



Hallo Everybody, I hope that you are all enjoying the Summer. Always assuming that it has arrived by the time that you read this! Thank you to everyone who has contributed articles for this issue, including a few new people. Can I make a plea for articles to be sent as Word documents to fit in with the way in which I produce the magazine. I do enjoy being the editor but, whilst I am retired, I don't want to spend too much time trying to convert documents to the right format. I'd rather be riding my bike after all!

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### **PRESIDENT'S PIECE JUNE 2022**

I am writing this with my fingers very firmly crossed: our club activities seem to have returned to a pre-covid normal. As reported at the AGM Thursday rides are very well supported with two rides every week. It has been suggested that a third, back-up, ride may be necessary on occasions to keep the numbers on each ride at a manageable and safe level. I have no statistics to hand to back this up but, as a regular Sunday rider myself, I have a gut feeling that Sunday rides are not as well supported as in the past. There is certainly a growing tendency for members to join the ride until the elevenses stop and not continue for the rest of the ride. It has concerned me for some time that, as a club, we do not seem to be able to attract the younger generation of cyclists to club cycling. If anyone has any ideas as to why this may be, and suggestions to remedy the situation your views would be more than welcome



On the subject of Sunday rides Derek Worrall, our very able Co-ordinator for the last two years, wished to step down at the AGM last month. Despite requests, in advance of and at the AGM, for a volunteer to take on the role, no one came forward. Derek is, reluctantly I think, continuing in the role until a successor can be found.

If any member feels they would like to take this on here is a brief outline of the role. We have a Rides Committee, chaired by the Co-ordinator, which meets every three months to work out a programme of rides for the forthcoming quarter. He/she then seeks volunteers to lead the rides and uploads the list to the CTC Suffolk website, updating when necessary if any changes occur. Ride leaders provide the Co-ordinator with details of riders from which the Co-ordinator compiles records of attendances on the rides, for statistical purposes, and

to decide the winner of our annual Points Competition. The Co-ordinator is automatically a member of the Group's main committee and produces a report for the committee's quarterly meeting. I would emphasise that the Co-ordinator is not automatically expected to lead any ride for which there is no published leader! This is decided by a consensus of the riders on the day. I am sure Derek will be on hand to guide his successor through the transition and, as a past Rides Co-ordinator, I will gladly offer any advice and assistance that may be required. Please contact me or Derek if you might consider taking on the role.

I hope I haven't rambled on too long but the social aspect of our club rides is the main, if not the sole, reason for my continuing membership of CTC Suffolk and Cycling UK, so anything that might potentially affect my enjoyment of those rides is a major concern.

My final thoughts – the sun is shining and it seems as if we may be in for a spell of long-awaited and well-earned summer weather. We enjoyed a warm ride yesterday and hopefully the same on Sunday. Then we will soon be loading the bikes into the car for a holiday in Ireland and it may be wishful thinking to hope for a dry two weeks. Have an enjoyable summer whether on two wheels or not.

*Michael*

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### Secretary's Notes

We had our annual AGM in May, at Rushmere Village Hall. Only 18 of us turned up (though with 10 apologies for absence). It was the first meeting in traditional format for over 2 years due to lockdown restrictions (the 2021 AGM was on Zoom). So the pandemic may be partly responsible for the low attendance, but in truth numbers have been declining over a longer period. One reason may be that the AGM is no longer part-and-parcel of the old Saturday evening social events, which were discontinued due to lack of interest. Whatever the cause, it would be good to see a few more at the 2023 AGM.

Feel free to contact me if you have any ideas to boost participation (but make it soon as the venue will need to be booked in good time).

One idea is to try somewhere that has a bar!

In late April some of us enjoyed a few days cycling around Ludlow, an area of mild (!) hills and river valleys. This was the first tour I have organised since the ill-fated 2020 trip to Leominster, which suffered first a switch of base (due to the YHA revoking our booking and offering Wye Valley instead) and then cancellation due to Covid and the lockdown.



Not very impressed with our treatment by the YHA "Group Bookings" team, this time I went for a small independent base with a better standard of accommodation mainly in twin-bedded en-suite rooms. Given limited capacity I opted to advertise by word of mouth rather than a general email. The rooms filled quickly and I apologise to anyone who would liked to come but was not offered the opportunity.

As I look out now, the sun is shining, sky is blue, grass and trees very green, and tomorrow is Thursday : so time to put down the pen and prepare the bike.

John.

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## Over the Hedge

***We have just returned from a two week tour of The Outer Hebrides and the Great Glen. I can say without a shadow of doubt that it was the wettest and windiest tour I have ever experienced. Looking back, as we slowly dry out and the bruises heal, we gradually realise that there were some wonderful hedgewatching moments. I only wish there had been more hedges!***

Our tour began at Connell Bridge beside the Falls of Lora, a spectacular set of rapids on an ebbing spring tide and a beautiful sunset. We had time for a short ride around Loch Etive without panniers and were immediately introduced to the sounds of Willow Warblers and Cuckoos calling in abundance. These calls remained with us for the whole tour. We cannot remember hearing so many of these summer visitors before. Numbers far exceed those we should expect in Suffolk.

Loaded up, we set off for Oban next morning and arrived in the rain. It always takes a while to get used to riding with a loaded bicycle and the low gears were in full use on what seemed very steep hills. Despite some unfortunate break-downs in the ageing Caledonian MacBrayne fleet, our longer crossings to Barra and back from Stornoway to Ullapool ran smoothly, as did our two shorter internal crossings. Braving the rain, we stayed outside on the deck and enjoyed countless sightings of Manx Shearwaters, Gannets and many other sea birds. On both of the longer crossings we saw Porpoises in the sea lochs and in the Minch were treated to a wonderful display by Common Dolphins racing through the water and bow riding the ferry.

We made the most of a much later sunset and cycled down to the southernmost island of Vartasay before a late dinner on our first night, leaving the panniers and racing off as soon as we docked. Even steeper hills awaited our ageing legs, but a great treat loomed overhead as two White-tailed Sea Eagles circled overhead. Not for nothing are they described as flying barn doors. We reached the southern end of the Hebridean Way and followed it signs north for the next week.

On our last full day on the islands, we cycled out to the end of the trail at the Butt of Lewis lighthouse. Returning over a long steady climb to a lovely descent into Stornoway, we had good views of a Golden Eagle, circling and stooping over the wild moorlands where we also had fleeting views of Red Deer with antlers still in velvet. Lewis is formed of undulating moorland with much peat cutting still being done by hand. It had several interesting historical sites such as the Callanish Stone Circle and the Black House Village at Gearrannan with excellent visitor centres and somewhere warm to dry out as we learned about Harris Tweed, crofting and peat digging.

The islands are very different. Barra and Harris are rugged and mountainous with our longest and steepest climbs. The fierce gusting wind on Harris actually blew Mrs. Hedgewatcher off her bicycle in front of traffic on one of these ascents. Fortunately, the following cars swerved past and carried on. A van from a local outdoor centre stopped to protect her whilst we rescued the bicycle and herself. Bravely, she declined the offer of a lift but walked and cycled very gingerly for the rest of the day, wary of any gusts and nursing some grazes and bruises.

The Uists are more rolling with long white Caribbean beaches and vast meadows that would develop into Machair later in the year. This lovely habitat is unbelievably rich in wild flowers, hence insects and home to a large population of rare Corncrakes whose rattling calls stayed with us most days, although we never actually saw one of these secretive birds. An RSPB reserve at Balranald in North Uist has more breeding pairs than almost anywhere else in this habitat and also has a lovely coastal trail around rocks and beaches where hundreds of waders in their summer plumage were feeding. Such a contrast to our Suffolk winter visitors who seem grey in comparison.

The road from Ullapool to Inverness is far busier than when we cycled it around twenty years ago and we opted to use a bike bus for this passage before following Route 78 down the great Glen to Fort William and back to Connell Bridge. The wind was now on our nose making cycling hard, through the magnificent geology along the ancient fault. One side has moved around 120km compared to the other. No views of Nessie but wonderful spring flowers bluebells, Ransoms and Woodruff leaving their scent in the damp air.

Scotland and the Hebrides are wonderful areas in which to ride and in touring mode, taking time to look around, stop and be aware of the surroundings, it has so much to offer in terms of natural history, history, culture and good cafes. The ferries offer great opportunities for seeing wildlife and as we left the ferry to Harris, we were treated to a beautiful view of an otter catching fish from a loch beside the road. Traffic can be fast with lots of motor homes and in high winds it pays to be cautious. We were glad to have chosen not to camp this time. A warm B & B gave us chance to dry out. Very wet and very windy, but a rewarding 600km.

### ***Hedgewatcher***

### SUFFOLK'S LOST COUNTRY HOUSES NO.3 – RENDLESHAM HALL

**By Michael Scott**

As with my previous two articles my interest was aroused by an intriguing building I have often ridden past. The building in question is on the left of the B1069 heading towards Tunstall just past the roundabout at the entrance to Bentwaters Park. Ivy Lodge is a mock Mediaeval folly built in 1790 at one of the entrances to the long-lost Rendlesham Hall. There is a second lodge which was built at the same time, in the Gothic style, out of sight of the road near St Gregory's Church.



*Ivy Lodge*

As far as I can ascertain the original Rendlesham Hall was built in 1780. It has been suggested that the grounds were designed by Humphry Repton but there is no evidence to support this. The estate was acquired in 1796 by Peter Thelluson, a wealthy London merchant and banker, for his son Peter Isaac. The Thelluson family were French Protestants who came to England in 1762. Peter Isaac went into politics and served as an MP for many years. He was given the title of Baron Rendlesham in 1806



*The original house in 1818*

The Hall was destroyed by fire in 1830 and was subsequently rebuilt by the 5<sup>th</sup> Baron, completed in 1870. The new Hall comprised 8 reception rooms (including a ballroom), conservatory, 25 principal bedrooms with dressing rooms, 9 secondary and 13 servants' bedrooms, 8 bathrooms, 11 lavatories and extensive domestic facilities. Surrounding the Hall were 25 acres of grounds including tennis and croquet lawns, a 4 acre kitchen garden and 250 acres of park. A very impressive residence!

In 1920, after the death of the 5<sup>th</sup> Baron the estate was put up for sale and broken up. According to the sale particulars the estate incorporated large parts of Campsea Ashe, Tunstall, Wantisden, Eyke and what was later to become Bentwaters Airfield in World War 2.



*The 1870 Hall in the 1920's*

The Hall itself was unsold and remained empty until 1923 when it became a sanatorium. It was then taken over by the military but after the war ended it remained empty again until it was finally demolished in 1949.



### For Sale

Giro Cycling shoes. These are a very small size 37 which I would say are nearer to a 36 and I have only worn them a few times because they were too small for me.

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### Dave Doshier

Sadly, Dave Doshier died recently and his funeral will be on 13<sup>th</sup> July at 12 noon and Seven Hills Crematorium. Some members may remember that he and his wife, Pauline, used to ride with us in the 1980s. Their daughter, Lesley, was also a member. Our thoughts are with Pauline and the family.

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On 11<sup>th</sup> September CTC Suffolk Member Bill Money will be joining a small group of cyclists from Suffolk Libraries for the Skyline London to Brighton ride event. Bill says as a “*Suffolk Boy*” not routinely used to severe and prolonged hills he is, at the age of 57, “*looking forward*” to the challenge of the infamous Ditchling Beacon which was included as a category 4 climb on Stage 4 of the Tour de France in 1994

As many members may know, following drastic budget cuts a few years ago Suffolk County Council had to consider closing a great many of our local libraries. Faced with imminent closures Suffolk Libraries was founded. Suffolk Libraries is an independent self funding charity that runs Suffolk’s library service to ensure that our local and mobile libraries survived and continued to serve the community.



Suffolk Libraries offer so much more than the traditional perception of libraries. People from all age groups and all walks of life regularly access the services and activities, such as free pre-school classes and social groups for the older generation. They have a huge impact in the community, nurturing children’s literacy, supporting vulnerable people, tackling issues such as loneliness and social isolation, mental health, period poverty and helping people find employment, claim benefits and offering vital free services to people who need them.

<https://www.suffolklibraries.co.uk/about/initiatives-and-impact>

Bill told Winged Wheel that, “*one of my friends, who I used to play football with, developed a severe form of rheumatoid arthritis in his 30’s. If it weren’t for the library, as most services are now accessed on line, he would have no internet access to efficiently manage his prescriptions, his disability benefit or even to simply enjoy his life long love of music via the music lending services. His day to day wellbeing is very much enhanced by the library service*”. In fact, it is estimated that Suffolk Libraries has a social impact on our county valued at £2,000,000 (the estimated saving either to individuals or the NHS had they sought out private or alternative support) and that figure is estimated from just three of their activities.

As with many services the pandemic had a significant impact on fundraising and income generation so the Skyline event was an ideal event to support the service as well as promoting the health benefits and inclusivity of cycling.

Suffolk libraries sits at the heart of our Suffolk communities, but as a charity Suffolk Libraries needs our donations to maintain the vital services that help support some of the most vulnerable people in Suffolk.

Bill and Suffolk Libraries would be grateful if you would consider supporting the service by sponsoring Bill in this event: <https://www.justgiving.com/fundraising/bill-money> or visit **Woodbridge Library for more information.**

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**Thanks to Kevin Blick, one of our new contributors to WW. For this interesting article. Ed.**

I'm very lucky living here in Debenham that I can hop on my bike and head off north, south, east or

west for my route of the day

All the same, I can still sit poring over my battered old OS Sheet 156 trying to decide where to go. I know some of you have a favourite loop you're happy to ride most days; others do a daily to-and-from work, but me, I like to explore new roads and the serendipity of what I might discover on them

Veloviewer was made for people like me. If you've not come across it, it's a cycling website; a place created by cycling uber-geek Ben Lowe in his Sheffield bedroom where other cycling geeks can look at their riding stats, unpick them, re-pack them, extrapolate, interpolate, check Eddington numbers\* and admire their Kudos index. Even world championship pro teams use its stat-mashing geekery

I don't do any of that; I'm not a geek – I can barely get on Netflix – yet Veloviewer is still right up my street because of one feature: Veloviewer Explorer and, especially, its Explorer Max Square

Basically the UK (and the rest of the world for that matter) is divided into roughly 1kmx1km squares via some sort of Open Streetmap stuff. You ride on one of these squares to tick it off. (I should have said that you need to log your ride on Strava and Veloviewer piggy-backs its data from there.)

To start with, that's pretty easy. The squares with all those regular local rides soon get filled. The 'Max Square' is the biggest square you can create that is all ticked off squares, or tiles as they're termed. But there in the middle of your potential big new Max Square are a couple of blanks: time for a ride route to tick them off

Obviously, it gradually gets harder to fill in the gaps and to make your square larger. And filling those gaps takes you down some odd tracks and borderline legal places. I've been down a few private farm tracks as the only route into a missing square. I've trail-biked on my road bike round the edge of Woodbridge Airfield, negotiated the soft sandy tracks round the back of Thorpeness and Dunwich and been rowed across on the Butley Ferry from nowhere to nowhere

It doesn't have to all be by bike – walk, jog, swim, paddle board: it all counts if you want it to. For me, though, it has to be done by bike

Clearly there are geographical limits in building a Max Square so there is also a 'Max Cluster' which is the largest cluster of ticked off tiles surrounded by four others; it just doesn't have to be a square

But using Veloviewer is not just about trespassing or bumping over tracks, building my Max Square has taken me down tiny lanes I might otherwise have ignored, through pretty villages I would never have found and up hills I would probably have tried to avoid. It's given a purpose and sometimes a small sense of adventure to my rides

But now it's got to the point where I can spend most of a day ride heading to and from the single tile I need to tick off – the latest was on a piece of the A12 near Blythburgh. My Max

Square of 24 x 24 kms goes from roughly Hadleigh in the south West to Beccles in the north east; from near Kenninghall to near Orford. My Max Cluster of ridden tiles is 916 and my tiles total is 2847 ranging from Lands End to John O' Groats I feel a sense of achievement at having ridden a bike in all those 1km squares. Or at least I do until I look at the 'Ride Every Tile' leaderboard and discover that the leading Max Square is a mind numbing 120 x 120, that someone else has a Cluster touching 11 European countries and that the biggest cluster is over 26,000  
Plenty of scope yet!

*.For information: Veloviewer can be found at [veloviewer.com](http://veloviewer.com). It has a Facebook page too  
It's free to dabble with but to use as a regular toy costs £10 a year. \*The Eddington Number was devised by British astrophysicist Arthur Eddington. It is defined as "the largest integer E, where you have cycled at least E miles on at least E days. So now you know*

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### **Jersery Break part 2 by John Thompson**

#### **Day 3: Bouley Bay and Sorel Point (25.49 miles)**

The most direct route to Bouley Bay (on the north coast) would have been to initially retrace the end of Saturday's route along the A8 to Trinity. I decided, however, it was an opportunity to explore some of the lanes to the east of the A8. Initially it meant retracing the end of yesterday's route back to Victoria. That means it started with a long drag of a climb but comfortable enough in the correct sprocket. From Victoria, I turned left along idyllic lanes, with one or two west Suffolk type hills to junction with the B31, just east of Trinity. Then it was straight over onto the C106 to Bouley Bay. Before, starting the descent to the bay, I just had to stop to take in and photograph the view overlooking it. It was the most spectacular of the trip and reminded me of many views I've seen on the continent. The descent, with the hairpin bends was also very like continental ones. The sun and temperature also contributed. I went through the usual routine at the bay. I will now just say it was another lovely one. That the descent was like continental ones, it follows the climb of it was too! I followed an assortment of lanes, and B and C roads with views of the north coast to St John again. As on day 1, I had found the route not as simple as it looked on the map so, ironically, stopped there again to check. A local rider came along and helped. I followed the C101 and C100 to Sorel Point. You know by now what I would say!



Sorel Point is the island's most northerly point, by a hair's breadth over Ronez Point (which involves rough stuff). It probably explains the lighthouse. Google maps indicates a Jersey 'End to End,' i.e. from Noirmont Point is 15 km (9.38 miles) by the direct route – ha, ha! Of course, it could be made longer as would probably be desirable because the direct route involves the A10. If I had done my original intended day1 ride, the 'End to End' by a longer route would have been part of it. The return ride to St Helier was lovely, much of it through idyllic lanes. To cut a long story short, however, despite following the road names, while I didn't exactly get lost, I did get confused. At one point a group of riders came along and the guy wearing a jacket saying "ride leader" confirmed I was thinking right. I didn't get into conversation but I inferred it was a CUK group of some sort for newcomers. A little further on a local person helped and, to reinforce a point I made earlier, a little later a driver stopped to help. Eventually I arrived at the appropriately named village of Six Roads (yes, six roads junction there), nicely at lunchtime and, also nicely, there was a Spar.



From there, I shortly crossed the A10 onto a hill requiring the 32 sprocket. I then descended to the C119 to further descend to the C118 to turn right for St Helier. The C118 is a beautifully wooded road, passing two picturesque reservoirs, Dannemarsh and Millbrook. It does, however, abruptly change on reaching the edges of St Helier. It junctions with the A1 so I had a busy stretch 'through the houses' to the town centre.

Although I had mastered the route through the centre from Alister House, I still hadn't in the opposite direction. I started going wrong and even had difficulty recognising the correct corner. I noted the name of the café on the corner for next time

Back at Alister House, I again strolled to the Spar for a light bite and passed the time by reading and checking the next day's route.

Evening meal was a bit of a problem. Barros Bistro was fully booked again, as was the Best Western restaurant. I decided it would have to be the chippy or the Indian take-away next door. However, I was determined to use the bistro before leaving. I called in and, to my relief, was able to reserve a place for Tuesday evening. Having decided on the Indian for this evening, on getting there, I discovered fish and chips weren't an option anyway because the chippy is closed on Mondays. After eating it in my room, I strolled to The Robin Hood. and enjoyed three pints of Liberation bitter.

### Day 4: Groznez Point (21.94 miles)

This route nicely started with another ride on the seafront cycle path to St Aubin. After that, however, it was a few miles of busy roads.. I followed the A13 (I could say the joke is now stale but read on) to St Brelade, which is quite a sprawl, then turned right onto the B36 (through more sprawl), which is the road past the airport. It hardly needs saying it's busy. However, I didn't feel the need to use the typical "now it's here, now it's not" cycle path alongside parts of it. The facility that was useful was the signed cycle route, just after the airport, along a minor road providing a short cut to the A12 – at last I was going to ride on it! There was another cyclist at the junction so we chatted a bit. I told him I was going to Groznez Point. Honest, I didn't really need directions on this occasion but, pointing north, I said, "It's basically just straight up there, isn't it, or words to that effect. He confirmed it. So, I proceeded northwards on the A12! I can't say it made me feel at home! That said, the traffic level was probably on a par with Lowestoft-Ipswich. Coming out of the big (ish) village of St Ouen, I found the signposts confusing so another map check. Again, a local rider nicely came along and advised it was straight on along the B55. It was a pretty flat road, but the countryside had a rustic charm about it. With the occasional glimpses of the sea, it somewhat reminded me of the north Norfolk coast. I turned right off the B55, to Groznez Point, at it's most north-westerly point, where it bends left to go south. The road to the Point passes a racecourse and there is a slight descent on a pretty rough surface. There were two other cyclists at the Point on mountain bikes. There was also a couple with a car, the male half of which is an active cyclist. His wife explained that unfortunately she isn't. He studied my frame, which led to a chat about Roberts. I took the 'obligatory' photos, including of the lighthouse. A nice thing about this view was being able to see Guernsey and Alderney in the distance.



The climb back to the B55 was the easiest (not literally easy!), of all the climbs from the bays and Points I had done. I followed the B55 round the left-hand bend to start riding south. From there, without prior knowledge one could be forgiven for thinking it's just a lane rather than a B-road. Shortly after swinging south there is another left hand bend at a junction without a signpost, The other road is sort of right but in effect straight on and also looks like a country lane. As the road left is very slightly wider, I figured it must be the B55. From how I've explained that you've surely guessed I was wrong! At a crossroads the signposts indicated places I had just come from. Yet another look at the map unable to work out where I was. Nicely (yes, again!), another helpful driver came along. He indicated where we

were and explained what I needed to do to get back on route. It was now obvious I should have gone right (straight-on) at the junction. I retraced to the junction and turned left. I was now heading south on the road I should have turned left on to on day 1. Ironically, I had made the same wrong interpretation at both ends. Going south, the B55 finishes with a descent with a stunning sea view into picturesque L'Etacquerel, with its castle. Seeing L'Etacquerel properly involved a short detour off the B35, along the C106. Back on the B35, I followed it to the junction where, on day1, I should have turned left. Today I turned right to continue on the B35, retracing part of day1's route, alongside the west coast. After a little way, I turned left onto the C106. I came to a crossroads and it looked as though the road I needed was up a brute of a hill (named Mont Matthieu). I admit it made me feel lethargic so I checked the map carefully. Yes, it was! Come on, get on with it. When I did I enjoyed the challenge and the picturesque 'outer reaches' of St Ouen, at the top were my reward. I previously stated St Ouen is a big (ish) village. The main part is, but there is countryside between it and this old-world part. It is in effect a village/hamlet on its own. Photos taken, I proceeded to the main part and followed the B53 to St Mary (this time not lost!). From there I swung south again onto the B26. It was busy but the scenery compensated. It takes you through the start of the lovely wooded St Pierre valley and passes Le Hague reservoir. Ironically, I left the B26 where it ends and in effect becomes the A11. Despite how busy it was (I won't bother with the mainland comparison!), I felt reluctant to leave it because the map indicates it takes you through the valley proper so probably gets even more scenic. I possibly missed out a bit there. Never mind, the C124 was a lovely wooded road. To cut a long story short, on leaving the C124 it was through a maze of idyllic east/west Suffolk type lanes (for once they were easy to follow!) to eventually junction with the A9, which I followed into St Helier.



Although the A9 comes into the north side of the town, it's west of the A8. It meant having to do a stretch on the ring road and negotiate one-way streets. However, it's well signed and I now knew what road numbers and place names to look for. I was, therefore, pleased with how easily I found my way. I admit, however, getting confirmation when riding past the Best Western hotel and Barros Bistro was a relief!

Back at Alister House, it was the usual routine of a pop to the Spar, planning the next day's route and reading.

I forget what I had, but Barros Bistro fully met my expectations (I've experienced Portuguese restaurants in their native country). To, hopefully, ensure I didn't have a repeat of the previous problem, I booked myself in for Wednesday evening as soon as I sat down.

### **Day 5: A sort of circuit (14.67 miles)**

I decided the final day should be an opportunity to explore some more of that maze of lanes (even though I would probably get lost!). The Queens Valley reservoir seemed a nice objective.

Initially, it involved another climb of the long drag to Victoria. I then turned right to follow a lane to junction with the A6. A short spurt on it to turn left onto another lane. I turned left onto the B28, I thought to pass the reservoir entrance but I didn't spot it. For that reason, I rode past the lane I should have turned right on and came to the junction with the B30. More intense map reading to conclude I must have missed the entrance. However, I worked out that retracing, the road I wanted, which runs parallel to the reservoir, was second left. It was a disappointment because the reservoir cannot be seen from it. It's the road on the east side of it. The map indicates the road on the west side is initially even more distant from it but does swing close for a short way, so perhaps I made the wrong choice. Indeed, having just re-studied the map, I think the entrance might be from the west side road. It was after here that more navigational 'fun' started. The compensation was that they were lovely lanes, albeit with two stingy hills. At one point I had a stunning view to the coast. It was followed by a nice descent into Gorey (the part away from the A3, which I saw on day 1). Goodness knows how I ended up there! However, once I had fathomed where I was it was a straightforward and scenic lanes ride back to the A6 and the outer sprawls of St Helier. However, the navigational 'fun' wasn't over, although it was arguably self-inflicted. The map indicated a more direct route across town than going into the centre, but again I couldn't relate the map to the real world. I could have simply taken the A6 to the centre but I refused to be defeated.

Yet again another local cyclist nicely came along. I accepted his offer to escort me into town. Ironically, however, it was to the town centre, not the north end. I don't know how much easier the complicated route along residential roads and cycle paths was compared to how it would have been using the A6. However, it was nice to have a conversation with a local rider, even though I couldn't disagree more that Jersey is a dreadful place for cycling because it's too busy and the drivers are terrible. I respected that he was Jersey born and bred, but my responses were basically, "mm...mm...mm."

He brought me into the south side of town from where I got to Alistair House via the usual cyclist/pedestrian route. No difficulties this time, now realising that as with the opposite direction it was just straight ahead.

I was back before 11.30 am so strolled back into the town centre. I, firstly, wanted to ensure I was clear about the route to the ferry port, for early next morning. That done, I had a light bite and cappuccino in a café. I reflected on another successful cycling trip with objectives

realised. I was especially pleased my judgement that 5 days riding would be sufficient was bang on – it had caused me some agonising. Arguably, there are still a lot of lanes I haven't ridden but I'm satisfied I've seen it thoroughly enough.

Another lovely meal in the Barros Bistro made the perfect finishing touch.

Thursday morning, 24<sup>th</sup> September was an early call. Although the ferry departure wasn't until 9.30, vehicle check-in is stated as at least 2 hours before – bikes are classed as vehicles. The proprietor left me some Weetabix and milk in the guest common room. I rode through St Helier town centre for the last time with lights on.

The ferry crossing back to Poole went smoothly and was followed by another pleasant stay at the Antelope Hotel.

On the train to Waterloo, while stopped at Brockenhurst, I looked out at that bridge I stood on during my first cycling tour.

In conclusion, I think Jersey offers the type of riding many CUK Suffolk members would enjoy. The fact I don't have plans to return is not a reflection on it. It's just not me. However, that the cyclist who has been going there for 13 years commented he still finds roads he hasn't been down before might be pertinent for some of you. Just accept you might get lost a few times!

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### **Good friends remembered**

**By Judy Scott**

On Sunday 19<sup>th</sup> June, Margaret led a ride to Kirby le Soken where we met up with Terri Dwight, the widow of Ken Dwight who used to ride with us, in the churchyard. It was lovely to see her there with her son, daughter-in-law and granddaughter, particularly as it was Father's Day and they had placed cards and Ken's cycle helmet on his grave! After eating our picnic and the cakes which Terri had made for us, we all went to the pub for a drink. I'm sure that Ken would have approved!

Later that evening, I received an email from Jane Stanley asking if we would like to join her and a few other members to ride to Felixstowe on Tuesday evening. Anyone who remembers Pete will know that he was a very keen on the Tuesday evening rides, so I'm sure that he would have approved. It was perfect weather, and the Summer Solstice too as we set off from St Augustines Church. We seemed to be on the seafront in no time and were soon tucking into chips before going to Derek's beach hut/chalet for a very welcome cup of tea. It really was a most enjoyable evening in good company.

## FOR SALE CANNONDALE QUICK 2



Lightweight aluminium frame with carbon fibre fork. Almost top of the range, sharing the lightest frame set featuring Cannondale's SAVE anti-vibration rear triangle design (provides complacency to absorb road shock), with a high quality component line up to match. Condition is spotless, 'as new': There are no marks or signs of wear on any components. Viewing & inspections welcome.

This is the standard 'mens' frame but can be used by anyone and was actually purchased new for my wife a few years ago as her 'dream bike' (inc colour coordinated accessories), but has received hardly any use (as she always takes her shopping bike locally and has 'gone electric' for longer trips). This bike is a real joy to ride and needs someone to who can fully appreciate it.

Upgrades and accessories (total cost over £200):

Ergon GS2 (colour coordinated) grips - providing wide palm support which greatly reduces hand fatigue on longer rides. New price £59.99

Blackburn EX-1 rear carrier: The tourists' favourite pannier rack. Constructed from tough aircraft quality aluminium for maximum strength and minimal weight. The EX-1 weighs just 535g and has a tough anodised finish to resist corrosion. To back this up, it has the Blackburn Lifetime Warranty. £39.99

SKS chromoplastic full mudguards - in cool smoke carbon black (semi translucent) for all-weather rides. £46

Bell - colour coordinated. £6.99

Tyres: Panaracer Pasela 700 x 32mm £60 (pair)

I'm a great fan of these tyres and have them on several bikes: They're super light and compliant, giving low rolling resistance, but with enough tread and puncture proofing to make them good for touring and all-round use. Here is the SJS Cycles description:



“This is our favourite tyre for touring. The Pasela's tread pattern takes uneven road surfaces in its stride, with low rolling resistance. A Kevlar (Aramid) breaker strip beneath the carcass increases puncture resistance whilst Panaracer's durable rubber compound re-assures the rider with plentiful grip in all weathers”

Comes complete with owner's manual

Pedals are not usually supplied on high end bikes because each rider has their own preference, but I can include a pair of basic flat pedals if required.

Total new price £1200 (current Quick 2 model basic bike £1000 + £200 extras).

My price £695 (ono) and includes the accessories & upgrades.

### **Cannondale website description:**

With what we've learned making high-end road bikes, we've taken a performance-based approach to fitness cycling. The Quicks' combination of light weight, smooth-riding comfort and a balanced rider position provides a true Cannondale riding experience; on a new Quick, you'll go a little faster, ride a little further, and push yourself a little harder than you ever thought possible.

### **Specification:**

Frame: Quick Speed SL Optimized 6061 Alloy SAVE 1-1/8 head tube

Fork: Quick Si carbon blades 1-1/8 steerer w/ low rider mounts

Rims: Alex DC 5.0 double wall 32-hole

Hubs: Cannondale C4 32 hole

Spokes: Stainless 15g

Tyres: Panaracer Pasela 700 x 32mm Tourguard protection

Crank: FSA Alpha Drive 48/36/26

B/ Bracket: Tange Cartridge

Chain: KMC Z99 9-speed

Cassette: Shimano Tiagra 11-30 9-speed

Front Derailleur: Shimano Sora 31.8 clamp

Rear Derailleur: Shimano Sora

Shifters: Shimano SL-3500

Handlebar: Cannondale C4 6061 alloy Flat 620mm

Grips: Ergon GS2 Lock-On

Stem: Cannondale C2 31.8 6 deg.

Headset: Tange Si 1-1/8

Brakes: Cannondale C2 Mini V Cartridge Pads

Brake Levers: Cannondale CBL 9.1

Saddle: Cannondale Quick Speed Ergo

Seatpost: Cannondale C4 Alloy 31.6x350mm

**CONTACT: David Kemp Tel: 01394 548246**

**email: [djkemp139@gmail.com](mailto:djkemp139@gmail.com)**

### **Unsurfaced Swaffam. New Cycling UK Circular Route. By Richard Anscombe**

Some of you will have seen the “Unsurfaced Swaffam” route published in the April/May Cycling UK Magazine.

It is a 51 mile route starting and finishing in Swaffam. We actually rode it in reverse due to the strong NE wind.

Here are our thoughts:

We liked:

Some decent gravel riding and scenery especially between Kings Lynn and Swaffam. Some long stretches of sand through the arable farmland not far out of Swaffam would be very testing if conditions had not been ideal. The ride through the forest and past old quarry pits near Leziate was picturesque.

Kings Lynn itself, which we had never visited, is well worth a look especially the Old Town near to the river. We had lunch at a really good café/bar opposite the Minster. Castle Rising just out from Kings Lynn is very historic.

A really good ice cream at Sandringham.

Castle Acre, not far from Swaffam is an exceptional old castle/keep from the 1200's.

Not so Great:



From Kings Lynn until the start of The Peddars Way is entirely on tarmac, either on the extensive cycle network around and out of Kings Lynn or the perfect (not a pothole in sight!) roads on the Sandringham Estate. The verges on the Sandringham estate are so over managed that they are devoid of natural wildflowers. I'm sure Charles will address this...

The Peddars Way itself is long, straight and mostly pretty boring. Think sandy/gravel farm tracks, tricky in places due to 4x4 use. The Peddars Way cuts through mono-culture farmland, so precious little natural habitat to enjoy. It was actually a relief to exit onto a quiet lane 3.5 miles before Castle Acre and not leave the tarmac again!

So, very much a Gravel Bike route, with long sections on tarmac. An “old School” steel bike with 28mm treaded tires would have been fine too.



We're glad we did the whole route, doable in one long day, and were certainly ready for supper when we arrived back at the hotel in Swaffam; The excellent Strattons Hotel with superb evening meal and great young staff.

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### **Netherlands by Bike**

**by Sandra Tricker**

After two years of Covid restrictions we were ready to take our wheels abroad again.....

We secured our Brompton bikes (now twenty plus years old and affectionately known as Brommies) in back of the car, and took the night ferry crossing from Harwich to the Hook of Holland. We had four nights booked in a cabin at a campsite in Delft and were planning to explore the surrounding countryside on the excellent network of cycle paths for which the Dutch are rightly famous for.

Although a little late for the best of the bulb fields, on our first day we followed a circular route around the villages of Oude and Nieuwe Tonge on Goree Polder and were rewarded with views of tulips and in Nieuwe Tonge, the sight of primary school children going home from school on their bikes – no parents in sight. Such freedom and independence!

The following day it was a short ride from the campsite into the centre of Delft, exploring the car free streets and canal sides with the Dutch going about their everyday business by bike. Delft has a large city square with plenty of cafés with outdoor seating ideal for viewing the surrounding historic buildings including the City Hall and Church.

The highlight of our short break was undoubtedly our ride to the World Heritage Site at Kinderdijk where multiple historic 'windmills' (really wind pumps) are maintained in working order and able to take over pumping water from the surrounding land should the modern artesian screw pump have problems. After taking a ferry from De Schans (bikes welcome on all ferries in the Rhine delta area) we cycled along the Lek dike to Strefkerk before turning inland to towards Kinderdijk. The sight of nineteen windmills, many with the sails turning, is impressive.

Our final day saw us riding in the Massluis area: more 'windmills'; attractive villages with old thatched buildings; and a collection of historic tug boats in Massluis harbour (steeply uphill from the old town centre– which clearly demonstrated how much of Holland is below sea level!). From Massluis it was just a short drive back to the ferry terminal for our return sailing to Harwich.