

Hallo Everybody

Here we are with another issue of Winged Wheel. Huge thanks to all those who have contributed. If you would like to write something for another issue, if you send it to me at [editor@ctcsuffolk.co.uk](mailto:editor@ctcsuffolk.co.uk) that would be great.



It looks as if I have the job of editor for at least another year as no one rushed to offer to do the job at the AGM! With a bit of luck, by the time you read this, Summer will be well and truly with us but it does seem to have taken it's time in making an appearance this year. I don't know about you, but I am looking forward to cycling without the need for warm clothing, it's always good to get into shorts and a short sleeved top.

***Judy***

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### President's Ramblings

Thanks to all of those who sat on their hands at the AGM, this has meant I get another chance to play head honcho. I hope I will live up to the high standards of those who have filled the role in the past. In recent months, the topic of conversation has been "Ride safety" along with "Risk assessment" and these I intend to make priorities. Members have given me and the committee much to think about, and it is clear not all members feel the same. Cycling UK have also focussed on anticipating risk and ride safety, offering ride leader training which emphasises these features when organising events and leading group rides.



My personal view is that the guidance offered by Cycling UK is a coverall, designed for all types of activities, groups might venture to organise. Our group is a touring group, so much of the advice is irrelevant to our activities. Activities that involve very few inexperienced riders, and certainly not whole groups of them.

This is not to say that we could not benefit from a few well-founded ground rules, and it is these that I hope to develop as group rider guidance, together with a list of identifiable risks

and minimising actions. These I hope will become common knowledge and second nature to all of us. These risks will be set out in different categories, such as personal, or leadership. Nothing is set in stone yet, but I feel there are two elements to safety, those we ourselves can control and those we can't. The leader of a group therefore needs to organise the route in a way that minimises our exposure to dangers we have no control over, and we need to exercise appropriate control over our own actions with respect to our own safety and the safety of other riders in the group we are riding with.

As summer approaches we can expect greater attendances on our rides, so it is important that the existing guidance is followed regarding dividing large bunches of riders. This will not change as a result of the intended deliberations or the issuing of separate safety guidance. The issue is simply one of discipline which is every rider's personal responsibility.

On a completely different issue, I have noticed although Sunday easy rides are reasonably well attended to elevenses, often half the riders do not continue to lunch. I believe this has some bearing on the available leadership for these rides. Perhaps a more formal short ride category should be considered which would give others an opportunity to lead out and back. This would enable those going to lunch to piggyback on the ride to elevenses and then have their own leader for the rest of the ride, thereby sharing the responsibilities. Such an arrangement would also give out of town riders the opportunity to ride directly to Elevenses and take up leadership from that point.

Although this issue is raised in respect of Sunday easy rides it is equally relevant to Thursday rides where a combined elevenses is used, or by arrangement, leadership could be shared by a rider who rides directly to elevenses.

**Maurie.**

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### Acting Secretary's Notes

Well here we are 2 months on from the AGM at which I resigned as Secretary, and I'm still here. Our search for a replacement has proved fruitless, so I have agreed to continue as long as we can find someone to share the workload. The easiest part of my job to compartmentalise is taking the minutes at meetings, which unlike other tasks has a known level of commitment – we have 4 committee meetings a year plus the AGM, and the dates are known well in advance.



We have found a volunteer to take on this role, and the President and I have been in discussion with him. Once confirmed I'll let you know. I should point out however that I do plan to resign (again!) at the next AGM.

Meanwhile, 29 of us recently enjoyed 3 days cycling in the Peak District, based at Hartington (where we also had a good tour in 2016). As I was one of the organisers, I'll leave it to others to say whether they enjoyed it, but I did. We had enough ride leaders to keep the groups down to 8 or 9 which makes it a lot easier when stopping at cafes or pubs, as well as aiding keeping together on the roads or cycle trails.

One difficulty with organising these large tours is finding suitable accommodation other than the larger youth hostels. But the YHA seem to be making group bookings harder, with an increase in red tape (we had an example of this at Hartington), and the adoption of a "yield pricing" model which can make price-per-person quotations more expensive than staying at a B&B or hotel, even when avoiding weekends as we did. I'm wondering whether it would be easier to ask everyone to book their own accommodation!

John.

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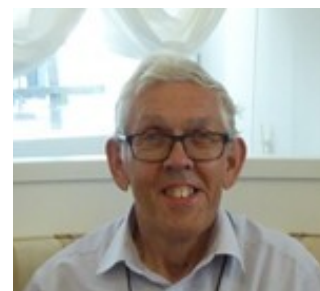
### Sunday Rides Ramblings

This is my first contribution to Winged Wheel since taking over the reins from Derek Worrall in May and I would like to say thank you to Derek for soldiering on for a full year after he intended to give up the role. I am gradually working my way into the job, having done it before, but it isn't an easy ride at the moment.

As I am writing this in mid-June Cycling UK are having some sort of IT problems, which means I am unable to upload new Rides Lists to the website. For the same reasons our Winged Wheel editor may not be able to upload the June edition of the magazine on time.

So when, or even if, you will be able to read this I have no idea. Despite the problems, I have sent regular updates to those members who have opted to receive Sunday Rides information by email.

Sunday Rides are continuing to be well supported and we have a full programme of Easy and Medium rides for the summer period. This includes some slightly earlier starts, brunch rides and breakfast rides to enable us to get further afield. Unfortunately pubs are continuing to



close but new cafes and coffee shops are opening up so we have no shortage of refreshment venues.

We are always on the look-out for interesting destinations and routes for rides so if you have any ideas then please get in touch with me. If you are able to lead a ride then so much the better. If you are unsure about leading there is always experienced and knowledgeable help at hand.

Have a great summer cycling

*Michael Scott*

Sunday Rides Coordinator

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### Talking of Bikes

After reading Richard Button's article about his collection of bikes, my mind drifted back to the many bikes I have owned from childhood to present day.

The first wheeled machine I can remember was a red child's tricycle, which I suspect was a "hand me down" from another family up the road. This was followed by another donation, a "fairy cycle" which I learned to ride on. I then had to wait until I was 11 when my Dad presented me with a basic regular bike which my Dad called an A.S.P. I was very proud of this machine until I discovered ASP meant "all spare parts". I travelled many miles, in all weathers, on this sturdy machine on my five days a week paper round in Felixstowe.

On my 14<sup>th</sup> birthday, helped by my Dad, I purchased a flam green Raleigh Lenton Sports, which the adverts told me "Reg Harris trained on". At 15 I started work in Ipswich and there were three ways to get there, bus, train or cycle. I chose to cycle on all but the worst weather days, clocking up 132miles just getting to work and back and in summer I would take the longer route home.

In 1958 I purchased a brand new Holdsworth Cyclone in black and duck egg blue, from the Lightweight Shop in Tacket Street, Ipswich and this was my pride and joy. That year I embarked on two long distance Youth Hostel Tours, the first a week around East Anglia, Kent and Oxfordshire about 550 miles and the second to the Isle of Wight and Dorset. On my way to the Isle of Wight I rode all the way on the A12 to London, over London Bridge and on southwards. At this point I will describe the roads and traffic at that time. If you were fit you could easily tuck in behind a red double-decker bus for a free assisted ride to Ipswich and back as they were only travelling about 20+mph. If it got away you could catch up at the next bus stop. On a very hot day after a trip to Flatford I was riding up Bishops Hill in Ipswich, looked down for a moment and rode into the back of a parked car and in the process cracked the down tube but was able to get this replaced. That Cyclone was ridden almost every day for thousands of miles, changed to a fixed wheel in winter and I raced a few time trials on it.

A bicycle is not often thought of as a matchmaker but in my case it proved to be just that. In the Youth Hostel on the I.O.W it was a very wet morning and I was talking to two cyclists from Ipswich who persuaded me to join the Suffolk D.A of the CTC on my return to Suffolk. This I did and met Maureen and our love of cycling has remained ever since.

In 1960 I purchased a lovely red Viking Severn Valley which cost about £75 and shocked a few CTC members when I paid £5 for a pair of Campag pedals.

In 1965, our daughter Gale arrived and it was time to buy our next form of transport, a wonderful Watsonian Cycle trailer which was just the thing. Gale travelled thousands of miles in the baby trailer on CTC club rides and family holidays as we had no car. It would be loaded up with pillows, baby bottles and a collection of soft toys which would be thrown out at inconvenient moments. This was followed by a child seat on the back of our bikes and then progressed to Rann trailer made by Freddie Grubb, which was found in the roof of the Lightweight Shop in Ipswich. All of these were then used again when our son Martin arrived and we continued the same sequence. Finally the family progressed on to a "gas pipe" tandem, age and make unknown, but it got us around until they were able to ride on their own machines.

About this time I bought a second-hand Ephgrave Track frame which I used for racing and then a winter fixed wheel bike. This was originally "British Racing Green" but I had a sprayed a nice red and it now hangs decoratively on the wall of our stairs. Several years later on a visit to Buck's Cycle Shop in Ipswich I exited with a blue mountain bike, an experimental machine made by Holdsworth which I still have in good condition.

Much later a flam green Nigel Dean touring machine was added to my stable as the Viking was showing its age after many miles of faithful service. However on a tour of Northumberland on a visit to Durham Cathedral someone decided to remove it permanently from my possession while it was parked and locked outside. To enable us to carry on with our holiday I hired a rather heavy mountain bike for a couple of days and then decided it would be cheaper to buy it, so that was added to our bike collection and served me many years riding to and from work. I followed this up by purchasing a red Nigel Dean from Ray Wand but this ended in disaster after a few years when the head tube decided to party company with the rest of the machine and involved a long walk from Winesham before I got a lift back home.

I have always been interested in Veteran Cycles and was pleased to be given a 1938 fixed wheel Carpenter by Wink Gardener which he had purchased from new and over years had added a few innovations. I rode this on several Veteran Cycle Club rides and was proud to ride it on the day of his funeral.

I had always set my sight on owning a Major Nichols and one appeared on my radar so that was my next purchase. This too managed to develop a cracked frame whilst in Northamptonshire for the CTC Birthday Rides. Is it me or am I just unlucky? After this disaster I found a lovely red Roberts just the right size at the Mildenhall Rally and this has been my regular touring bike for the past few years. All of these machines enabled me to cover tens of thousands of miles in the UK and Europe.

My last solo purchase was a smart blue Tifosi which had been Pat Pepper's training bike and then became my racing machine until I stopped the sporting side aged 74 due to my eyesight problem. The same problem resulted in us buying a lovely red Mercian tandem from Peter Whelan. This proved a bit too difficult for Maureen to handle confidently so we did not use it too much but Maurie Parish found us a splendid Claude Butler tandem which is a better fit and it has now taken me riding with four different steersmen and enabled me to enjoy the country lanes once more and feel the wind in my hair.

Will this be my last purchase, who knows we will just have to wait and see?

**Ken Nichols**

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This picture was taken by Glen Smith at our AGM in May. As you can see, our president, Maurie, presented the Club Personality of the Year Trophy to Derek Worrall for carrying on as Sunday rides coordinator for an extra year. On the subject of trophies, I feel that some members may not even be aware that we do have trophies for Sunday and Thursday attendance, Junior attendance and a Freewheel competition. Whilst we are not primarily a competitive club, the trophies are still there and are part of the club's history



Judy Scott

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## Bicycles, Trains and Ferries

In the early part of 2023, between January and the end of March, Debbie and I embarked upon a rail odyssey around Europe using Interrail tickets for just over two months. You

probably think, like most people, that Interrail rail passes are targeted at youthful backpackers, and this is certainly true, but Interrail, a consortium of European rail companies, also offers concessionary fares to those of, (how can I put this), more mature years, which are increasingly popular.

Our 2023 rail journey was coincidentally exactly 50 years since I had previously undertaken an Interrail journey around Europe when I left school. To state the obvious, much has changed in the intervening years, and the Interrail pass has migrated to a smartphone app, with online timetable and mapping information available at the swipe of a finger. The days of lugging a Cook's Continental Rail Timetable the size of a telephone directory in one's luggage have all but passed.

Our journey took us to 12 countries on 66 different train services over 7000 miles and included three distinct phases, The Alps, Scandinavia, and the Balkans including Turkey, with brief interludes in between at home in deepest Stutton.

We had contemplated taking our Brompton foldable bikes with us, but discounted this idea, as much of our time away was to be in snow-covered cities and landscapes. Another recent innovation has of course been the introduction in most cities and towns visited of a Boris-bike phone app allowing temporary rental of bicycles for transport around that location. Most have funky names such as Lime or Donkey Republic, and the business model is usually similar in allowing the first 30 minutes free, followed by a nominal charge for the next half hour etc.

We used these city bikes in a number of locations. Although the bicycle itself tends to be a robust and heavy model with hub gears, and if preferred an electric one, they are very useful to see more of an area than is feasible on foot, and are particularly useful for the early morning foray to the bakery or supermarket to stock up on food for the rail journey ahead. In Izmir in Turkey, it is possible to hire a tandem to explore the extensive waterfront, and the bikes can be returned to any official collection point allowing a one-way hire.

Interestingly, in Greece and Turkey, there is usually little provision for cyclists in the form of cycle lanes, and the speed and volume of road traffic meant that we decided not to rent bikes there. Conversely, in snowy Scandinavia, cycling continues to be popular through the long icy winter, as studded tyres are often the norm, and there is a statutory duty to clear snow from the extensive cycle lanes promptly.

Parts of our journey were inevitably by ferry, and the ferries between Sweden and Finland were particularly memorable as the ferry has to break closely-packed sea-ice on its route, but there are still some intrepid cycle-tourists who travel with a bicycle on the ferry car-deck.

This blend of public transport and hiring bikes as necessary proved to be very effective formula for enjoying the length and breadth of Europe, with its amazing diversity of cultures

and landscapes in a relatively small area, from the deep snows of northern Norway to the magic of spring sunshine arriving in the Mediterranean.

Jan Brown

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### **Another refreshment stop suggestion**

Following on from my piece about the virtues of the monthly Monewden cafe as a refreshment stop for cyclists, I should also draw your attention to the Deben Coffee House in my home village of Debenham. This serves an excellent range of home-made cakes and pasties (I can recommend the tiffin and sausage rolls), along with bacon and egg sandwiches and, of course, coffee, tea and hot chocolate. The owner has thoughtfully provided a pump for those riders whose bikes may be in need of an energy boost!

An added bonus of a visit is the opportunity for a bit of conversation with the regular customers who gather at the Deben Coffee House around mid morning. The talk is, to say the least, varied and I find the added ingredient that makes the stop for refreshment a bit special. For those who really don't have time to pause, or prefer to take their refreshment outside, if the day is sunny, there is a takeaway facility.

I met a fellow cyclist at the Coffee House recently who had ridden from Bucklesham. He told me that he had been coming for years, so what further recommendation is needed?

Francis Whitbread

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### **Suffolk Historic Churches Trust – Ride and Stride 2023**

A diary date for September 2023 is the Suffolk Historic Churches Trust's annual Ride and Stride Event.

This is either a sponsored cycling or walking event which raises money for the upkeep of Suffolk's beautiful chapels and churches. This year is the 42<sup>nd</sup> annual running of the ride and in 2020 over £108k was raised. The date is Saturday September 9<sup>th</sup>.

This year is also the 50<sup>th</sup> anniversary of the founding of the Trust.

The PR manager for the trust is Rachel Sloane ([mail@rachelsloane.co.uk](mailto:mail@rachelsloane.co.uk))

Greg Spray

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Following on from Jan's picture in the last issue, Stephen Read has sent in this lovely fun picture number 2 of the King of Gosbeck which he captured whilst out cycling.

If you would like to send in a picture for next time, it would be greatly appreciated, after all, it doesn't need to be all serious does it? (Ed)



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