hope they still make a sufficient profit, but it was certainly much appreciated.

Getting out of Newport wasn't pleasant, especially negotiating a busy motorway interchange, but once out in the country we soon turned off the main A48 and onto a quieter B road taking the slightly less direct route to Chepstow through Magor and Caldicot. After a short distance we came to the intriguingly named Llanmartin where, apart from a bizarre village sign, there was an inviting bench on grass at the roadside which had lunch written all over it. Here we sat with our sandwiches which Helen had been dutifully carrying in a foldaway rucksack (which came in useful later in the trip when shopping for provisions) watching the odd car or van speed pass (despite the village speed limit) and enjoying the warming



Impressively the train was bang on time and we stowed our bikes in the rather inadequate bike storage racks which trains in this country insist on providing and made our way to our reserved seats. Surely one day the train companies will get the message that it really isn't a great service that they provide for cyclists – a quick look at what is available when travelling on the continent shows just how easy it is to change and improve. Journey time to Newport was about 2½ hours, the line winding its way down the Welsh border countryside stopping at numerous market towns along the way. A buffet trolley serving tea and coffee was welcome and it was pleasant to sit and watch the countryside roll by, something you just can't do when banging up and down our motorways.

Alighting in Newport our first problem was finding our way away from the station. Lack of signage made it an interesting problem, so we opted for the wrong exit and found ourselves in the middle of a big car park with no obvious way out into the streets of Newport. Not a great start! Google Maps to the rescue. Modern phone

sunshine. So far, so good. What followed was less pleasant as we soon passed through Magor and, for reasons which were something of a mystery, found ourselves on what was clearly now a busy main road heading for Chepstow (still the same B-road on the map). AND we had an increasing headwind which persisted for the rest of the ride, something which we got very used to through the whole 6 days.

The sting in the tail was when we finally re-joined the main A48 for the last haul and were confronted by a seemingly never-ending steep draggy incline which was made worse by the now ever-present flow of traffic passing us. At the top was a rather modest roundabout which was servicing the Severn Bridge and, given the time of day, was inordinately busy and unpleasant. We safely negotiated the roundabout and now found ourselves on an equally steep hill down into Chepstow town, turning into the town centre and deciding that a stiff coffee was called for. We found a bar on a narrow hilly street heading down to the harbour with seats outside which ticked so many boxes. Time, at last, to relax.

Chepstow can, I guess, quite rightly call itself the first town in Wales, sitting on the mouth of the River Wye where it flows into the Severn, underneath the iconic Severn Bridge. The Wye here is quite spectacular with cliffs on either side and Chepstow's castle perches precariously on the west bank overlooking the Victorian Wye Bridge which used to carry the old A48 until they built the Chepstow bypass. Our accommodation, the Woodfield Arms, is an old coaching inn dating from 1648 and just near the bridge at the bottom of the town and opposite the castle. Nice location, and we got a warm welcome when we arrived a short while later. Having stowed our bags in our comfortably appointed room overlooking the castle, and with comparatively lightweight bikes we now planned to ride the short distance down the peninsula that juts out between these two mighty British rivers, and to have a close look at the Severn Bridge which carries, for me, so many nostalgic memories. The Sustrans maps include a route brevet card and there is provision to collect a series of stamps along the journey, something we felt would be nice as a souvenir of the trip. According to the card, the first stamp can be obtained at a Chepstow craft shop just next to the Woodfield, but this turns out to no longer be there. We resorted to the Tourist Information office over the road and they were bemused by the whole concept and had no knowledge of the Lôn Las Cymru – an early indicator of just how well publicised this long distance route actually isn't. In the end we compromised and they stamped our two cards with an Offa's Dyke stamp and a Wye Valley Walk stamp. Well, it's kind of the same thing!

the dreamy taste of Wye Valley Brewery's Butty Bach which I can thoroughly recommend (other beers are available) whilst enjoying watching the fast waters of the Wye as the tide ebbed before our very eyes. A good end to the first day of our journey.



Chepstow to Glasbury-on-Wye – Day 2

Overnight rain was still threatening our day as we woke and breakfasted. The forecast was for it to dry and hopefully we would get lucky. With our loaded bikes, now restored to touring status, we primed our Garmins and cast a suspicious glance at the dark grey skies as we rolled away from the Woodfield and into Chepstow's rather convoluted one-way system. The main thrust of the whole day was going to be the hills – Sustrans describe the Lôn Las Cymru as a challenging route and this probably understates it a little, depending of course on your ability as a cyclist. Today's ride was following Sustrans National route 42 which eventually would meet up with NCR8 just shy of our overnight stop. It began with a tough grind out of Chepstow, passing the appropriately named Steep Street and heading up Mounton Road before crossing the busy A48 and heading out into open country on the narrow winding roads which epitomise many of Sustrans' routes. The pattern for the day, indeed for much of the entire trip, was the relentless nature of climbing and descending, but initially at least it was predominantly up that we headed, soon reaching the village of Shirenewton and a levelling out along a hilly ridge leading to Coed Gwent, billed as Wales' largest ancient woodland. Bluebells lined the roadside (a recurring theme throughout the whole trip) and the broadleaf trees gave us some shelter from a light headwind before we plunged down a long steep descent into the delightful Usk valley.

Usk is a small market town which straddles the river and



Riding over the Wye Bridge we were now in England for the only time on our entire journey, and the road immediately veers upwards before turning and meandering down the peninsula to the lifeboat station which overlooks the murky swirling waters of the Severn and is directly underneath the bridge. On the far side is Aust and away upstream we could clearly see the distinctive buildings of the now defunct Oldbury nuclear power station. Despite this we decided that dipping a toe had to be done to officially mark the start of our long ride to the northernmost tip of Wales. We were off!

Our evening was an active affair, exploring the hilly streets of Chepstow, using a town trail map which we had got from the Tourism office. It had a number of highlighted waypoints and we learnt some of the history of the town, much of which is based on the river and associated trade. Down by the river we came across the Boat Inn and opted for food and a pint to finish our day off, savouring



has earned the reputation for floral displays, winning the Wales in Bloom crown on a number of occasions in the past. Riding into town the first thing to strike us was the magnificent wisteria which runs the full length of the town's prison walls, something which demanded a photo.

Opposite is a memorial park commemorating the Queen's diamond jubilee in 2012, although it was strangely free of flower displays. Having been riding for a while it seemed like a great opportunity to stop for our first coffee break of the day. Nearby we found the Usk Museum which had a handy café (with fine cake) and added interest with a number of bike artefacts in the museum's displays.



From Usk our route now took us further up the Usk valley, winding up and down the gentle hilly lanes lining the valley to the delightfully named Llanddewi Rhydderch, climbing all the while until such point that we found ourselves up at some 200m and plunging up and down some pretty unforgiving gradients before one final madcap descent into the heart of Abergavenny, which is the gateway to the Black Mountains and is dominated by the shapely Sugarloaf on the western flanks of the town. By now we were ready for lunch and sought out a previous favourite café from a holiday in the area 3 years ago, wonderfully named For the Love of Cake. Sadly it is no more which is a crying shame, but we found instead a few doors away on the main street the rather lovely Victorian Tearooms and settled into a welcome bite along with coffee to replenish our batteries.

On inspecting the Sustrans map during lunch we could see that our onward route out of Abergavenny would take us up what was described as a long steep hill. Surely not, the route seemed to follow the line of the valley. But the map was true to its word and it was indeed long and steep, much to Helen's displeasure. In fact, this was the old main Hereford road which heads up over the eastern flanks of the Sugarloaf and is probably easy enough in a car but on a bike it was hard work. Eventually we crested the ridge and a side road now took us down and into the delightful Vale of Ewyas which would head into the heart of the Black Mountains and eventually over the infamous Gospel Pass.

The road rises gently for several kilometers as it follows the Afon Honddu along the valley floor and winds its way



up through steep sided outliers of the mountain range, growing ever more splendid, with bluebells everywhere. The weather forecast had been changeable and clouds loomed ominously as we reached Llanthony, where the famous 12th century ruined abbey is sited in spectacular and somewhat remote surroundings. Sadly the cellar bar and cafe here was closed so there was no welcome cup of tea to be had here. We took a few photos and enjoyed the space here before heading on some half a mile to the Half Moon pub which was open for business. Cheeky beer time! We sat outside to savour the surrounding countryside which seems to close in on the pub (in a nice way) and were pleasantly surprised as the sun broke through as if in celebration of our good fortune.

Back on the bikes and with the clouds gathering again we now had the crux of today's ride ahead of us, the road now getting rather tougher up to the tiny hamlet of Capel-y-ffin, where a now closed youth hostel used to sit opposite the old church (which is still there). This is the last stop before the steeper slopes of the Gospel Pass, a 4km climb with some very steep ramps near the top, wooded at first and then open as the road nears the top which, at 549m is



actually the highest point on the entire Lôn Las Cymru. Time to stop and take it all in, with some lovely views back down the Vale of Ewyas and a very open aspect west over the Wye Valley far below and where we were headed next.

All that remained now was the long descent to our accommodation, the Black Mountain Lodge, near Glasbury-on-Wye, and I pushed on now to try and make it before the check-in desk became unmanned as promised at 6pm. It was already 5.45 so there was little chance of making it, and the exceedingly steep narrow descent required some measured riding before I was confronted by a tractor and trailer completely filling the road and trying to reverse in the face of an oncoming car whose driver seemed incapable of manoeuvring out of the way. This was all immediately after the two Lôn Las Cymru routes, 42 and 8, combine – we were now on the NCR8 for the rest of our journey. The delaying tractor manoeuvres allowed Helen to re-join me and we rode down to Glasbury together and into the rather splendid grounds of the Black Mountain Lodge, and what proved to be a comfortable room for the night, even if they had no restaurant and we were faced with the 500m ride down to the nearby pub for tea and a pint. A long hard day was behind us, we had escaped the rain and completed the first leg of our journey. Reason indeed to celebrate.

To be continued..... Martin and Helen's Lôn Las Cymru ride will conclude in the Winter edition of The Link.

PORTUGAL



While having coffee in the splendid surroundings of the Cheshire View (no biscuits) before starting the Bob Clift Memorial ride the conversation turned to my recent holiday in Portugal and

Brian Lowe suggested that I write an article for the Link while convalescing from a forthcoming operation.

I do love riding in the Algarve for it is so varied you can find really hard hills, or flat ground, the sun is mostly shining, if not just wait another day, there are plenty of cafés to stop at, and in the Bars lots of local colour.

I have been lucky because I had a sailing friend who lived on a yacht in the Marina he was an ex professional cyclist



and knew all the best routes and quiet lanes through the Orange groves, Lemon groves and Avocado fields, we would just go along and chat as we went not seeing a car for perhaps an hour then, three would pass. Our routes varied, the Algarve is of course bounded by the Atlantic Ocean so sometimes we would cycle near the shore or along beautiful tracks through the Formosa Nature reserve.



In the Spring mainly April/May you find lots of roadside wild flowers but there is always colour, I have not needed to take many photographs as the pictures are in my mind but I have just a few.



It is so easy to fly to Faro, the flight is only about 2 ½ hours from Liverpool, you can take your bike with you but it costs maybe £30, or there are plenty of places you can hire a bike from and also locals who run bike tours of the Algarve but I have no experience of them.

By the San Lourenco Golf Course there is a very good bird hide that overlooks a small lake full of wild life and there you might see the rare Gallinule that are normally found in America and many other varieties of birds and ducks too.

The Tour of the Algarve takes place in January and I have seen all the most famous cyclists riding there over the years, being quite a small area it is possible to move around the course so you see them pass many times.

David Collison

Isle of Man Loops

Those of you that were inspired by Chris Donnelly's brilliant report in the last edition of the Link, on the Wednesday Riders trip to the Isle of Man, might like to ride two of the routes that Chris Smith devised for us. As Chris Donnelly describes in his report both

are very hilly but well worth the effort for the wonderful views that they give.

Northern Loop 55 Miles 4,250 feet ascent

<https://ridewithgps.com/routes/27962053>

Southern loop 49 Miles 3,900 feet ascent

<https://ridewithgps.com/routes/27962159>

Report on C&NW CTC /Audax Berwyns Rides 1st June 2019



BERWYNS START

The start/finish of these rides was moved at short notice to Duddon Village Hall due to Willington Hall Hotel's late inability to host this event. We thank the Hotel for hosting these rides since 2001 and are sorry that, due to circumstances not of their making, we are unable to use them as an event base again.

Thanks are due to all those who enabled us to move this event at such short notice, AUK, CTC Chester and N. Wales, catering ladies and Duddon Village Hall. A tricky job that worked out well in the end.

Tour of the Berwyns 210Km; 2650m climbing

There were approximately 45 entries for this event, which whittled down to 26 starters on the day, including 7 riders from Seamons CC. 23 riders returned safely, in times varying from 09:00 (chapeau! to Ben Cox) to 13:00. A number of riders did not wish their rides to be validated with AUK. Rather than record these people as DNF I am now recording them as finishing one minute inside the time limit, so we have a proper record of rides and riders.

2 riders failed to finish due to mechanical issues.

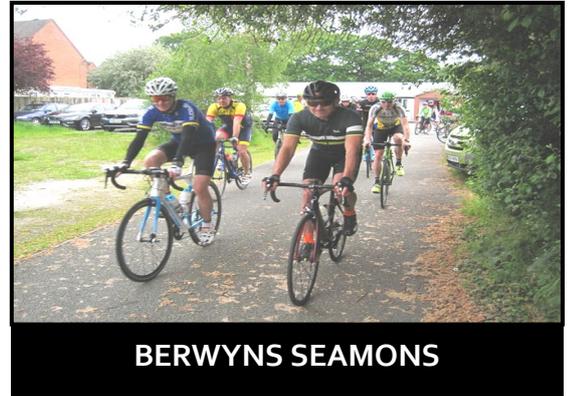
Unfortunately we had an accident near Saighton when a rider in a small group failed to notice a pothole. He came off sustaining cuts and bruises and a wrecked helmet. This rider was able to ride safely 10k back to Duddon Village Hall and drive back home.

A full report of this incident has been sent to AUK and CTC Chester & N. Wales.

There is now an increasing trend for riders to ride on GPS and thus miss the info controls. In spite of these controls being amended to make them as obvious as possible, we still have a real problem. I intend to take this up with AUK. This is not a treasure hunt; just a means of obtaining proof of passage.

On a positive note, all riders said it was a cracking route

and how much they enjoyed the ride and stunning scenery, which is what really matters!



BERWYNS SEAMONS

Prospect Panorama 135Km; 1000m of climbing

Following a flat ride through Farndon and Cross Lanes, this event takes the long climb from Johnstown up to the beautifully situated Prospect Tea Rooms above Llangollen, exactly as for the 200k, but then short cuts back from the Panorama via Sun Trevor to Chirk. We now have a relocated café stop here in the Castle Bistro following the demise of the nostalgic Milk Bar, haven on many rides over the last 20 years or more. There were 19 entries for this event with 11 starters, 10 of whom returned safely .

Unfortunately there was a serious incident at the roundabout near Chirk station when Terry Davies went into the back of another rider, fell off and sustained a broken femur. The Organiser arrived on the scene within 10 minutes to find Terry had been moved to a bench at the side of the road, but was in a lot of pain.

John and Carol Pardoe were still in the area with their camper van, which we used to transport Terry and his bike back to Duddon. Terry was immobile and in pain on return to Duddon so an ambulance was called, Terry was then taken to Countess of Chester Hospital where he was operated on Sunday afternoon and returned home Wednesday. Terry is now recovering well and thanks all those who assisted him after the accident.

Again a full report of this incident has been sent to AUK and CTC Chester and North Wales.

Many thanks to John and Carol Pardoe of Seamons CC and for operating the control at Prospect café and ferrying Terry back to the start. Also to Margaret Matthews and Sheila Railton for dealing with the catering at very short notice.

Thanks are also due to Brandon Edgeley for his assistance all day whilst in the final stage of studying to become an accredited AUK organiser. His first event will be a 200k from Nantwich on June 29th 2019, mentored by DM, after which he is to be a fully fledged organiser, a welcome addition to the ranks.



BERWYNS BRIGGS

Putting the accidents to one side, another successful set of events in which all returning riders said how much they enjoyed the day out. It is intended to repeat these rides in 2020 from Duddon Village Hall again, probably on a Saturday in mid May.

**Report - David Matthews
Photos - Carol Pardoe**

The Corwen Summer Audax 13/07/19

The weather was not quite what I ordered but not too bad by Audax standards. It was warm, not too windy and a bit drizzly. All the preparations had gone off without a hitch and I was feeling quite upbeat travelling down to Corwen in the early morning. I was still upbeat on the return some fourteen hours later.



Barmouth Boulevard 200k

Twenty four entrants set off in good spirits including some doing their first Audax. There were three declared Chester and North Wales members. One

notable entrant was my Audax Events Team contact Ian Hennessey who had travelled up from Exeter. He obviously enjoyed the event posting some photos and a write up on the Audax Facebooks page. There were also entrants travelling from Glasgow and Didcot and all ports in between.

I had discovered on my route recce that the café control at Abergynolwen was closed this weekend as the owner's children were playing hockey for North Wales. In fact the riders have a choice of control in this village either the café or the pub. I have noticed that the majority use the café.



This year it had to be the pub. I went to see the Landlord as I felt it only fair to warn him and he was very accommodating. Only problem was I had not sampled the food but the reviews on Trip advisor were encouraging. Fortunately several of the cyclists commented on their return how welcome they were made to feel and how good the food was.



All twenty four finished the ride in times ranging from 9 hours 42 minutes to 12 hours 24minutes. All finished in good spirits delighted with the route and the fantastic scenery.

Brenig Bach 100k

Thirteen entrants embarked on this epic ride into a land time forgot. Or at least that's how I feel about it when Graham and I route check . Yes I know there are wind farms but the route goes through remote areas where you would not be surprised to encounter horse drawn wagons, Roman legions or cattle drovers. Unfortunately the day we choose to ride it was a Tuesday and the only day the control café in Pentrefoelas is closed. We had to make do with sandwiches and coffee from the Mace shop. Still we managed to ride up all but one section of the nine climbs identified by Graham's new Garmin.

On the day eleven riders including two declared Chester and North Wales members completed the route in times ranging from 5 hours 16 minutes to 7 hours 17 minutes. The two remaining riders got as far as Pentrefoelas before deciding to return as the misty conditions were exacerbating a pre existing chest infection. They hope to come back next year and complete the ride.

Bala Parade 60K

There was a better turn out than in the previous few years. Eighteen riders of which four were declared Chester and North Wales members. Seven year old Nia and her nine



year old brother Gabriel riding alongside their father were my youngest entrants to date. Nia had only ridden 25 miles before although her brother has previously ridden Momma's Leafy Lanes. I was delighted when they all completed the ride. I am sure they slept well that night. Everyone returned in times ranging from 2hours 24minutes to 4 hours 37 minutes.

Thanks go out to all the controls for their kind attention and excellent service throughout the day especially Sandra at the Corwen Manor Craft Centre and Ian at the Royal Oak. Thank you also to Brandon Edgely for donating some energy bars left over from his first time organising an Audax event which were quickly snapped up and last but not least my husband Graham without whose support I would not be organising these events.

Date for your diaries: 12th October 2019 The Corwen Autumn Audax. Full details on the Audax website.

Vicky Payne

80th Anniversary Ride



Chester & North Wales CTC One-day Ride from South Stack, Anglesey to Eureka, Wirral 18th May 2019



On the day of the ride the weather was glorious, not a drop of wind, we couldn't have picked a better day. Colin B and myself were the first to climb to South Stack when Janet, Link Editor passed us in her car; she reached the top,

climbed out and started taking the first of many photos. Mark Evans arrived next as he had stopped overnight on a farm not too far from the start. A couple of minutes later Lowri and Steve J arrived.

After a photo shoot we sorted where the first stop was going to be. Avondale Café in



two tables together. It was in this café that I received a nice surprise, the group had all decided that at our food stops I was not to pay for anything, they were going to pay! This small gesture meant a lot to me.

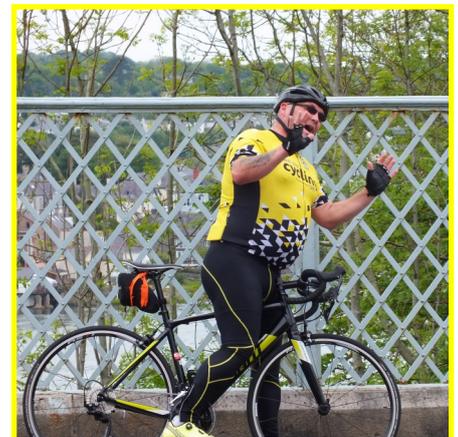
On leaving the café we had the one-way system out of Llangefni to navigate and then the first big climb up to Penymynydd.

Again the roads where quiet until we reached Menai Bridge. We picked up the cycle path that would take us across the Britannia Bridge - and who did we see waiting for us but Janet and her camera.



We had a couple of steep climbs through Bangor then a steep decent saw us by the roundabout at Llandygai. There had been a road closure on the Sustrans route - on our route was a seriously steep climb at Crymlyn but the gods must have favoured us, as two weeks before, the ride Sustrans had opened up a track for cyclists and walkers.

Martyn J joined us here - the train was ten minutes late, he caught up with us and rode as far as Conwy. The ride continued with superb views over the Menai Straights.



We dropped down from the hills and headed towards Llanfairfechan. As we neared the town Janet was waiting for us again, camera to hand. On we trundled until we reached the footbridge that would take us over the A55 but Steve said



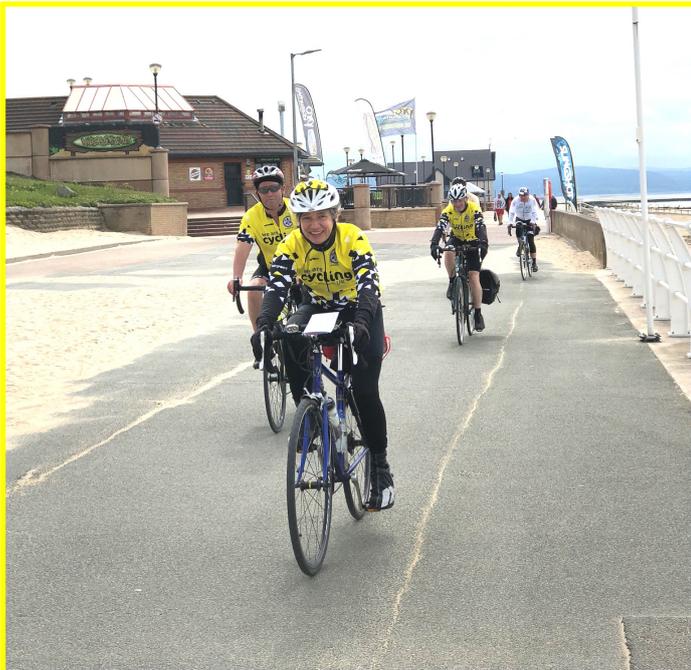
Llangefni. The first twenty-four miles were uneventful except for the traffic, as four cars passed us on this stretch - so everyone took a turn on the front. As we dropped down into Llangefni Janet was standing outside the café, camera at the ready. The staff were very helpful by putting



there was an underpass - what he didn't say was there is a steep climb to get to it! On reaching the entrance we had to zigzag our way down, the only way to describe it is you felt you were cycling down a Helter Skelter. On the next stage we cycled along the coastal path and stopped at Conwy Marina for a

cup of tea and a gate stop where Lowri explained what the toilet doors in the ladies looked like (think mirrors, both sides!). Apart from the climb out of Conwy the rest of the coastal path was flat. We arrived at Rhos-on-Sea where we met Janet.

The next stop on the route was the Café at Pensarn - we should have met Dave Matthews here but he had decided to go ahead. We placed our orders and everyone relaxed to drink their tea or coffee and discuss the ride so far.



The ride continued along the sea front which was fairly empty considering how good the weather was until we reached Rhyl where it was time to say goodbye to Janet as she had to cycle back to Rhos-on-Sea to collect her car as later on she was picking her parents up from Manchester Airport.

The ride continued, skirting large sections of sand that covered the path. We reached the car park at the end of the sea front where we turned off to make our way through the golf course - this was going to be the last bit of flat until we turned for Flint.

It was here we said goodbye to Steve, he was going to road it to Flint Station and hopefully catch the train to Shrewsbury. If he missed that one he would have to cycle to Chester Station.

This next section of the ride is the hardest part as there is a lot of climbing. We cross over the main road, use a low

gear up Gronant Hill, turn left and climb Llanasa Road and for the next eleven miles ride up and down Whitford, Gorsod and Pant Asaph. It was here that we had our final stop in the Druid Inn, tea, coffee and for Colin a pint. Lowri came back from the 'Ladies' and again told us about the strange doors in there (hinged down the middle!).



We now only had seventeen miles to finish, but there's a sting in the tail in Cefn Lane, a short but steep climb and I wasn't the only one whose back wheel slipped a few times. We crossed over the junction into Lleprog Lane then it was downhill all the way into Flint. We picked up the cycle path, leading onto the Greenway and over the Railway Bridge to pick up the Welsh Road. We were nearly there when Lowri's phone went off. It was Janet, her parents flight was delayed so she was able to photo us finishing. As we approached the Eureka we could see Janet with her camera at the ready. We posed for a photo shoot outside the Eureka then over to the Tudor Rose for a celebratory drink.



Terry Davies

Well done everyone, especially Terry for FANTASTIC organisation and leadership. See three other accounts of the ride from Lowri, Steve, and myself in the next edition of The Link.



The Ferguson Interview.....

Chris Smith

Chris is known to many of you as the Secretary of the Wednesday Riders (WRs). He had a long career in Engineering Management with BT and, after retiring from that, worked for Cheshire Police as a Custody Investigator. He suffered a Brain Haemorrhage in Dec 2012. This is his story of how we view people through blinkered eyes, not seeing how hidden disabilities can affect those we meet everyday.

Chris, can I start by asking about your brain injury?

At the end of 2012 I had a Sub Arachnoid Brain Haemorrhage, (SAH) which I was very lucky to survive, particularly without a serious mental or physical disability. It happened without any warning; within seconds I went from feeling perfectly well to having the most severe headache I can imagine and finding the light intolerable. I spent 16 days in Walton Hospital and was still in severe pain when I went home despite taking a bucket load of painkillers every few hours. The pain gradually subsided and I made an excellent recovery. However it did leave me with some cognitive damage and something that almost everyone with a brain injury gets - a serious fatigue problem.

Did you stop working then?

I had already partially retired, I had gone part time in 2011 so I could have more time for my allotment, boat and cycling. After the brain injury I was very determined to get back to work and started back in May 2013. My employer was very helpful and I went in for an hour a day to start with. I gradually increased my hours but it was not till December that I got back to my previous hours. However I found this very difficult, it was surprising what was tiring and what wasn't. For example, I had worked for many years in noisy open plan offices without any difficulty, but when

I went back I found trying to work whilst the radio played in the background and colleagues talked was exhausting.

What about your activities away from work?

There really weren't many. I was so tired after the work that I spent most of the time either sleeping or watching daytime TV.

Were you doing any exercise at all then?

No, I did virtually no exercise for two years apart from short walks with the dog. I recall trying to ride with a work colleague one day and couldn't even get as far as the Greenway.

When did things change?

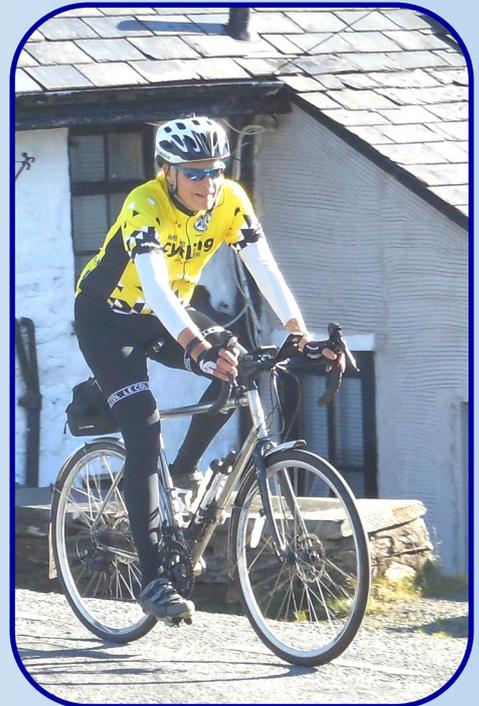
After I had been back at work a full year, things were not improving and I decided there was no point going on with life like this. I felt I was just existing to keep going to work. I went off sick and applied for medical retirement, which was eventually refused, so eventually I simply resigned. I was lucky to be able to do this, having a pension from my previous job. The situation is much harder for young people.

Were you fully retired then?

I did a little more work on a Social Research job I had been doing at an earlier time and an occasional day or two as a film Extra, but yes.

I take it your health improved as a result?

Well it wasn't quite that easy. I was very surprised that the NHS care, which had been excellent while I was very ill, just stopped once I could walk and talk. There was no help with getting back to anything like the state of health I was in before the bleed. I read a lot on line about other people's experiences, and about research that had been done, not just on brain hemorrhages, but on recovery from other types of brain injury. The NHS advice was to look after my overall health, pace myself and hope for the best but not expect too much. I wondered about doing brain training type exercise, but I learned from my reading that there was growing evidence about the benefits for brain injury victims of what they called "graduated exercise". I didn't have the concentration to cycle very far, so I started walking. I gradually increased the distances and found that my physical and mental health benefited.



When did you get back to cycling?

I just did the walking for almost a year and then felt strong enough to cycle. Once more I started off with short rides and gradually increased the distances. Once I felt ready for it I joined the Wednesday Riders and, later the Two Mills group, in both cases doing the easier rides to start with.

Why do you think that cycling in particular has helped you?

I think it's partly a physical thing, with increased blood flow to the brain. It's also mental – some people find meditation is helpful, but I find it hard to do. Cycling occupies enough of my mental capacity to stop me thinking about lots of other issues, but not so much that I get mentally tired. For me cycling is my meditation.

Are you fully recovered now?

No, I don't think I ever will be. There are lots of things I find much harder now than I ever did before and I carefully monitor what I do, to manage my energy levels. Many people see me leading long rides, writing long weekly Wednesday Riders' emails, etc. and think I must be fully recovered. Certainly I am in better physical health at present than for a long time but there are many things I now find difficult. One example would be that a simple thing like sitting in a noisy environment and trying to listen to someone talking to me is exhausting. I'm sure some people think me very rude, or unfriendly, when I get up and go outside to sit on my own in the cold,



The Ferguson Interview

Continued.....

but it's my only way to survive. In extreme situations my brain just starts to close down and I can hardly function.

Do you think other people understand your difficulties?

I think many people have hidden disabilities like this and it's hard, for those who don't, to understand their behaviour. I am in contact with other people with similar problems and many talk about the way other people say things to them like "Well, we all get tired" or "We are all getting older". They mean to reassure, but actually show a lack of understanding of the difficulties many people face.

Could you give an example of lack of understanding?

Last year I cycled with other WR's (as part of a larger group) from London to Paris and during that ride got into a very difficult situation with another rider (not a WR!). He started playing very loud "music" from a "boom box" on his bike. It was so loud that my brain was hardly functioning at all, I couldn't even tell where it was coming from, and so I slowed and dropped back from the group. The back Marker asked why I was doing this and then asked the other rider to turn it down. He was incensed by this and said I should have spoken directly to him. The red mist came down and things got to the stage where he had to be held back by his friends from assaulting me. Trying to explain to him about my brain injury was impossible at this level of emotion, although he did later apologize.

Given what you have said about fatigue why did you volunteer to be Secretary of the Wednesday Riders?

It's a role that gives me some mental stimulation, and at the same time I feel I am helping others to enjoy their cycling more. I can do most of it by email so I can choose times that suit me to do the work without too much pressure. I try my utmost to avoid phone calls and you won't see me at many meetings.

Does the injury affect your ability to do the job?

Well, I forget who people are, I am sometimes overly abrupt, tell the same stories several times over, and sometimes I don't deal with things as quickly as people expect, but then, I know a few other people who do some of those things too!

Thanks Chris for explaining how we should think twice before jumping to conclusions about the way that people can react to one another. Lets end on a positive note with my final question;

What are your most memorable rides?

I've done so many very different ones; it's hard to choose. One, which has stayed in my mind for a long time, was riding through the Spanish mountains from Burgos to Santiago de Compostella – the scenery, conversations, history, the mountain climbs, and the descents were all magnificent. Another total opposite one was a short flat ride – over the Golden Gate Bridge in San Francisco. Sometimes it's just a section of a well known ride though, such as a recent Wednesday Riders day out to Tanygrisiau in poor weather – the 7 mile descent to Ysbyty Ifan near the end of the day was just sublime.



Letters to The Editor.....



Hi,

I have been thinking about the whole concept of white "ghost bikes", and wonder if they are counter productive. I find the practice morbid, much akin to floral bedecked lamp posts, where there has been a fatal accident. The "ghost bikes" may disturb and upset some cyclists, and put off those who may be considering taking up cycling. Perhaps we should honour our "fallen" fellow cyclists in other ways that promote safe cycling, food for thought?

Tom O'Toole

Janet

Once again congratulations on another interesting issue of The Link (Spring 2019). Something of interest on every page. What caught my eye amongst other things was the picture of the President's 1989 Golden Jubilee Badge and it made me think will there be something to mark the occasion of our 80th Anniversary, a badge or a mug, something like that. Anyway, just a thought.

Keep up the good work,

Glynn Jones



Cycling Via Francigena from Canterbury to Rome

The Reason Why

One happy childhood memory was the day Dad took the stabiliser wheels off my bicycle and firmly gripped the saddle to keep me upright. I started to pedal as he ran behind. With a leap of faith his grip released freeing me to balance the bike and discover the joy of cycling. It was a magic moment for both of us and 60 years later that skill has not been forgotten. *“You never forget how to ride a bike”.*



Another great memory was from 1963. I was aged 8 when Dad drove me and my 2 sisters to Dover in a blue Standard 10 motor car for our very first sea voyage – a car ferry to France. He then drove across France into Switzerland to manoeuvre onto the carriage of a car-carrying train, another first. We all sat in the car as the train went through a very long and very dark tunnel under the Alps into Italy. We drove to Pisa where I climbed inside the world famous leaning bell tower, an amazing experience. Our journey continued to Rome and the Vatican City.

This year Dad would have been 100 years old and this solo bicycle ride to Rome was my way to commemorate those happy childhood memories.

Preparation

My luggage weight of 12.7kg (2 stone) consisted of hot weather cycling clothing, wet weather cycling clothing, night-attire, toiletries, a first aid kit, spare inner tubes, wet and dry chain lube, a cycle multi-tool kit and charging leads for my computer, smartphone and GPS system. Before departure I successfully tested my capability to cycle with this load **plus** a further weighty bag over 40miles that included gradients of 12% – 15%.

Michelin maps and the *cycle.travel* software programme enabled me to plot a route, know its gradients, calculate distances to cycle on a daily basis and decide where to stay overnight. Google earth and street view improved my awareness of what to expect and places to avoid. I then downloaded the GPS route into my bicycle computer. This has been the bike ride of a lifetime.



Roads to Rome

Roman roads were essential trading routes and enabled the fast movement of the roman military. Their network of roads also made it easier to communicate messages, including religious teachings. When Christianity became the official religion of the Roman Empire in Europe

pilgrims walked to Rome and other places of pilgrimage along these roads.

In Britain Watling Street linked Dover to Canterbury, known in roman times as Durovernum Cantiacorum and continued northwards to Chester and beyond, with Chester having a separate coastal route into Gwynedd.

As the route to Rome passes through France it has been given the name 'Via Francigena'. When searching the internet for information about cycling Via Francigena I discovered the 'Confraternity of Pilgrims to Rome' (CPR). Their website was so informative I joined the group and received an impressive welcome pack containing guidance and advice for an enjoyable trip.

In AD 880 Rhodri Mawr, the King of Gwynedd, followed this route to make a pilgrimage to Rome. It was said that those doing so would have all their sins absolved.



My Journey Begins

I began by attending the Canterbury Cathedral Evensong where I received a pilgrims blessing in Trinity Chapel by Canon Emma.

That evening I stayed at the Cathedral Lodge Hotel. The hotel has been used by pilgrims going to or from Canterbury for many years.

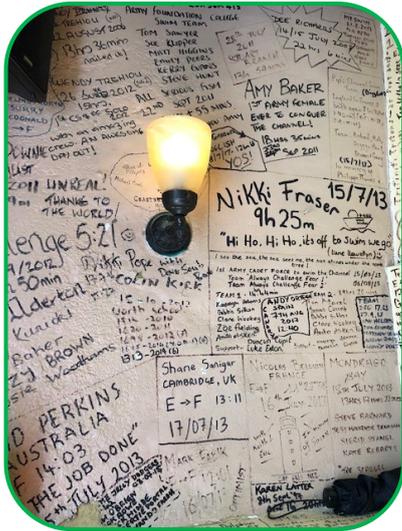
The first part of my bicycle ride followed fairly busy country roads for roughly 20 miles to reach Dover.

At the foot of Dover Castle I visited a memorial by the late Alex Duckham, the founder of Duckhams Oil, where in 1909 Louis Blériot landed a plane having been the first person to fly across the English Channel.

His flight from France took 30 minutes.

I then made my way to the





White Horse Pub in Dover where the walls are signed by successful channel swimmers.

By the end of 2018 over 1,500 people successfully swam the channel. The youngest swimmer was aged 11 and the oldest 74. It takes an average of 12 hours to swim the channel.

At the Port Of Dover I followed a maze of bicycle lanes to board a ferry to Dunkirk. A delayed Brexit ensured

the European Health Insurance Card would remain valid, bureaucratic boarder checks with travel delay was avoided and mobile telephone costs remained affordable.



On the ferry from Dover I photographed the famous White Cliffs.

The Ministry of Defence tunnelled into the cliffs and created rooms looking towards France. During the 2nd World War a dynamo was used to provide electrical power for lighting, ventilation and communication equipment.



It was from those rooms that the evacuation of troops from Dunkirk, aptly named 'Operation Dynamo', was co-ordinated.

In Dunkirk the 'Operation Dynamo' museum describes the background and success of this rescue mission.

Between Sunday 26th May and Tuesday 4th June 1940 the lives of 338,000 troops were saved. On the first day of their evacuation, King George VI requested a National Day of Prayer. Then three unexpected events occurred that Churchill referred to as the miracle of Dunkirk:

1. Hitler inexplicably halted the advance of armoured columns.
2. A violent storm grounded the German Luftwaffe. This enabled the troops to reach evacuation points without aerial bombardment.

3. Despite stormy weather the English Channel became 'still' and remained so until the armada of little ships, big ships, warships and privately owned motor-cruisers completed their rescue mission.

My crossing of the channel was on June 6th, the 75th anniversary of the 'D' day landings. A man whose father was evacuated from Dunkirk was later part of the 'D' day landings to liberate France from the Germans.

I cycled to Dunkirk town centre where I had booked accommodation through the Airbnb website. The address turned out to be a tower block. A wall panel in the entrance hallway contained rows of buttons for the various apartments, none of which gave the name of the person I had booked my stay with. I pressed each button to ask if they had received a booking for my overnight stay. Many occupants were out or chose not to answer. Those that did were not Airbnb hosts.

Matters then went from bad to worse. I tried using my mobile telephone to ring the host only to discover the telephone and WiFi was not working. I had no option but to find alternative accommodation.

After booking into the nearest hotel the hotel internet service revealed the reason for my telephone not working. My telephone uses 4G (whatever that means) and 4G did not work in this part of France. Once I switched over to 3G both the Wifi and telephone came back to life enabling me to ring the Airbnb host, alas – no reply. Fearing my £50 booking with Airbnb was a lost cause. I emailed the Airbnb helpline. Three days later I received a reply to say the hosts had been waiting for me at the accommodationumm.

My journey from the northwest to northeast of France followed the border of Belgium and Luxembourg. The terrain was fairly flat or undulating and an absence of headwind made for fast progress, made easier by well maintained cycle tracks that edged main roads, or followed level ground alongside canals.



My route passed the sites of numerous war graves and photographs on the wall of a hotel where I stayed showed a village that had been destroyed in the war. All the inhabitants lost their lives.

At the town of Reims I locked my bicycle against the British flag pole and went inside the 'Surrender Museum'. The building was once a schoolhouse and in here on May 7th, 1945, Germany surrendered to General Eisenhower.

I had expected the museum to display photographs of the surrender with the room where it occurred being laid out to depict who was standing where and a copy of the signed document on view.

No chance – the display consisted of these grotesque Manikins, a map room and a 5 Euro film show. What a disgrace. Surely the French authorities can do better.



North of Reims I stopped for lunch at Brienne le Château where Napoleon attended a military academy that has since



been used for psychiatric care.

I remembered the saying wrongly attributed to Napoleon that Britain was a nation of shopkeepers. Those words ought to be regarded as a compliment.

During the past few days of cycling I have covered average distances of 20 miles before seeing a shop. Finding one that is actually open is a different matter. Many close on Sundays, some on Mondays, others close on Wednesday. Then many shops close for 2 hour lunch breaks.



It only takes me two hours to cycle 20 miles and I always carry a thermos flask of coffee plus a bottle of pop and some sweets. So for me, travelling 20 miles between shops, with the chance they may not be open, is no big deal. If I was a walking pilgrim those opening hours would be a major concern.

Cycling towards Besançon the front wheel of my bicycle glanced off a kerb and brought the bicycle to the ground with my feet still clipped into the pedals – gosh, this hurt. It took ages to get my body moving, firstly to extract my feet from the cycling shoes still anchored into the pedals, then to prize myself out of the fallen bike, stand up, stand the bike up, pick up my scattered belongings, release my shoes and put this footwear back on.

I saw the bicycle chain had become detached from the front cog, a messy but easy job to put back, then noticed a spoke on the rear wheel had snapped and that the rear

mudguard was buckled. Adding to this joyous moment it then started to rain, heavily.

Unclipping my pannier bags I turned the bicycle upside down and set about dealing with matters. Firstly I refitted the chain, then used gorilla tape to attach the broken spoke to the one next to it. After this I used cable ties and gorilla tape to hold my rear mudguard in place.

My rear wheel has well over thirty spokes and whilst one broken spoke was not serious the other spokes were now supporting both my weight and full pannier bags. Further breakages could distort the rear wheel. I decided if a second spoke broke a visit to a bicycle shop would be needed.

An hour or so later it was still raining as I arrived at my Airbnb overnight stay in Besançon. To my amazement it was closed. A notice on the entrance door showed a telephone number of the owner who I rang. He lived in an adjoining house and showed me the room he had allocated me. It hadn't been cleaned, the toilet was unflushed and the bed was not made. As the hotel was closed for refurbishment it had no staff, no wifi and no restaurant. He said meals could be brought at McDonalds in the town centre.

There was no way I was staying here and said a firm 'No', walked out, cycled down the road and checked into another place. Yet again Airbnb failed me. I will never book accommodation through that outfit again.

The following day I was aching from my fall and decided to cover that days distance by train. Having spent the past six days making my way through France I was pleased to take today off from cycling.

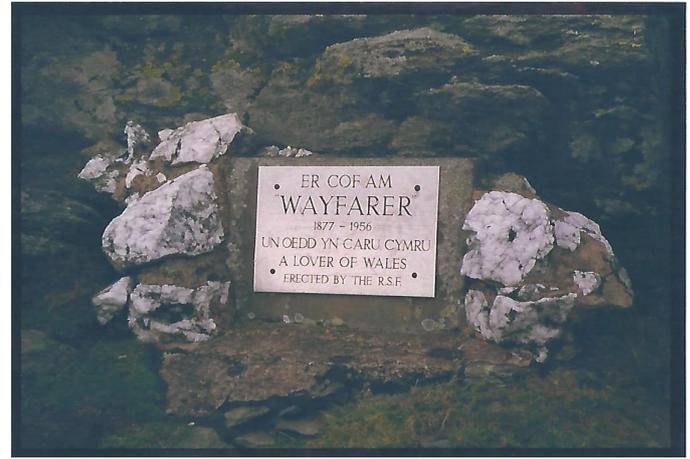
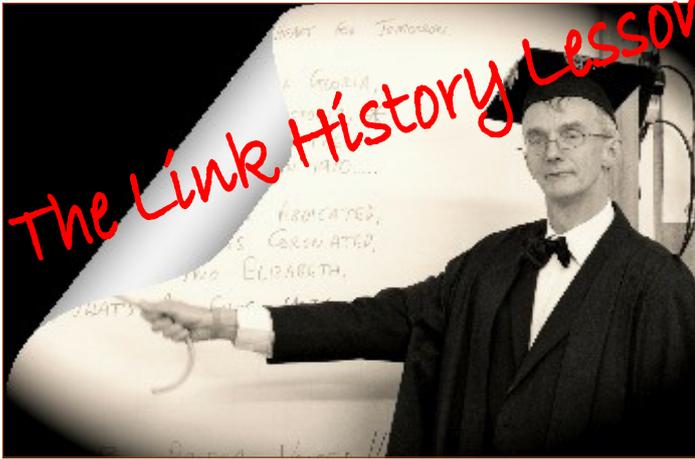


A couple of hours later I arrived at Pontarlier for my next overnight stay.

My early arrival allowed time to visit a launderette and then walk to the distillery where Pernod is made.

Joe Patten

To Be Continued in the Winter Edition of The Link.....



The Wayfarer Pass

The last weekend in March this year 2019 celebrated 100 years to when “Walter MacGregor Robinson” crossed the Berwyns from Llanarmon Dyffryn Ceiriog to Cynwyd using a track which was a former drovers road. Many cyclists and walkers have used this crossing since – including many Link readers.

W.M. Robinson was born in Birkenhead in 1877. At the age of 40 he served in World War One as a rifleman in the Queen’s Westminster Rifles. He was severely wounded and invalided out. So on the last weekend in March 1919 he decided to do what he called “Celebrating the Passing of the Off-Season”. This entailed a cycle crossing of the Berwyns but with a difference.

Robinson was a member of the “Anfield Bicycle Club” and met up with three other members of the club near Chester. After tea they set out for the Ceiriog Valley avoiding Wrexham and Johnstown to, as Robinson writes in his article, dispose of the Fumes and Tramlines. At Ruabon they ‘Lit their Lamps’, no information on what sort of lamps, they were probably Carbide or Paraffin.

Passing through Newbridge and Chirk they cycled along the Glyn Valley to Glyn Ceiriog where they turned south and headed for Llanarmon D.C.

Somewhere on the journey from Chester one of the party turned back only three made the crossing of the Berwyns.

On reaching Llanarmon DC they checked in at the West Arms for the night. They discussed their plans for the next day with their hostess. She said it was impossible after a particularly bad winter, the snow on the mountains was still very deep. One villager had attempted it and had to turn back. Another woman going to visit a sick relative got stuck in a drift and had to be rescued.

Robinson liked to sleep with his bed-room window open and when he retired to bed the snow was blowing in. It was still snowing when they came down to breakfast at 8 o’clock. At this point I should mention that Robinson’s two companions were the ‘Old Gentleman’ and the ‘Choirmen’. Before having breakfast they checked their machines, which probably were the touring bikes of that era-bearing in mind that mountain bikes etc were far off in the future not even a cyclo-cross bike to be had!

After breakfast they discussed their plans – all three said ‘lets do it’. They started up the land from Llanarmon and very shortly what sun there was vanished and it started to snow again. Very soon they became pedestrians but luckily the snow storm blew itself out. They started their journey over Nant Rhyd-Wilym which peaked at Pen Bwlch Llandrillio, managing to open the first few gates. After that they were blocked by deep drifts forcing them to lift their machine over and then clamber over after them.

At one point the ‘Old Gentleman’ disappeared into a drift and the other two had to dig him out.

BRUCE - NEV SPURDLE & CHRIS JONES



Dave Statham and John Hamblett 27/12/01



They continued in this way, eventually reaching the highest point, after admiring the views all around they set off down the other side finding that the track was marked with snow posts. They encountered another large snow drift which had frozen hard but they were able to climb over it.

They encountered one or two more gates before they found themselves below the snowline and were able to ride their machines. From here they had a fine view of the Vale of

his pen name 'Wayfarer'. This was when cycling magazines contained articles and stories other than racing and training etc. 'Cycling' magazine also published black and white drawings by 'Frank Patterson' which were a work of art.

The crossing via 'Nant Rhydwylym' over the Berwyn Mountains later became known by Robinson's pen name

Signing the book at "The Wayfarer"! 1998



Edeyrnion the village of Llandrillio and the River Dee. They dropped down into Cynwyd and then Corwen for lunch.

The journey over the mountain from LLanarmon to Corwen was ten miles and took four hours. After lunch at Corwen they set off for home via Llandegla and the moors to a late tea somewhere in Cheshire. Skidding and falling off on the icy roads in the process.

Later that year (1919) in May, Robinson had an article published in 'Cycling' (now Cycling Weekly) about the above adventure with the title 'Over the Top' written under

'Wayfarer' or the 'Wayfarer Pass'. In 1955 'The rough stuff Fellowship' was formed Robinson being a founder member. He died the following year in 1956 aged 79. He also helped to create the cyclists War Memorial at Meriden, at which a special service is held every year to commemorate cyclists killed during the two world wars.

At the top of The Wayfarer Pass there is a plaque attached to a rock commemorating W.M. Robertson. Also a metal box attached to a rock which contains a book and pencil for visitors to sign. The plaque and the box are looked after by 'The Rough Stuff Fellowship'.



Chris places his marker up on the Wayfarer!

In 1997 I crossed The Wayfarer with Chris Jones from the Llanarmon side and in 1998 we crossed from the Cynwyd side. Both trips were in much better weather than the day Robinson crossed although the 1998 trip we did was in December. My memory tells me that the higher up we went the wetter and bogger it got until near the top and the track was deeply rutted from 4 x 4 vehicles. On the Cynwyd side the track was much better and rideable as you got further down. An adventure I am glad I was able to do and I advise anyone who hasn't done The Wayfarer to give it a go.

If I have got any names or dates wrong, put it down to old age – get in touch via the editor or write to me on the back of a ten-pound note!

Glynn Jones

Remember the OVO Energy Tour of Britain stage five takes place on the Wirral on 11th September for more information visit:
<https://www.tourofbritain.co.uk/stages/stage-five/>

Kit Review

Crosstour CT7000 Video Camera



I struck a great deal with Mother Christmas by exchanging a bottle of single malt for a box tied with a bow that contained a Crosstour CT7000 video camera...how 'wow' is that ! To check the generosity of Mother Christmas an interest search informed me the total cost for this bundle was a tad under £40.

Being slightly larger than a matchbox the camera came with a couple of chargeable batteries and a mini SD card that offers an amazing 2 hours of videoing, exactly what I wanted. The box also contained loads of accessories including a plastic case to keep

the camera waterproof and an array of connectors. These could either fit the camera onto a helmet, or a crossbar or around the chest.

An instruction booklet illustrated how the accessories went together and how the camera can format the SD card and then be programmed to make continuous videos (in the same way as a dash-cam for motorcars), or film without overwriting previous recordings. The camera can also be used for still photographs. Amazingly the set-up contained an option to download a free 'App' to operate the camera from my mobile telephone - what fun !

After charging the batteries I popped the camera onto my cycling helmet and spent several hours wondering around the house and back garden whilst controlling the camera from my mobile telephone. It worked really well but I didn't like the weight of the camera on my head, so for cycling I decided the handlebars would be a better place. It fitted on the handlebar with ease but poor weather prevented a road test until well into February.

On my first outing I discovered a reflection from the plastic map holder on top of my handlebar bag was spoiling the picture quality. On my second outing I used one of the plastic accessories to increase the height of the camera, Whilst this eliminated the problem of reflection it didn't stop my wife complaining she was bored with looking at the two hour film of my bicycle ride around the hills of Harlech.

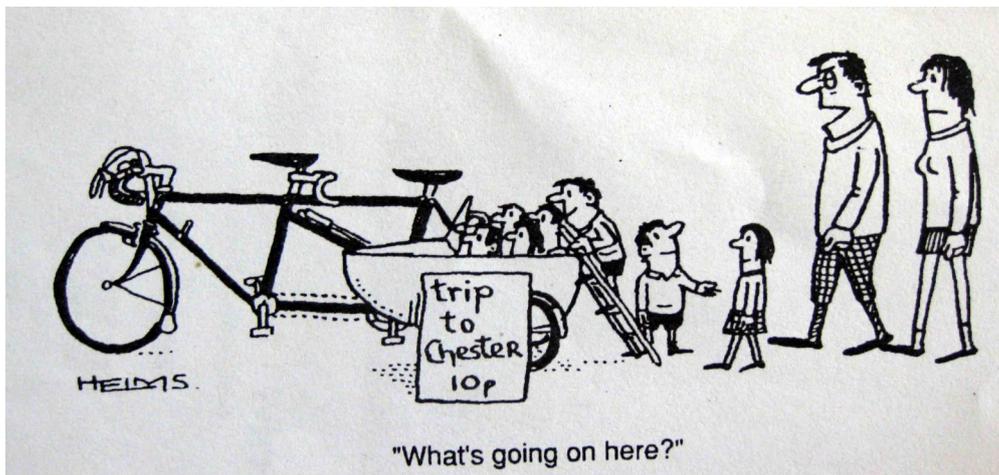
After a fortnight of use disaster struck. Vibration from a long bicycle ride over rough ground placed too much strain on the plastic stem that snapped. Returning home I went 'on-line' and spent the princely some of £10 on a new alloy camera clamp and stem. Connecting it to the handlebars and attaching the camera reassured me this was strong enough to cope with vibration and 4 weeks later it still holds firm. The only thing I have to be mindful of is the camera microphone.....this weeks pocket money has gone into the swear box!

From the attached photo you will see the camera takes up very little space on the handlebars and I don't notice its weight.

There are lots of good reasons for cycling with a video camera. Simply remember to take it off the bike at coffee stops before someone else does

Bon velo !

Joe Patten



VETS 100 7th July 2019

Tri-Vets are longer distance cycle rides for people aged 50 and over. Tri-Vets have been organised by Cycling UK Member Groups since Cycling UK's 50th anniversary back in 1928 and they take place every three years - hence the official title, the Triennial Veterans' Rides. Usually, riders have up to 12 hours to complete a 100-mile route. Some groups might run a 100km ride to encourage more diverse range of participants. Most rides take place in June, with some in July.

For our C&NW CTC 81 riders from all parts of the UK started the 100mile round trip from Duddon Village Hall, the earliest starting at 8.00am. This year, the weather was as near perfect as possible, sunny but not too hot and very little wind. The riders enjoyed the usual elevenses at Overton after the first 25 miles with Dave Robertson's famous Danish pastries proving as popular as ever. An excellent lunch was again provided at Four Crosses Village Centre but unfortunately two riders were unable to continue the ride and were driven back to Duddon by Sean in the 'sagwagon'. Once again, Farmer John and his wife Sue were hosts to the riders in Tilston for the late afternoon orange juice stop after a marvellous tea at Overton. Thanks again to John and Sue.

The first group of riders were back in Duddon by 5.45 pm and the last group just before 7pm to receive their well earned certificates from our President, Mike Cross. The oldest lady to take part was Doreen Lindsey and the oldest gentleman was Patrick Hyett. Included below are photos of them receiving their Certificates and Trophies from Mike Cross. An enjoyable day was had by all.

Laurie Mason, Organiser

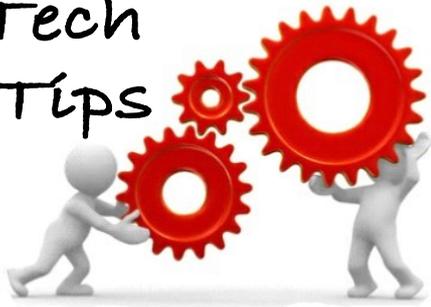


Doreen Lindsay presented with the Rose Bowl by Mike Cross for the most senior lady to complete the ride.



Patrick Hyett being presented with the Gil Tyrell trophy for the most senior gentleman to complete the ride.

Tech Tips



Vittoria Tyres with Graphene

Here is a statement from Vittoria regarding these newly introduced tyres:

“Vittoria tyres (using Graphene or G+) are now intelligent. The compounds become harder and softer, depending on the needs of the rider. If the tyre is rolling straight, the rubber is at its hardest and offers low rolling resistance. If the rider breaks, accelerates or corners, the compounds soften and offer significantly more grip. Prior to the advanced development of Graphene, there was always the requirement of choosing between optimizing, or aiming at, speed, grip, durability and puncture protection. Effectively, the introduction of Graphene allows for natural material barriers of rubber to be removed, which means that there is no longer the need for such compromises between speed, grip, durability and puncture resistance”

What follows are my personal observations:

For many years now I have used Continental tyres in the summer and Vittoria Rubino tyres through the winter. I have also



Old and New Rubinos

used Vittoria Rubino Pro tyres over some 8,000k of summer touring through France over the last 5 years as I find them to be very tough, but fairly lightweight with good, i.e. low, rolling resistance.

A few years ago, Vittoria introduced the first MK1 Rubino tyres utilising graphene, the first “smart” tyres. I bought 3 of these to try them out. My first reaction was that they rolled well, making an unusual singing noise.

Unfortunately they were not as robust as the normal product and suffered from several punctures. Because of this fault, I returned to using the standard tyres.

Fast forward to 2019 when I attempted to buy some replacement Rubino Pro tyres to find that all Vittoria tyres (and there are many varieties) now come in Mk 2 form containing graphene.

I purchased a pair of the nearest equivalent tyres, Rubino Pro G+ Isotech folding road tyre 700X25, for £22 each. These have now been ridden for more than 2000k and are a revelation. In a straight line they behave like a normal, quality road tyre but once you get into a bend the rubber seems to twist and bite in giving a much better grip and feeling of security. I am totally sold on the benefits and intend to move exclusively on to these tyres, summer and winter, when current tyre stock is worn out. Wear rate of the tyres seems

good and fitting is no worse than the old style tyres. Searching round the internet gives positive responses for others early experiences in using these tyres.

This is not meant to be a sales pitch, I get no commission, but just making you aware of a new development in tyre technology that you may wish to try out for yourself.

David Matthews



Two Mills Early Season Challenge ride, past and present

I became organiser for the Spring 50 way back in 2007 on behalf of Chester and North Wales. In that year, we had 70 riders who started from Kinnerton scout hut, cycling to Overton for a sociable lunch before heading back to Higher Kinnerton. It was a 50 mile course with the aim of completing it in 4 or 5 hours, a traditional early season reliability ride that had long been a cherished part of the CTC calendar for many district associations.



Participants started in groups of 10 in the lay by at the front of the hall at Kinnerton. The infamous long drag up towards Hope at the start of the old course soon saw those groups splinter as individuals settled into their own pace of riding. Further on beyond Marford, riders were flagged down by the likes of John and Barbara Smith, strategically placed with clipboard of names to check through.

We have to talk about the all-important lunch. In 2007, I'd had to source a different caterer because the usual WI sort of lady had gone away for a long spell, to Australia I seem to remember. The new man offered a 'funeral tea' laid out buffet style for riders to help themselves. Bit of a risk with hungry cyclists. It still included soup in case it was a cold day. I'm told that there used to be a requirement for riders to take a minimum lunch break, perhaps as much as 30 minutes. Not something that I have enforced but of course the clock does tick on whilst taking refreshments. It's one way of keeping the food consumption down!

Leaving Overton village hall, some riders now push the pace up if they are to complete under the precious 4 hours. There is many a tale amongst our longer standing members of trying to hang on to a strong wheel, out of Holt and into the lanes beyond, before finally reaching the finish. Our volunteers then had to quickly do the sums, manually of course. Who finished below 4 hours, or, a more sensible 5 hour effort? Not too much falling out. We are not a competitive club, are we?

Things have moved on since those early days. This year, we had over 300 riders who registered and paid using a commercial events management system. No more stuffing envelopes to catch the post a week before event day, banking cheques and cash, copying contact details from entry form to spreadsheet. All gone, thank goodness. Now there is increasing pressure of emails and phone calls directed to me, especially from those riders who find no places available as the day approaches.

In 2014, we altered the course itself. The start, finish and lunch are all at Farndon Community Sports and Social club which has much better facilities for the larger numbers taking part. Car parking is one pressure for all event organisers, seating space inside the hall and toilets. Riders follow a figure of 8. One loop is out to Kinnerton and back. The second heads almost as far as Overton before returning. It's great for riders who decide to pack at lunchtime. And believe me, there are years when the weather has done its worst making that a very desirable option for many. For me, it is far easier to manage just one control with fewer volunteers and the distance greatly reduced to reach any riders anywhere on the course should they need our assistance.



Over the years, we have tried to be more inclusive by offering a shorter 50 km circuit. We welcome a range of abilities and ages. There are far more women taking part. Participants can ride the bike of their choice including the E sort. It is now part of CUK Challenge ride series but not to be confused with a sportive. The entry fee has increased (under 18's free of charge) but is still very reasonable for a great day out as spring begins with like-minded company in the quiet lanes of Cheshire and Wrexham. Surplus money from the event has helped subsidise the cost of club clothing for Two Mills members alongside donations to local and national charities.

In June, Two Mills Early Season Challenge won the best cycling event award at the 2019 CUK Volunteer Celebration held in London. Thanks to John Walker from our group for nominating us. He attended with me on the day and Andy Blomfield. It is nice to have our hard work recognised. Come and join us next year. The date is Sunday 5th April. That's one tradition we have kept, it takes place just before Easter on Palm (also Passion) Sunday.

Janet Gregory

Photos by John Ferguson 2019

CONGRATULATIONS!



Two Mills, Janet and Andy, receiving the award after winning the 'Best Cycling Event' at Cycling UK Volunteer Awards 2019 for their annual Early Season Challenge ride

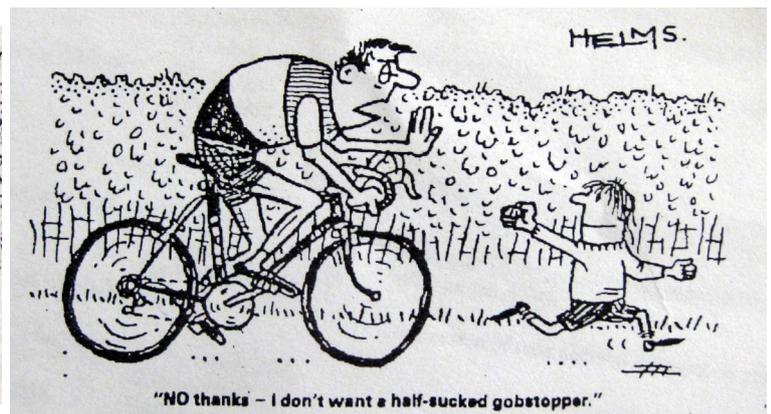
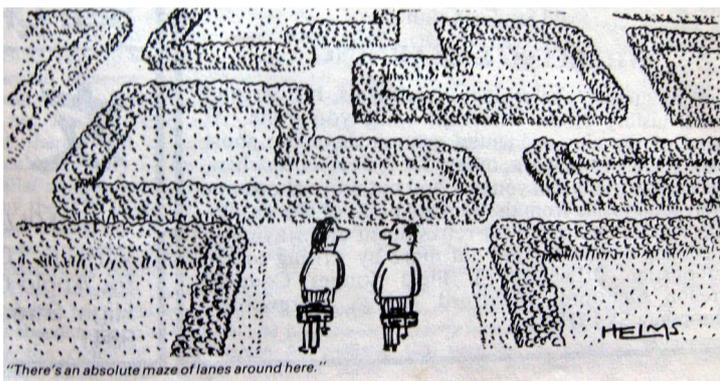
Photo by Robyn Furtado

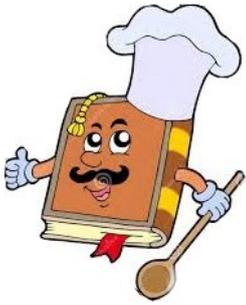
My Early Season Challenge Ride

I rode the Early Season Challenge this year after a winter of next to no miles on my bike, I signed up thinking, 'I'll be back into it by then! I was extremely apprehensive, 'would I make it all the way round?' The buzz in the hall helped put me at ease. Soon my time was called and off we set. I initially tagged on to some riders from my club but soon, intentionally, 'let them go' wanting to ride at my own pace. All went well as I pootled along taking in the sights, chatting along the way to one or two other riders. Then came the last couple of miles before lunch. A stonking headwind along the Borrass Road. I unashamedly slotted into the wheels of two lovely ladies without whom I think I would have been calling for a taxi. I entered the hall wondering if I should pop the bike back in the car, say my cheerios and head off home.

Again the buzz of the hall got to me, a fabulous lunch, cakes to die for and a good cup of tea, gave me the determination to get out there and ride the other half. I'm also not very good at saying 'I failed!' The wind had eased, or at least the direction was kinder. I caught up to a couple of cyclists also on the ride at which point we nearly got hit by a car turning into a driveway on a bend. Myself and the lady collided but by some miracle we both managed to stay upright. And so back to Farndon, with the relief, and satisfaction that I made it and completed my first 50 miles since summer 2018! Suffice it to say it gave me the kick start I needed and since then I have had a great summers cycling, long may it continue. Thanks to Janet and team for a brilliantly organised well planned day, can't wait for next year. The Best Cycling Event Award was extremely well deserved.

Janet (Link Editor)





Baked Scotch Eggs

Win Jones has been making these scotch eggs for years, they are a quick to make and a healthier version than the deep fried ones. Ideal for packing away in a back pocket or saddle bag for a day when good cafes may be in short supply.



Ingredients

- 4 Hard boiled eggs
- Breadcrumbs
- 1/2 onion - finely chopped
- Pack of 8 low fat sausages
- Herbs and spices of your choice (sage works well)

Method

1. Remove the skin from the sausages and put the sausage meat into a bowl.
2. Mixed in the onion any extra fresh or dried herbs and spices of your choice.
3. Place the sausage meat onto cling film and wrap to form a large sausage shape.
4. Divide it into 4 equal portions.
5. Place a portion onto some more cling film fold cling film over the sausage meat and flatten.
6. Peel back the cling film and place an egg on top of the sausage meat, Use the cling film to help mould the sausage meat around the egg finishing off by hand.
7. Roll the sausage meat covered egg in bread crumbs until evenly coated.
8. Do this for all 4 and place them on a baking tray.
9. Bake in the oven for about 25-30 minutes 200 degrees Gas mark 6 or until they are done!
10. Leave to cool.

Enjoy!



**CONGRATULATIONS
&
CELEBRATIONS**

**Terry Davies (1st Place
Tourist Competition)
(Get well soon Terry!)**

**Chester & North Wales
CTC team winners of the
Tourist Competition**

**Lowri getting the Ladies
trophy for Tourist
competition, surprise
bouquet and certificate of
appreciation for work
done with regard to the
competition events over
the years.**



Photos by Robyn Furtado



Remembering Barrie Seago

Watson's Wanderer

On Wednesday 19 June this year, Wanderers past and present gathered with many other people at Chester Crematorium to celebrate Barrie's life. Barrie's passing makes us sad, but at the same time we have many good memories of his calm, sociable presence on the bike during our Tuesday rides.

Barrie was a man of many parts, family man to wife Jane and children, sailor and classical piano player. He worked in Chester as a Quantity surveyor, at which time he made early contact with at least two future Wanderers.

However, I trust you will understand as this is the "Link", these memories are focused on his cycling.

Barrie's cycling was by no means limited to the Wanderers. One of his early adventures in 1953, aged 17, was a trip to France with a couple of mates. You can read more about this in the Link, Winter 2018. Shortly after his return Barrie was racing through the Peak District when he lost control on a steep descent and ploughed into the front of a bus coming the opposite way. The result of this was a 3 week stay in hospital and a police warning for "furious riding". This warning was received in the proud spirit of one given for riding a pedal cycle in excess of a 30mph speed limit. The accident appeared to have no lasting effect on Barrie's interest or classy ability in cycling. During conscription to the RAF, he was one of an elite team of three riders who represented the service, competing with the likes of Tommy Simpson.

Moving on 50 years, I first met Barrie when I became a Wanderer in 2003. At my instigation, Barrie regaled me with many interesting stories of racing cycling in the Sheffield area and beyond, whilst effortlessly maintaining pace with someone 10 years his junior.

Unfortunately Barrie's cycling activities were curtailed some five years ago when he became ill. In recovery mode he joined the Senior Watsonians who still ride out every Tuesday, albeit at a somewhat more sedate pace. (shorter rides and longer café sojourns)! Sadly his illness returned last year, this time with no remission.

I visited Barrie a few times during his final days in the Hospice and then at home. As ever, he was his usual friendly and calm self, stoically and peacefully accepting his fate.

We shall miss Barrie---calm, friendly, committed cyclist and overall a great bloke.

David Matthews



Charlie Evans 1946 – 2019



Just after an exhilarating decent from the Nick of Pendle while he was away with the Wednesday Riders on a trip around the South Lanc's cycleway, Charlie had a massive heart attack and collapsed against a steep bank to his left. He was lifted off his bike but despite the best efforts of everyone involved unfortunately couldn't be revived.

Seven years earlier Charlie had a major Pulmonary Embolism. After this his consultant advised him to carry on cycling telling him that this would not only improve his quality of life but also increase his life expectancy. Charlie embraced this advice with great gusto (as he did with everything in his life).

As we all know when you are out riding every week you learn a lot about your fellow cyclists. This was certainly true of our ebullient Welsh friend Charlie. His love of cycling and life was obvious, but most of all his love and pride in his family shone through.

He had a strong Christian faith attending the local parish church every Sunday with his cariad Mary. The love and respect that he was held in by the congregation was shown at his funeral service.

The Wednesdays Riders were proud to provide an escort for Charlie's last ride at Landican cemetery.

Mary said that she and the family were glad that "*Charlie died doing something that he loved while with friends*"

The photo above shows Charlie checking riders into the Bob Clift rides.

This is something that he did for the last five years. Arriving first and being the last to leave on the event day.

Goodbye our friend. You will not be forgotten.

From all the Wednesday Riders



RONALD ('RON') DAVIES

1920 - 2019

Many of his old friends attended the funeral of Ron Davies who died in February in his 99th year. His funeral was marked by an honour guard of members of the Ellesmere Port Air Training Corps: a tribute to Ron's service as a member of RAF aircrew stationed in the Far East.

His War service was impressive. After training at Harwell, Oxfordshire, and Morpeth - where he had a number of 'lucky escapes' - Ron was posted to 99 Squadron in India as a rear gunner on Wellington bombers. His dangerous missions included numerous raids, each lasting 12-14 hours, bombing railways in Japanese-occupied Burma. The death rate amongst Bomber Command aircrew was high but Ron was one of the lucky ones. He returned home unscathed but never forgot to honour his fallen wartime comrades each Remembrance Sunday. Justifiably proud of his War service, on one occasion in his later years he marched in the November Remembrance Sunday Parade in London.

Born in Hoole, the eldest of six children, Ron's first job as a 14-year-old was with a local fishmonger. It involved cycling, which suited him - except when, riding too fast with a large block of ice in the front carrier, he skidded into a policeman who was stopping the traffic. The uncontrollable ice block slid off the carrier and knocked the PC over!

Towards the end of his teenage years Ron was working as a railway fireman when War was declared. He wanted to join up but his was a reserved occupation and it was some time before he was conscripted. After demobilisation and further work on the railways, he then became a radio technician at Sealand, followed by working for Hawker Siddeley's, then finally at Vauxhall's.

Ron's passion for cycling led to his meeting his future wife, Irene, then a younger fellow member of the Cestrian Cycling Club, in 1956. Their cycling courtship lasted three years and they 'tied the knot' in 1959. Theirs was a marriage that lasted almost 60 years - in spite of an age gap that cynics suggested meant the marriage wouldn't

last. To their utter joy, and particularly to Ron's, they were blessed with the births of Karen and Ronnie.

For C&NWCTC, Ron and Irene are notable in that they were amongst the founder members of the Ledsham Family Section (later the Ledsham Section and now the Two Mills Group). Here they made many long-lasting friends who were much in evidence at his funeral. For many years, Ron and Irene played a full part in the activities of C&NW earning the respect of their fellow cyclist friends. Ever keen on building and repairing bikes, Ron was able to indulge this passion during his long retirement. He built bikes, trikes and tandems - and raced on many of them! His mechanical skills were also applied to the conversion of 'retired' ambulances into home-made campervans which provided many holidays, all with a cycling element, in many parts of the UK. His other hobbies, apart from playing the harmonica (which he once did to entertain surprised co-patients in a hospital waiting room - surely a first!) included tap dancing and twice weekly visits to look for 'bargains' at the Ellesmere Port flea market. Ron was also a notable believer in his own form of 'healthy eating': eating a raw onion daily. This, he claimed, led to his longevity!

So, we mourn a good straightforward, honest man; one of cycling's 'characters' and offer our sympathies to wife and faithful companion of many years, Irene, and also to Karen and Ronnie. Our condolences, too, to Matthew and Christopher his two grandsons of whom Ron was extremely proud. May he rest in peace.

Mike Cross



Tony Wilkinson - (Electric Tony)

Full Obituary to included in the Winter 2019 Edition of The Link



Tony died on 14th July aged 83. He had suffered from cancer for some years.

Friends and Family attended his funeral in Warrington on 1st August.



Eureka Audax/C&N.W CTC Rides Report

April 27th 2019

Unluckily we managed to coincide with storm Hannah which brought torrential rain and cool weather for the entire day. As a result we had a very high “DNS” count for all rides.

Eureka Excursion 215km (PBP 200k qualifier this year which stiffened the resolve of a couple of late qualifiers). Twelve (three from C&N.W CTC) riders started out at 08:00 to face the horrendous conditions. The ride passed without incident but three riders DNF in the bad conditions. Times varied from 10h 20m to 13h 09m. Well done to those who persevered throughout a very hardy experience, The true spirit of Audax!.

Tea in Prospect 135km This ride proved very popular again this year with forty riders entering, but only

three hardy souls turned up to ride on the day.

We had awful weather up at the semi-deserted Prospect Tea Rooms which blotted out the magnificent views over Cheshire. No loitering outside in the sun this year! Many thanks to Linda and the staff for cheering up and feeding our three bedraggled riders.

The route is designed so the cyclists could enjoy another break from the weather at Tilly’s in Bunbury, before riding back through the lanes to the Eureka Café.

Times varied from 07h 30m to 09h 35m.

Two Mills Twirl 68k Two riders, father and adult son, embarked on this short ride to Cleopatra’s in Holt. As with the other riders, they stoically accepted their soaking.

Many thanks to the people who helped to make this soggy event

such a success in spite of the conditions, Andy Whitgreave issuing Brevet Cards at Eureka Café; Graham and Vicky Payne who marshalled the car parks: Linda and her staff at Prospect Tea Rooms; Kevin and staff at Tilly’s and especially to Anne Peek and her staff at Eureka café for remaining ever cheerful and helpful through a 13 hour day.

Eureka Café is currently up for sale. The hope is that it will remain a going cycling concern and we have agreed a provisional date for the rides next year of Saturday April 25th two weeks after Easter. Let’s hope we get better weather next time!

David Matthews

Unsurprisingly, there are no photos of the event this year!

Badges and Emblems



Pre-1939 when we were 'just' a Section of the former Liverpool District Association

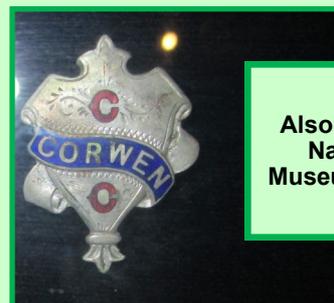


A CTC silver badge - (not many of them about now) it is over 100 years old.

On the back it is engraved with the name of the former owner a certain A,BODE and dated 1910. I wonder who he was and whether he was one of ours?



Can you shed any light on this one sent in by The National Cycle Museum. Not CTC??



Also sent in by The National Cycle Museum. Any Ideas?



Please send in your photos of lets see how many we can collect!

The Horseshoe Pass

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.

General Description.

This ride follows a wide variety of roads ranging from narrow and relatively level lanes in Cheshire, to some very steep climbs and descents, with superb views over the Ceiriog and Dee valleys. It is not for the faint hearted, and because of the lack of refreshment places, except where noted in the route sheet, it is strongly advised that riders carry some emergency food and plenty of drink.

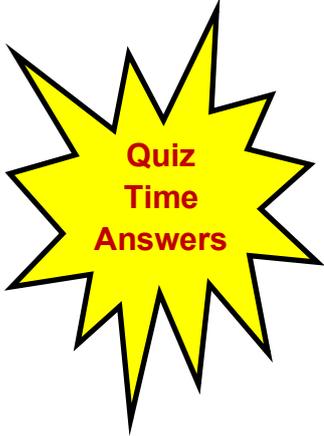
If arriving at the start by car, **DO NOT park in the Village Hall's car park; you may well find yourself locked when you return.** There are plenty of wide grass verges in the vicinity of the hall to park on.

Route Sheet.

- 00.0 Start by Bickerton Village Hall, with the hall on your LHS.
- 00.1 R @ X by Church. No SP.
- 01.7 SO @ X SP Tilston.
- 01.9 L by Lower Court Farm. No SP.
- 02.5 **SO @ X with A 41. No SP.**
- 03.0 R @ T. No SP.
- 03.2 L. No SP.
- 04.0 L @ T. SP Malpas.
- 04.5 R into Whitewood Lane. No SP.
- 05.4 L SP Chorlton.
- 06.4 R @ T SP Shocklach and follow signs to Threapwood.
- 07.2 R @ T SP Threapwood.
- 07.5 R @ T. No SP.
- 08.0 L into Chapel Lane, SP Threapwood.
- 08.3 L @ T SP Sarn.
- 09.0 **R imm after narrow bridge at bottom of steep hill, SP Mulsford.**
- 11.8 **SO @ X with A525** SP Overton.
- 12.0 R SP Overton. Follow signs to Overton.
- 13.0 **Narrow bridge and acute L turn at bottom of steep hill.**
- 14.0 L @ T SP Overton.
- 14.5 L into School Lane.
- 14.9 **SO @ X with A539,** SP Ellesmere.
- 15.5 R onto B 5069 SP Oswestry. Continue through St Martins following signs to Oswestry.
- 19.6 At mini rbt follow signs to Weston Rhyn.
- 21.3 **SO @ Rbt with A5** SP Weston Rhyn.
- 22.0 SO @ X in Weston Rhyn into Station Rd.
- 22.5 L SP Selattyn at mini rbt.
- 24.0 R @ T with B4579 SP Glyn Ceiriog.

- 29.9 L @ Rbt imm after crossing the river bridge. The Glyn Valley Hotel is by the Rbt.
- 30.2 Bear R uphill SP Nantyr.
- 32.3 SO @ X through gate by white house onto an unfenced road. SP Glyndyfrdwy.
- 33.1 R @ T SP Berwyn & Chirk. This road is not the best surface in the area!
- 35.0 SO SP Llangollen.
- 35.8 SO @ X by farm on LHS. No SP.
- 37.2 L shortly before 2 prominent radio masts. No SP.
- You are now about to descend a very steep hill, over a mile long, with gradients of between 20 & 25%. It is also twisty and narrow, especially towards the bottom. You may care to stop for a short while partway down to allow your rims to cool off.**
- 38.3 L @ T. No SP.
- 38.8 L at T with A5 and imm R at TrL into Llangollen's main street.
- 39.0 R @ T over bridge over River Dee and imm L uphill over the Llangollen Canal. The Wharf Café is on your LHS by the bridge. There are many refreshment places in Llangollen, but the Wharf Café is the most convenient.
- 40.1 R SP Worlds End.
- 40.9 Bear L SP Worlds End and follow signs to Worlds End.
- 42.0 L SP Pentredwf.
- 43.4 R @ T. SP Old Horseshoe Pass.
- 43.5 R @ T SP Old Horseshoe Pass.
- 44.5 R @ T with A542 by The Ponderosa Café.
- 46.5 R @ Rbt SP Chester.
- 47.2 R @ TrL SP Wrexham.
- 49.1 R SP Llandegla Forest Visitor Centre.
- 49.3 Keep L onto Road unsuitable for motors.
- 50.9 R @ T after an appallingly untidy farm. No SP.
- 51.0 L. No SP. This narrow lane is easily missed.
- 51.7 **SO @ X** SP Brymbo.
- 52.7 L @ X with B5102. No SP.
- 55.5 **R and imm L by The Holly Bush PH,** SP Llay.
- 55.9 R into Park rd. No SP.
- 57.6 L @ T into Llay.
- 58.0 R into Pentre St. No SP. **Steep hill to a T-junction at the bottom of the hill.**
- 58.5 R @ T. No SP. Cross bridge over A 483.
- 58.9 Bear L by Gresford Church.
- 59.2 SO @ TrL into Vicarage Lane. No SP.
- 60.4 R @ T SP Holt.
- 60.5 R @ T SP Holt.
- 60.8 L SP Holt.
- 63.6 L imm after passing War Memorial in Holt and soon cross River Dee.
- 64.0 L by post office.
- 65.3 R into Pump Lane sp Coddington.
- 68.3 L @ T SP Chowley.
- 69.0 R opp stone pillars SP Clutton.
- 70.1 L @ T by Chowley Business Park.
- 70.5 **SO @ X with A41** sp Tattenhall.71.6 R @T opp The Allium Restaurant.71.9 SO past The Sportsman's Arms into Burwardsley Rd, SP Candle Workshops.
- 74.0 Keep R by Burwardsley Village Stores into Harthill Rd.
- 75.2 L @ T. No SP.
- 75.8 L. SP Cycle Routes 45/70.
- 76.5 **SO @ X with A 534.**
- 76.7 Finish by Bickerton Village Hall.

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



- A.) Churton
- B.) King George V



Photo sent in by Mike Frith of his friend's Strava Record Attempt.... I think he may have cheated!!

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!!





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