



No. 161

The Pedaller

CTC WEST SUSSEX

(part of CYCLING UK)

JANUARY, FEBRUARY & MARCH

2024

The Pedaller

January,
February &
March 2024

No. 161

Cycling UK President: **Jon Snow**

The CTC, founded by Stanley Cotterell in 1878, is Britain's largest and oldest National Cyclists Organisation (now Cycling UK) devoted to the encouragement of cycling for recreation and as a means of transport and to the protection of cyclists' interests. Membership details may be obtained from Cycling UK Membership, Parklands, Railton Road, Guildford, Surrey GU2 9JX – Tel: 0844 736 8451 or 01483 238301 the website www.cyclinguk.org or from any of the Secretaries listed below.

All members of Cycling UK are entitled to participate in the Cycling and Social Events organised by any of the CTC clubs.

CTC WEST SUSSEX

Local branch of Cycling UK – The UK's National Cyclists Organisation

CTC West Sussex welcomes all Cycling UK members as well as non-members who can join in any of the rides but after a trial. Non-members will be expected to join Cycling UK as well as one of the groups listed here. CTC West Sussex has three Subsidiary groups namely:

**Arun – Adur, Bognor Regis & Chichester and
Horsham & Crawley**

CTC West Sussex Vice President : **Ruth Tuffen**

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The opinions and comments expressed herein are those of the individual contributors and do not necessarily reflect the views of CTC West Sussex or its groups. Contributions on any matters reflecting to cycling are always welcome and should be sent to the Editor. However, it should be appreciated that CTC West Sussex is unable to make payment in respect of any material received and neither can it promise to publish in any specific issue.

The Pedaller is published quarterly as a pdf in March, June, September and December by **CTC West Sussex** and it includes a complete **Runs List** of 3 groups for three months. Contributions of no more than 1600 words without pictures (or around 1000 words with pictures) should be sent to the Editor for publication in **The Pedaller**.

Editor: **John Maxim**

Email: johnmaxim24@hotmail.com

The Editor is looking forward to being overwhelmed with articles and pictures for the next edition. Deadline for contributions is

Sunday 18th February

Deadline for the Runs List is Sunday 11th February

DIRECT PEDALLER SUBSCRIPTIONS NOTE

Please note that due to very small numbers of people who subscribe direct to the Pedaller rather than through a Section and the out of proportion admin and accounting involved we will no longer accept subscriptions or renewals.

Existing Subscribers To continue receiving The Pedaller please join Arun – Adur or Bognor Regis & Chichester Group. Contact details are on page 1.

Note that the Horsham & Crawley Group does not include The Pedaller. The other 2 groups operate a Pedaller subscription plus additional information and updates which runs for a Calendar year and not from when you join. The cost to you is also less than a direct Pedaller subscription was because groups receive grants from Cycling UK and can also sometimes deliver locally.

Interested in The Pedaller You may have seen a copy of this magazine in a café or cycle shop. To receive it regularly just contact Arun - Adur or Bognor Regis & Chichester Group. Details are on page 1. If you just want the magazine and are not going to take part in rides you are not obliged to also join Cycling UK, although we do recommend it if only for the insurance.



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The D A Secretary Writes

Horsham Crawley were again the winners of the DA Events Sections competition with 370 points with Bognor Chichester second on 275 and Arun Adur 3rd with 215. Bob Moore won the individual competition and Corrine Pitts won Best Lady.

'The winner of the Phil Turner Memorial Trophy for attendance on all Sunday Rides in the DA from 2 April to 3rd September was Bob Moore on 21, Joint 2nd Simon Mashford, Paul Price, Richard Relf and Bob Birtwell on 18. Joint 3rd Gordon Easden and John Kettle on 17

The DA Events for 2024 with provisional dates are as follows -

Horsham/Crawley

I-Spy Ride – 2 June

Two Weald Ride – 7 July Wisborough Green

Arun Adur

Freewheel Competition – 14 April

Bognor/Chichester

DA Picnic – 4 August

Churches Ride – 1 September starting Wiggonholt

We will also run again the DA Attendance Competition for the Phil Turner Memorial Cup. The Cup will be awarded to the DA member who attends the most Sunday Club Rides during the period covered by the DA Events i.e. in 2024 from the date of the Freewheel Competition on 14 April to the Churches Ride on 1 September. This period was chosen because detailed attendance records have to be kept anyway for this period for the DA Events Tie break.

Note that AGM's are permanently moved to April rather than November. Next year we continue in person AGM's and it will be held on 21 April at the usual Hall at Pulborough with a start time of 11.00am. After a late lunch we have 2 hours more daylight to get home compared with a November Meeting. More details about the AGM including directions to the Hall in the next Issue of the Pedaller

I believe we would all agree that John Maxim is doing a great job as Editor of the Pedaller. The Pedaller represents the West Sussex CTC groups and the more articles we get from a wide range of members the better. Short articles of a few paragraphs are especially useful to John. A few ideas might be a picture related to cycling and a few words about it, your views on a cycling product or the provision or otherwise of cycling facilities in your area.

Edwin Jones

Bognor Regis and Chichester Section Report

Note that Subs renewals at the reduced rate of £5 for The Pedaller are due by the end of January 2024. We have an online form for members to complete their details and make payment using either a PayPal account or a debit card. For this coming year it remains a requirement to join and pay online. There are alternative arrangements for those who cannot do this but the intent is that all payments in the end come to the Club online saving a considerable amount of work for our volunteers.

Anybody who is not able for any reason able to complete the online form and payment can ask for and receive a copy of the Renewal form for you to fill in and pass on to a friend or family to do online for you or post the form and a cheque in favour of Graeme Hodge who will then put the payment through online for you. Everybody else should use the online form and payment. When anybody renews or joins a copy of the form is automatically emailed to the Treasurer, Registrar, for the members list, and Edwin who distributes the Pedaller. You also get an automatic email acknowledgement. IMPORTANT - Because we distribute a List of all members who agree to this to other members we must have a proper form completed or the Club and its officers will be breaking Data Protection laws. If you get somebody else to do the online form please give them a completed printed form so they have full authority to make statements for you on the online form. The webpage to renew your membership is at

<http://www.bognorchichesterctc.org.uk/Renew.Subscribe.htm>

Members who first joined after 1st September 2023 year are paid up for 2024.

In 2018 new Data Protection Rules came in affecting emails we send to members. Most members have now opted in to receive our emails which last as long as they are a member. These are for such matters as sending out Rides Lists, sending updates or changes to a ride and reminders or details about social events. Opt in is only required once and you do not need to repeat when you renew. If you have never opted in or are a new member you need to do this to get these emails. There is a link on the Renew/Subscribe Page of the website

Note that an outline of the Rides List and details of Events and links to write-ups and photos of Club Rides can be found at the Club Website at

www.bognorchichesterctc.org.uk

Edwin Jones

Arun - Adur Section Report

Welcome to our first pdf version of the Pedaller, at the time of writing I have not had a preview of the exact format so hope it will be easy to read.

Well after a July lull numbers on rides have picked up again and we are regularly exceeding 20 on Tuesday rides, which is fantastic.

During the summer I cycled the Downslink from Guildford to Shoreham and started to reprise some lovely east sussex rides last done in 2018. The highlight of the year so far though was a short holiday to Bath cycling a Bath to Bristol loop and the Bath two tunnels ride, going as far as Bradford on Avon. Plus walking the Bath Skyline walk, done at the beginning of September, which I hope to write up for the next issues as there is a lot of railway and canal history to incorporate.

In other news our Paul Woodcock has been co-opted onto the DA committee to represent the DA on the West Sussex Cycle Forum and we have lost our groups contact Tom Page at Cycling UK who is taking a sabbatical to embark on a year-long cycling adventure from Singapore to London.

Our Tuesday events can be found at :

<https://www.meetup.com/arun-adur-cycling-club/>

Our Tuesday Rides at on the club website at

<https://arunadurcyclingclub.org.uk>

That's all for now.

Graham

Ebikes My Continuing Journey

In late 2021 I wrote an article for the Pedaller on my first conversion of a bike to electrical assistance.

This was an Ultra Ebike with a front hub motor. A reminder that to be road legal without a licence in the UK an Electric Bike must

- Have no more than 250W Continuous Motor Output
- Does not propel at more than 15.5mph.
- Over 14 years of age
- Pedals must be in use for assistance to be provided

What this means in reality is that the motor will only assist you up to 15.5mph and then after this it will cut out and you need to keep on pedalling to gain more speed. You may have seen a purported Electric Bike going fast without being pedalled. These are not legal in the UK. Such a bike is treated as a motorbike requiring a licence, registration and plates, vehicle tax and insurance and motor bike helmet. The police are now cracking down on this more.

My Ultra Ebike lasted 15 months before the motor started working intermittently. Assistance from the sellers was not forthcoming as by this time they had ceased trading.

I decided to go with another similar kit with a front hub motor and bottle battery this time from Easi Fit Ebike Kit an outfit based in Eastbourne but having the kit manufactured in China. There was a long delay in getting the kit due to problems in China. It eventually arrived in June 2023 4 months after ordering. However the key to turn on the battery was missing so without a replacement it was useless. Guess what, within weeks of delivery they ceased trading. There were a number of clues, no reply to emails or phone calls, the website and their Facebook went offline and the YouTube videos giving guidance also disappeared.



No harm in the end save for wasted time as I got the money back from my Credit Card Company under Section 75 of the Consumer Credit Act. This makes the Credit Card Company equally liable with the seller. For this reason I always fund any large purchase with a credit card and repay later. Requirements were filling in a long form and supplying documents.

Next was a firm called Boost. This looks more promising being manufactured in the UK not China and has a large network of Local Bike shops including one run by club member Adam Bell of Bognor Bike Hub. The kit involves this time a rear hub motor and bottle battery which can be fitted on the Seat Tube which is much better as the water bottle can go on the down tube which is handier for drinking on the move.



To reduce the chance of a puncture as much as possible I fitted a Swarbe Marathon Plus Tyre and a Slime Smart Inner Tube. The kit operates with 3 main settings Eco for flat riding, Boost for more power and Super Boost for 10 seconds of extra power. More detailed power within each main setting is decided automatically depending on your riding. There is a free App to operate with a Smartphone or a Display which was £50 extra This cycles through the power options with the press of a button.

Power left to use is displayed in volts with highest being 42 and empty being 30.

The complete Boost Kit including a rear wheel not including the Display is £649. When I ordered it in August it was supplied in 3 weeks

Edwin Jones



D-Day Ride



It was 6th June 2023. Bob was leading a D-Day ride, trying to get people in the mood, making it as realistic as possible but we didn't reckon on dealing with a real casualty at the end of the day.

It started well enough. "Just imagine what it would have been like 79 years ago today with thousands of boats ploughing across the Channel. We'd have seen it from this beach," Bob told us.

We'd stopped for coffee at a seafront hotel and were sitting under shady tamarisk trees on a terrace overlooking the sea at Bognor Regis. A man strimming a nearby garden verge interrupted our peace but only momentarily. The sound was jarring but nothing like the sound of hundreds of aircraft overhead.



And try as we might it was difficult to imagine the war time scene. The day was too sunny. The sky was too blue. The sea was too flat. Where was the fury of D-day, a turbulent sea whipped up by strong winds, a

palette of dull greys in sea and sky. Where was the sense of anticipation, of something immense and imminent, a moment in history, the retaking of Europe.

About us there was no sign of the deprivations of war, of rationing, of fear. The amply covered holiday makers were meandering along the seafront smiling and consuming copious quantities of ice cream.



We'd started at Angmering station and stopped on Littlehampton seafront and looked up the River Arun to where the base had been for one of the RAF Marine rescue boats during the war, plucking airmen from the sea after their aircraft had been shot down.

We'd looked across the river to the sand dunes at Climping, to the area used as a practice D-day landing beach. Troops had been tasked with making their way north to Arundel, the pretend Caen.

We'd cycled on to Ford industrial estate and across the old airfield which had been a Royal Naval Air Station during World War II. We'd stared with new eyes at the one remaining Spitfire hangar which we'd seen many times before but had not realised its historical significance.

And passing Bognor Golf Club we'd learned about the nearby advanced landing ground, RAF Bognor, which existed for two years from 1943 and had two crossing runways. Its main purpose had been to provide ambulance/medical supply through Anson aircraft and for the Special Operations Executive with the short take-off and landing Lysander aircraft. They were used mainly for France and to supply the French resistance.

After our coffee break at Bognor there was more to learn – that many sections of the Mulberry Harbour had been sunk off Pagham ready to be refloated on 6th June 1944 and towed at three knots across the Channel. But they didn't all make the journey. Some sections of the harbour still lie on the sea bed off Pagham, others off Littlehampton.

Then we cycled on through Bersted, Colworth and Oving to RAF Tangmere for lunch to find out about the huge role Tangmere played during the Battle of Britain. In 1944 the Spitfires, Hurricanes, Mustangs and Typhoons from Tangmere had all provided support for the convoys crossing the channel on D- day.



Surrounded by tanks and aircraft as we munched paninis and drank ice cold ginger beer, I did feel a little more D-dayish. But the worst was yet to come.



As we crossed a mini roundabout at Eastergate on our homeward stretch, Steve took a broadside hit from a Mini, went over the bonnet and ended up flat on his back with a broken collarbone. Fortunately, an ambulance was close by and he was taken to hospital for x-rays and treatment. He was still there at 11.30 that night.

I wonder if he'd been taken to a field dressing station whether he'd have received quicker treatment.

PS The good news is that Steve was back on his bike and leading a ride within six weeks.

Janet Rogers

Ride to Yapton

Today there were 2 rides a 50 mile ride to Ashington with 9 out and a 20 mile ride to Yapton with 4 out.

Today's report is about the short ride. We had made a change to the short rides starting this month following on from the summer Survey reports. The 2nd Sunday of the month being a distance of about 30 miles and the 4th Sunday of the month being about 20 miles.

I was the leader and I was joined by Harvey, Jason and Rosemary. We were very lucky with the weather. Storm Babet had just cleared leaving us with a dry sunny day with temperatures of about 15C. The start point was new being experimental and the Royal Oak, North Bersted Car Park, Bognor Regis.

We started off via Chalcroft Lane before turning off to head for the sea front and Prom Cyclepath. The sea was beautiful and calm. It started quiet so far as people were concerned getting busier in the central part. Care is required especially with kids and dogs.

At Felpham we stopped for an early elevenses at The Boathouse Café. This required a drying exercise for the seats due to an overnight shower.



We continued via back streets to the Summerley Private estate and then on to Middleton on Sea. We crossed the A259 to the Bilsham Road to Yapton and the lunch stop at the Ceasefire Café and took lunch in the warm sunshine.



The return was via the A259 and the adjoining cyclepath and another cyclepath from Flansham to Shripney. Total mileage was 21 including from and to home.

Edwin Jones

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Ride to Bepton

The sun made a welcome return to mid Autumn today which was enjoyed by 9 of us the leader Jeff and the usual long riders Sam, Bob, Adam, Paul, Mark, Linda and Maureen not forgetting Midhurst Max.



The flattest ride to Compton for the usual selection of bacon butties, scrambled eggs flapjacks and beverages outside in the SUN!

Then we headed north to Rogate and more north still climbing to Tullecombe.

Paul nearly lost a cleat on the way up but our expert bike mechanic Adam did a jury mend. From there west along the lovely if muddy quiet wooded lanes before we dropped down to Stedham.

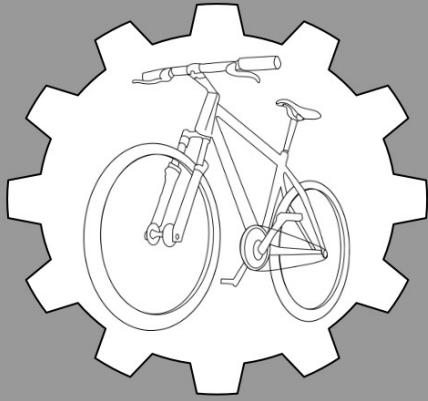
Then a poor bike path to the road through heathland to stop at the pop up cafe run by the couple renovating the Country Inn, Bepton, Nr Midhurst. Again we sat out in the Sun!

After that the back roads to Cocking then up the hill and back home. Sad about the few car drivers hurling abuse and the boy racers but then it is an A road so it is their purview.

40 miles

Jeff Lander





Bognor Bike Hub

68 Aldwick Road, Bognor Regis PO21 2PE

www.BognorBikeHub.co.uk

Email: Shop@BognorBikeHub.co.uk

Contact: Adam Bell 01243 697990

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