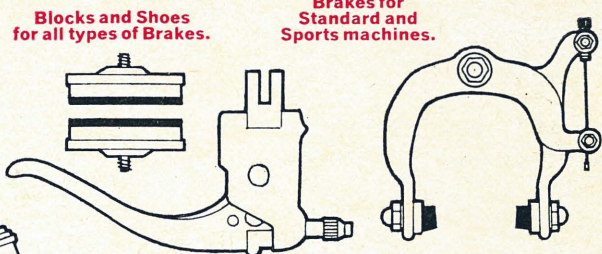


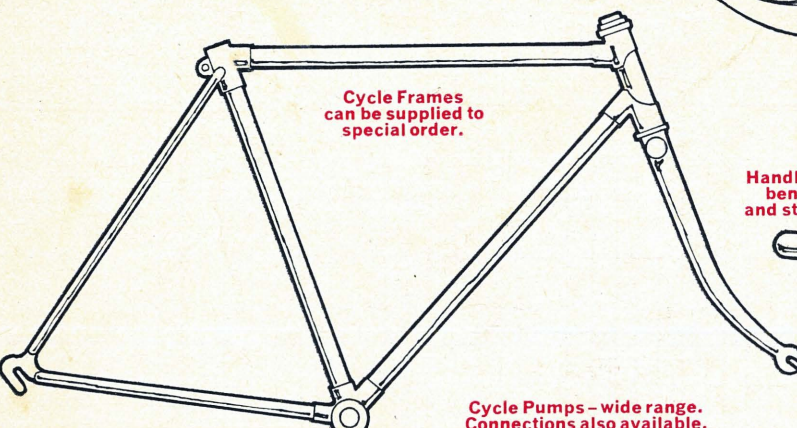


Union Derailleur Chains. Standard chains also available.

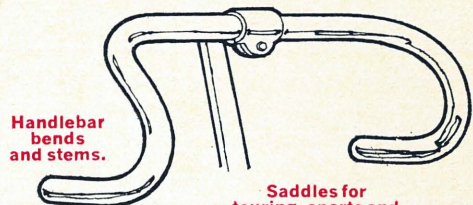


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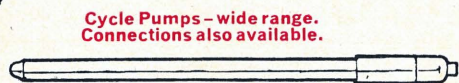
Cycle Frames can be supplied to special order.



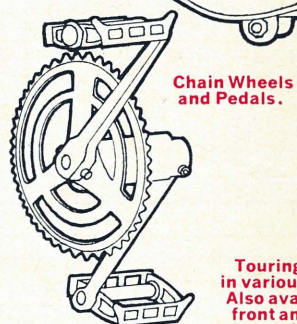
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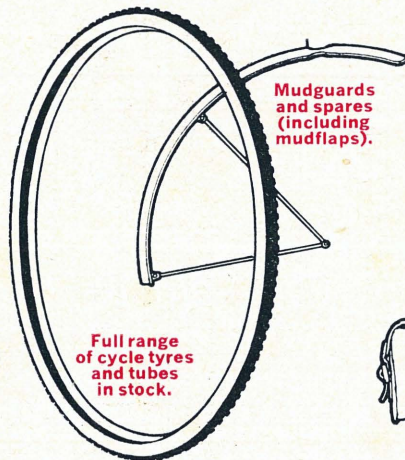
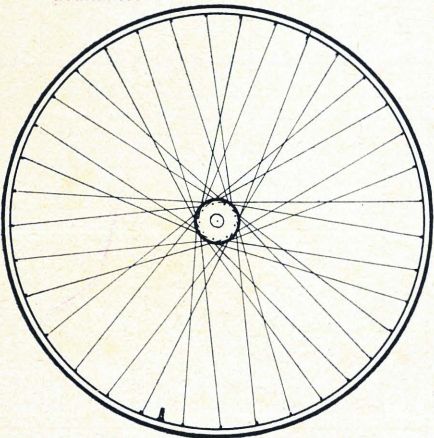


Cycle Pumps - wide range. Connections also available.



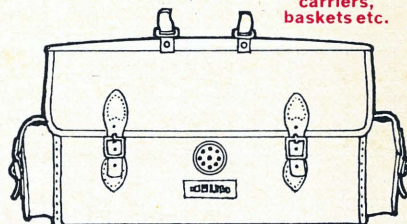
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CYCLETOURING

magazine of the CTC — the cyclists' association

1976 December/January 1977

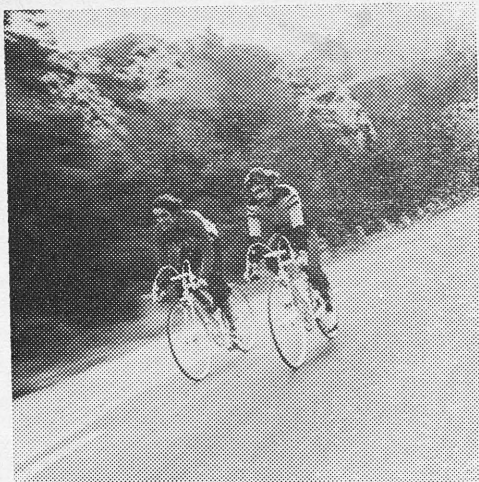


Canalside camerawork in a winter wonderland. Photo by Bob Callow.

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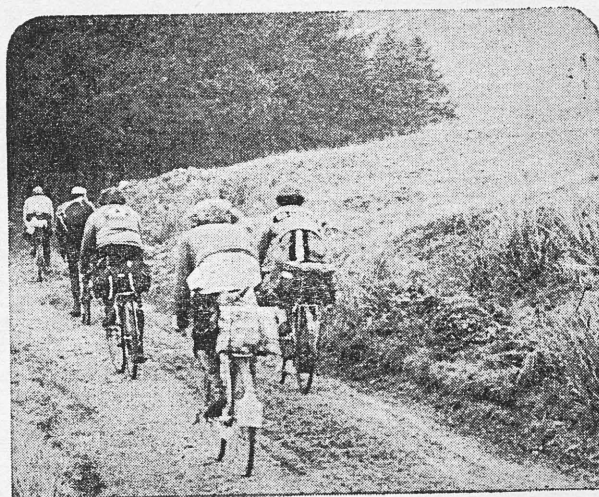
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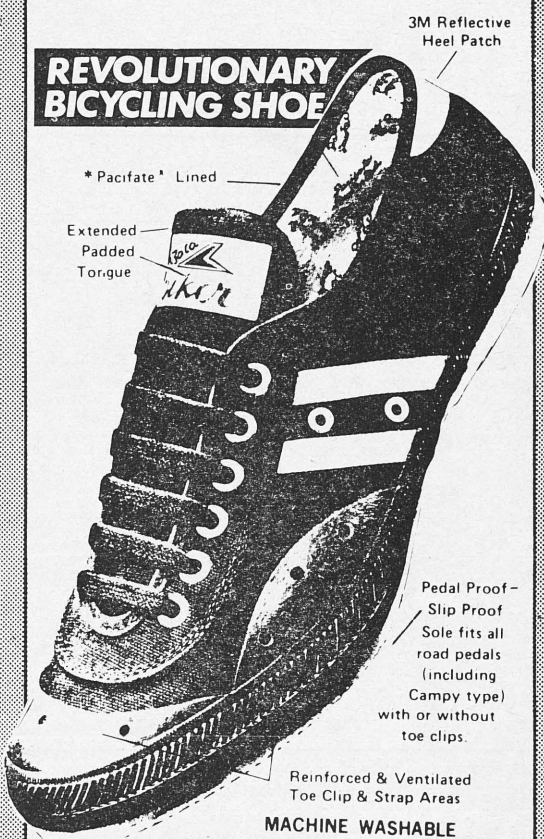
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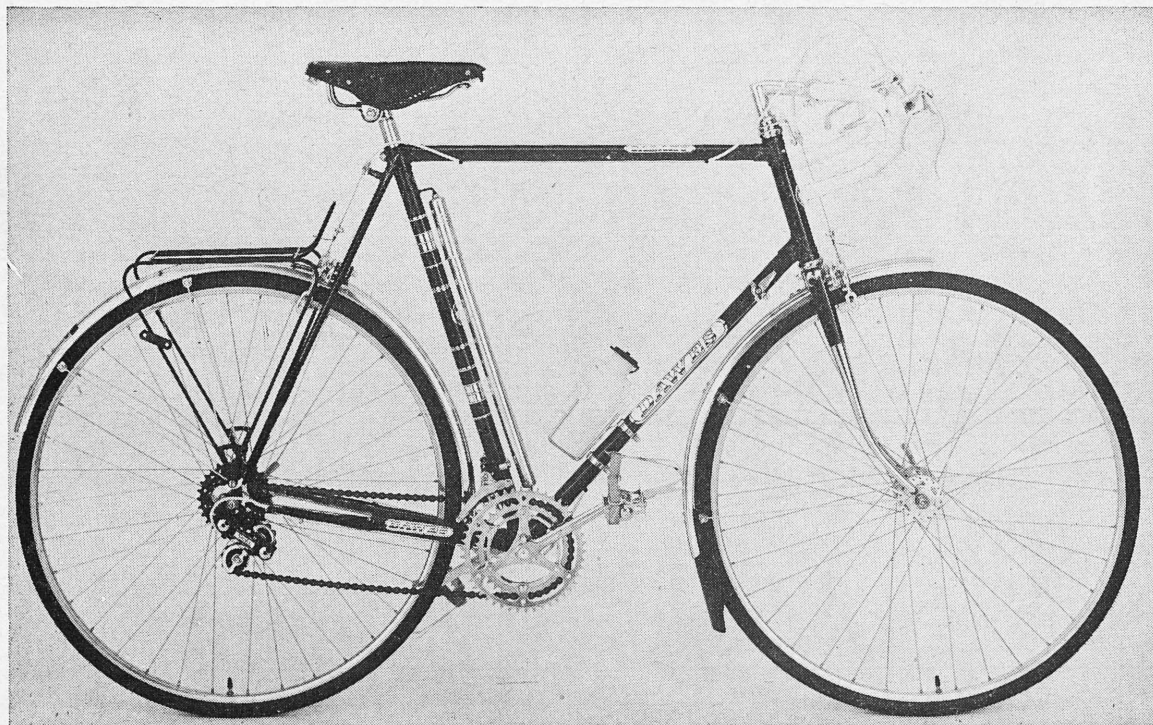
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Christmas and New Year Greetings to all our readers

December
1976

CYCLETOURING

January
1977

Published by the CTC from Cotterell House, 69 Meadow, Godalming, Surrey

GREETINGS yes, and congratulations too, as we relax at this Christmas season and devote our opening page, not to the often serious business of cycling and Club 'politics' but to the three CTC personalities pictured here.

First our President, W. (Bill) Oakley, who celebrated his 80th birthday on November 24. An unswerving upholder of our traditions, second-to-none in his loyalty to the bicycle, his membership dates from 1919, since when he has never ceased to serve the Club both locally (in the midlands) and nationally.

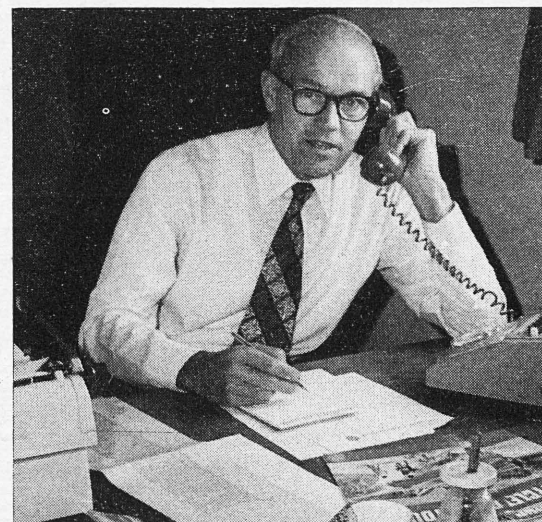
His service—continuous for 48 years—on the National Council is a record unique in CTC history, and for much of the time he has been a member of the committee responsible for finance and management.

For the past two years Bill has been re-living his life with the CTC during the mammoth task of researching and writing the history of the Club for its centenary. His manuscript is now being edited with a view to publication of the book at the end of 1977.



Bill Oakley

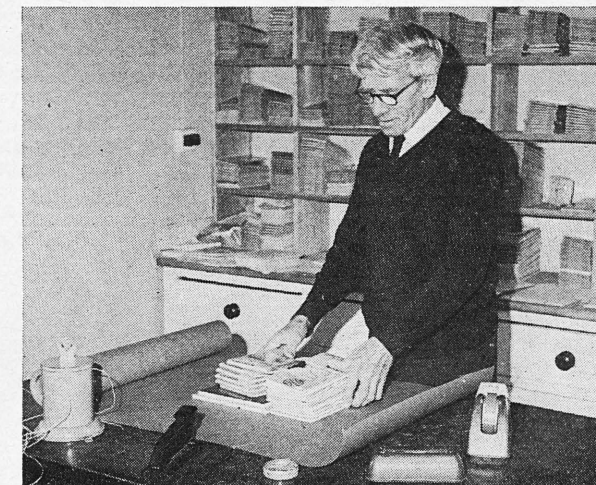
Overwhelmed by an avalanche of 80th birthday cards, letters and gifts, the President telephoned the Editor on press day to wish all members 'a Happy Christmas and leagues of New Year miles'.



John Way

IT IS by the written word that the CTC, and the job it strives to do, is mainly publicized, and at the heart of this aspect of our affairs is John Way who on November 1 completed his 30th year on the Headquarters staff. For 17 of those years he has been Editor and Advertisement Manager of the Club's magazine (he was formerly assistant editor) and is also responsible for the production of the Handbook, Diary and any miscellaneous publications.

A cyclist and hosteller from schooldays, John's predilection for the bicycle as a means of travel and recreation pervades the pages of *Cycletouring* and ensures that it lives up to its title. He has himself toured through much of Britain and western Europe, and was for many years one of the Club's Organized Tour leaders.



George Batt

Whither CTC?

DISCUSSION on a call by the Chairman for the Council to adopt a strategic policy on the future of the Club and decide what priorities ought to be determined for the administration of its services and various activities was a notable feature of the Council meeting on October 30. It led in fact to a decision to appoint three Councillors—Mrs D. Leheup, J. A. Bailey and W. T. Hughes—to undertake with the Secretary an urgent examination of the Club's policy in all spheres of its work and in the field of membership subscription rates, and to make recommendations.

There have been Policy Committees and Development Committees in the past, some of which have brought forth new ideas—while not occasioning very major changes within the Club. We shall await with interest the findings of this latest team, who have a formidable task ahead of them if they are really to see beyond the present complexities and dilemmas of the Club and set it on a decisive and determined road towards the second centenary.

Merger submerged

A POSSIBLE COMPLICATION with which the new policy group need not now concern itself unduly is that of some sort of merger with other cycling organisations, referred to in the editorial columns of our August issue.

A meeting between CTC and British Cycling Federation officials took place in October, and it became clear at the outset that the Federation's desire for 'unification of all existing national cycling organisations' could not usefully be pursued as the Road Time Trials Council—the only other body invited by the BCF to consider the proposal—had declined to enter into any discussions.

Nevertheless, in view of the obvious overlap between some of the respective membership services of the Club and the BCF, and having in mind that the idea of a merger seemed to stem largely from an objection among some cyclists to having to pay subscriptions to more than one cycling body, the meeting did consider very thoroughly possible ways and means of how the various branches of the 'sport and pastime' might operate in their specialist fields while at the same time coming under the umbrella of one central agency dealing with all matters likely to be of general concern or benefit to cyclists.

But no way could be seen of setting-up such an arrangement which would achieve the essential advantages of simplifying the present situation and effecting economies—either for the organisations themselves or for their members—and the matter is therefore not to be pursued at the present time.

... by any other name

YET ANOTHER 'title' is likely shortly to feature in the work of the CTC, that of the CYCLE TOURING & COUNTRY-SIDE TRUST. For many years now, the Club has been negotiating with the Department of Education & Science, the Charity Commission and the Inland Revenue in the hope of gaining some form of charitable status.

That the CTC itself could not be declared a Charity became evident in the early stages, but agreement has at last been reached on the creation of a Trust which will enable at least part of the Club's work—together with certain new activities relating to cycle-touring and the countryside—to be regarded as of a charitable nature, thus bringing financial advantages in terms of tax-saving etc.

Not all Councillors have felt able to agree that any such advantages will outweigh the difficulties which might result from splitting and possibly complicating the administration of the Club in this way, and there were two dissentients when agreement to execute the Trust Deed was reached recently at a special Council meeting. Seven Trustees were elected,

namely J. C. Kermodé, E. L. King, S. J. Nicholas, R. W. Oakley, C. J. Quemby, R. G. M. Carmichael-Riddell and G. B. Young: further information about the work of the Trust and the way in which members might help in its benefiting the Club financially will be published in due course.

'Status quo' at Spring Street

WHEN the Club moved its Headquarters office to Godalming just over ten years ago, it left behind in London—for administrative purposes—the overseas touring bureau and members' ticket agency. Accommodated in shop premises at 13 Spring Street, Paddington, the service was very soon developed into a separate company, CTC Travel Ltd, to extend the ticket trading to the public as well as to Club members, with the intention that the greater profits to be made on such trading would in the course of time be of substantial financial benefit to the Club.

However, a number of difficulties, particularly that of not being able to obtain membership of the International Air Transport Association and thus obtain full commission on bookings for air travel, have so far made it impossible to achieve that aim. In fact, and as has been shown in the Club's accounts in recent years, the Travel Company has made losses which have had to be 'underwritten' by the CTC.

On the other hand, those annual losses have on average represented a figure lower than the cost would have been if the members' travel service had been provided as part of normal Headquarters activity. So, with the lease on the Spring Street premises due to expire in September 1977, what was to be the Council's attitude to the future of CTC Travel Ltd?

It has been the subject of much debate at recent Council meetings, and at that held at the end of October the final majority decision was to 'carry on', subject to certain provisions regarding the future termination of the new lease—and in the knowledge that the directors of the company already have plans for the expansion of the business. Thus, the specialist travel agency which CTC Travel is able to provide for cyclists—and especially Club members—will continue to be available from 13 Spring Street.

We hope that whenever possible members (and their acquaintances) will use the agency for the purchase of their rail/sea/air tickets, no matter how short or how long the journey, so helping to ensure that the service is maintained.

The wood and the trees

THE SUCCESS of organized cycling events in the New Forest and Sherwood Forest (as announced on page 28 these are to take place again in 1977) may have given the impression that the Forestry Commission have now outgrown their reluctance to allow cyclists access to their properties in general.

Sadly, however, their attitude seems to have changed little in the past three or four years during which the CTC has been urging them to reconsider it.

Although walkers are offered free access (in spite of the fact that they invariably arrive by car and have to be provided with parking facilities), the Commission informed the Club as recently as October that they are still 'opposed to a general dispensation being granted to pedal cyclists'. Instead they have decided to allow their Conservators discretion to grant permission to individual applicants and say that this 'will not be unreasonably withheld'.

The Forestry Commission seem unable to understand that a cyclist hardly ever plans such excursions in advance. During a ride or tour he may come by chance upon a forest trail and—if conditions and time are suitable—feel that he would like to follow it for a short stretch. How would he set about the cumbersome procedure of locating the appropriate Conservator and obtaining permission? And how many hours? days? would it take.

The Commission say they will keep the matter under review (the CTC will see to it that they do!) and will be

looking at the level of use and 'the problems that use creates both for the cyclist and the Commission!' There might be some justification for their policy if there were a risk of cyclists in large numbers invading forest paths, but can anyone honestly see that happening? It is high time that such officials began treating us as ordinary human beings, instead of some strange species for whom special arrangements need to be made.

Road code doubts and roundabouts

THAT OLD BOGEY the Highway Code has come to haunt us again, with the recent issue by the Department of Transport of a Paper for Parliamentary Debate—being a complete revision of the draft new Code which was published for comment in the early part of last year (see April 1975 *Cycletouring*).

It is regrettable that the Department seems so often to run the risk of upsetting those with whom it should co-operate in order to try to achieve the best possible result or acceptable compromise in so important a publication as the Highway Code, yet it has run that risk once again by sending out the Parliamentary Paper as late as October 8—with a covering note to the effect that it was 'for information only' and would be debated in the House of Commons on October 11, the day on which it arrived in our post!

As it so happened, the debate scheduled for October 11 could not take place, and when the Code did eventually come up for discussion on November 8—no doubt as some sort of light relief from the preceding turmoil over all those 'guillotine' Bills—a Government motion that 'this House takes note of the Paper . . .' was approved. Although the latest revision has taken into account some of the representations made by the CTC/CCGB Secretary, and to which the Government spokesman in fact referred sympathetically when moving the Commons motion, there are still items with which we are not at all happy.

The most notable example is that of the 'extra rule' for cyclists when negotiating a roundabout, which has been further aggravated by the inclusion of a suggestion that it may be preferable to 'dismount and walk, using available pedestrian crossings'. Yet as recently as July a motorist was acquitted from a charge of knocking down a woman who was walking with her bicycle across a pedestrian crossing, on the grounds that—being in charge of a pedal-cycle—she could not have the protection of the Pedestrian Crossings Regulations.

In our opinion, the 'powers that be' cannot have it both ways, and the Club will do everything it can to press this particular point with the Department of Transport in the hope of obtaining an acceptable amendment before the Code goes back to the House of Commons for approval of the ultimately revised text.

Victory and progress

CYCLISTS MAY CONTINUE to use the Crosby flyover in Lancashire—the road from which the Sefton District Council were obliged in 1974 to remove some 'no cycling' signs after the CTC had pointed out that they were illegal. Subsequently the Club lodged an official objection to a proposed Order to prohibit cycling on the flyover (part of the A 565), pointing out that there was no evidence that its use by cyclists had been or would be dangerous. And just recently the Department of Transport has informed us that, after investigation, it has been decided not to proceed with the Order.

* * *

GOOD WORK by District Associations was reported to the CTC Council at their meeting on October 30 as follows:

Nottinghamshire DA have produced a policy statement on cycling in urban areas, copies of which have been sent to district councils, county councils, the Department of Transport, Friends of the Earth, and the press.

Bedfordshire DA have been very active in making representations to their County Council, and a recently published consultation report for the county's draft Structure Plan does contain numerous references to the promotion of cycling as a mode of travel.

* * *

The Council also received reports from our representatives on meetings of the Standing Committee on National Parks (J. H. Hunt), the CCPR and RoSPA (L. Warner).

Dr Roger Grimes, a Buckinghamshire CTC member, has been appointed to succeed W. T. Hughes as one of the Club's representatives on the British Standards Institution's technical committee dealing with pedal-cycle safety standards.

Appreciation has been expressed by the Council of another interest-free loan of £50 by the West London DA to the Club's general funds.

Sudden death of Bill Stiles

JUST at press date came the sad news of the passing of W. (Bill) Stiles, an Hon. Vice-President of the Club and formerly Assistant Secretary (Touring) and Manager at CTC Headquarters. During his record 50 years service on the staff he became widely known among the membership, and an appreciation will be published in our next issue.

Lionel Blundell memorial

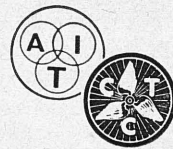
AT an October ceremony attended by the Chairman of the CTC Council and a number of Councillors, West Kent DA's president Cyril Kermodé unveiled a memorial plaque to the late Lionel A. Blundell QC (CTC National President 1963-72).

The plaque, which incorporates the Club badge, has been set up in the Friends Meeting House, Bessels Green, Sevenoaks, Lionel's place of worship. After the ceremony members of the church provided all who had attended, including the 35 who had cycled there, with tea. Muriel Blundell wishes to thank everyone for making the afternoon such a memorable occasion.

national 1977 events

Jan 29	PRIZE PRESENTATION DINNER Royal Hotel, Bristol, 6.30 for 7 pm. Guest speaker, cycle designer Alex Moulton. Tickets (£3.80) and accommodation enquiries: D. Duxbury, 45 Hicks Common Road, Winterbourne, Bristol (<i>s.a.e please</i>). Members booking B & B at Royal Hotel should mention the CTC Dinner as special charges have been arranged.	May 22	MERIDEN MEMORIAL SERVICE 56th annual event. Meriden Green, Warwicks, 11 am; also exhibition of Frank Patterson drawings.
APRIL onwards	BRITISH CYCLE TOURIST COMPETITION 26th annual event. Regional heats to culminate in National Final (Yorkshire, Sept 3 and 4).	June 19	TRIENNIAL VETERANS 100's in 5 areas. Entry form in February <i>Cycletouring</i> .
May-Oct	ORGANIZED TOURS (see page 29).	July 2/3	YORK RALLY 33rd annual National Rally of the CTC. Cycle exhibition, camp, arena events. Knavesmire, York.
		July 31-Aug 5	BIRTHDAY RIDES marking the 99th anniversary of the CTC's foundation. This year based on Salisbury, Wilts.

International presidency for CTC Secretary



Rallies for 1977 and 1978

announced by

AIT Cycle Touring Commission

NEWS of the month on the international cycling scene is the confirmation of the appointment of CTC Secretary, Les Warner, as President of the Cycle Touring Commission of the Alliance Internationale de Tourisme. Mr Warner has represented the Club on the AIT since 1969, and takes over as President of the Commission from Jerzy Przewdziecki of the PTTK (Poland) who will be remembered by some members for his attendance at the International Cycling Rally hosted by the Club in Loughborough in 1972.

Taking the chair for the first time at the biennial meeting of the Cycle Touring Commission during the AIT Study Week at Olsztyn, Poland, at the end of September, Mr Warner expressed the hope that the future work of the Commission would go beyond the boundaries of simply fostering *entente cordiale* between the clubs and really do something effective to benefit cycletourists in their travels in other countries.

Help for cyclists abroad

It is not always easy or even possible to achieve a common aim because conditions and circumstances frequently vary so much from country to country, but the Commission is now examining the possible introduction of an Assistance (get-you-home) Booklet to help cyclists in the event of serious breakdown or emergency, and the AIT centrally has been asked to make representations to the International Road Safety Federation on the need for greater consideration to be given internationally to the safety of cyclists in present traffic conditions.

The Cycle Touring Commission has also asked the AIT Secretariat in Geneva to publish an information booklet on the activities of and the facilities provided by the various clubs which form the open-air commissions, and there is to be an exchange between clubs of the cycletouring itineraries which they prepare for their members. An adhesive AIT cycle badge is shortly to be made available for sale within clubs, and an international calendar of cycletouring events in 1977 is being prepared by the Commission secretary.

'It was all rather like a cyclist's paradise . . .'

NEARLY 450 cyclists from most countries of Europe gathered at a holiday camp near Assen, in the Netherlands province of Drenthe in early August, to participate in the 1976 International Cycling Rally held under the auspices of the Alliance Internationale de Tourisme. There were 34 riders from Britain, almost equally divided between the CTC and BCF, but the stars were undoubtedly the 20 Japanese who flew in from Switzerland with their cycles 'knocked down' in large canvas holdalls.

On the Sunday evening the recreation hall of the camp was packed to hear the lady governor of Drenthe welcome—in fluent English, French and German—the riders and introduce them to the attractions of the province. Her speech was followed by a veritable marathon of a film show: some 500 slides, all of superb quality, accompanied by a commentary in Dutch.

Assen proved to be an admirable centre for cycling. The four rides to be completed during the week each went to a different point of the compass, and it was hardly ever necessary

APPROVAL has been given to the holding of the 1977 AIT International Cycling Rally at Kazimierz in Poland from July 19 to 25 (see Organized Tours, page 29) and at Harrogate in August 1978 as part of the CTC's centenary celebrations. In the latter connection, the AIT Youth Commission has welcomed the idea of the Club organising a special international cycle tour for young people in 1978, riding through England to link with the Rally in Harrogate.

The eyes of many cyclists seem to be turned upon Harrogate already—not only in the context of its being the birthplace of the CTC and in anticipation of the centenary celebrations there in 1978, but also for the International Festival of Cycling, sponsored by the weekly journal *Cycling* and to be held there again next year from July 24 to 31.

Largely because of the coincidence of the dates of our own national events at that time of the year, and the resultant staffing difficulties, the CTC has so far not participated in the Harrogate Festival since it came into being in 1975. And, in any case, we have our own national gathering not so far away—either in time or place—at York. However, a feeling that we should be extending our publicity activities over a wider range prompted the Council to decide at their October meeting that the Club should appear at Harrogate in 1977 and have a display stand in the cycle exhibition which forms the centrepiece of the Festival.

Anglo-French youth tour next April

An opportunity is to be provided by the CTC in 1977 for a group of young cyclists (age-range 14 to 19 years) to experience overseas touring in company with a similar group from another country.

Agreement has been reached with the Touring Club de France for the organisation of a joint English-French cycling holiday in the south-west of France, using one or more of the TCF's special youth activity centres for accommodation.

The holiday will probably be from April 3 to 11, and the leader of the British group will be W. T. (Tim) Hughes, Buckinghamshire CTC Councillor. Enquiries for more detailed information, travelling arrangements, cost etc, should be addressed to the Secretary at CTC Headquarters.

to use the normal roads for the *fietspad* (cycleway) network seemed endless. The four routes were plotted on large-scale maps given to each competitor, and in addition there was very thorough signposting. Three check-points, one on the outward leg, one at the farthest point, and one on the return leg, had to be visited and one's rally card stamped.

The sun shone endlessly (Holland also had a drought), the routes undulated very slightly, cafes for refreshment coincided with check-points, and cycle service was provided by Gazelle and Batavus, Holland's main cycling manufacturers. It was all rather like a cyclist's paradise, and at the end of the rides there was a heated open-air swimming pool, and the terrace of the camp restaurant on which to drink a cool beer and catch up with the events of the day.

The week ended on Friday evening with a vast barbecue, speeches of appreciation, and presentation of awards. At midnight we were swimming in the pool with a full moon overhead.

The Dutch are indeed good organisers!

Report by Roy Richards

Norway from 'Down Under'



Bob and Dorothy Kemp ride past a reflection-filled lake near Grotli. Right: Dalsnibba mountain across Geiranger fjord.

VETERAN TOUR LEADER Bob Kemp's cycling party to western Norway last summer comprised 23 men and 7 women from all over Britain—except one and he, from Australia, thought of the line from 'The Man from Snowy River'—'And one was there, a stripling, on a thin and weedy beast'. Quite irrelevant, seeing that he was the oldest in the party, but his Raleigh Wayfarer with its Sturmey-Archer 3-speed was certainly outclassed alongside 29 light-framed 10-speed tourers.

Ages ranged from 19 to 69, the average age of the men working out at 45. Now safe home on the other side of the world, it is revealed that combining the ages of the ladies would have made little difference. We were, in fact, largely a party of veterans.

Our route lay from Bergen via Gullbotn, Bulken, Vik, Marifjora, Sognefjell Pass, Lom, Grotli, Geiranger, Hellesylt, Loen, Skei and Viksdalen to Vadheim; thence by midnight ferry back to Bergen. For variety of terrain and scenery, strenuous assault and exhilarating rundown, this route is surely unsurpassed. It has everything. We were favoured with glorious sunny weather for the most part, with just that seasoning of rain, dark clouds, and a morning fog on the Sognefjell plateau to remind us that, no matter how beautiful the scenery, clear skies are needed to enjoy it to the full.

Perhaps the highlight of the tour was the day we ascended Mount Dalsnibba, after riding along reflection-filled lakes from the ski resort of Grotli. It was a Sunday and all Norway seemed around and about to share the sunshine.

The panorama from this mountaintop is superb. Our usual picnic lunch was eaten amid the rugged grandeur of surrounding peaks, looking down on Geiranger fjord where two white cruise ships lay gleaming at anchor against the background of blue waters from which mountains rose sheer. The road we would presently ride snaked downwards, playing leapfrog with a foaming torrent.

The way to the summit is by toll road, which zigzags up the mountainside from the ski resort of Djupvasshytta. The surface is rough gravel, and few could ride up even in the lowest of their ten gears.

Australian member
ARTHUR JOHN
goes north on
a CTC
Organized Tour



It might not be out of place to say a word here on behalf of the Raleigh Wayfarer for this type of touring. True, one of the tyres was wearing dangerously thin, and, due to failure to strap luggage securely and firmly, the metal support had shorn through and the bracket supporting the rear mudguard parted company under the strain; the shedding of a saddle nut also caused concern. But these troubles were due to the rider, not the bike, and were overcome by the usual co-operation one finds among members of a CTC party (notably with the help of Frank Cowling) and with the use of bent wire, leather laces, and a strap.

The Wayfarer is an economical purchase for an overseas visitor as against the hiring, or buying, of a light-framed 10-speed tourer. Moreover, a lot depends on physical fitness and what one gets used to. Admittedly I did a lot more walking-wheeling than the rest of the party, but that is good training for a mountain like Dalsnibba.

From its summit to sea level is 1476 metres (4875 feet) in 20 km (approximately 13 miles) and it was an experience not to be missed. We stopped at the Flydal observation platform, the longer to savour the sunbathed seascape ahead and the snow-capped mountains behind, then swooped on into Geiranger. But there was a feeling of disappointment at having arrived so early in the afternoon and, after checking in at the Mercks Fjord Hotel, the whole party with one accord set off for a rocky headland for a better view of the fjord. Here we rested with nothing to do but look at the scenery and the flying boat which picked up joy riders from the cruise ships for an aerial view of the fjord.

For some the Briksdal Glacier day may have been their tour

highlight. We rode some 18 miles along Olden Lakes to the tourist pension and restaurant at the high approaches to the glacier and lunched on grassy slopes amid the rocks. While more orthodox tourists proceeded from their buses by pony-trap, we walked the remaining 3 km to the foot of the glacier. Apart from the grandeur of the surrounding mountains, the route was remarkable for the wonderful concentration of wild flowers: harebells, buttercups, hawkweed, butterwort, campion, arnica, saxifrage, gentian, and others whose names escape me.

Arriving at the foot of the glacier was like confronting a giant. Masses of ice were tumbling down from one side, and blocks like miniature icebergs floated in the lake at its base. This lake forms the storage from which a great torrent takes off and plunges down the valley to feed the Olden Lakes, being joined by other surging streams which leap from the surrounding mountains. Even proximity to the great mass of ice which is the glacier put little chill into the summer air. It was a place to linger and enjoy.

There was the advantage of a gradual downhill slope most of the way back to Loen, and with the easy and pleasant riding at least one member of the party sang his way along. It was a good day for a swim too. The notice board at the Loen Pensjonat announced that guests were welcome to use the Hotel Alexander indoor pool, but the charge was not stated. Even at the unexpected kr.10 (approximately £1), it was an experience not to be missed. The pool was modern with luxurious appointments, including a spout, or jet of water, at one side, controllable as to direction, capable of giving a vigorous massage to tired limbs.

Less demanding on the pocket, though more so on the will, were early morning dips in glacier-fed fjords and lakes, but there were few takers! Even at 7 am the Norwegian sun has been up for hours and the air is warm. A few strokes in the numbing shallows and a quick return to the sunny shore, a brisk rub down, and what a pleasant revitalising glow.

Prices were a shock at times. The small bottle of beer one could buy at cafe or pensjonat for kr.3.50 (35 pence) cost kr.8.50 at hotels. A cup of tea, made with a tea bag and often with lukewarm water, cost kr.2 (20 pence) and a cup of coffee kr.2.50. Being partial to grapefruit, I had to pay from 20 to 30 pence each; bananas were around 10 pence each. At more than one hotel the charge for a bath was kr.5.

On our one and only train ride, the fare was kr.3 for the

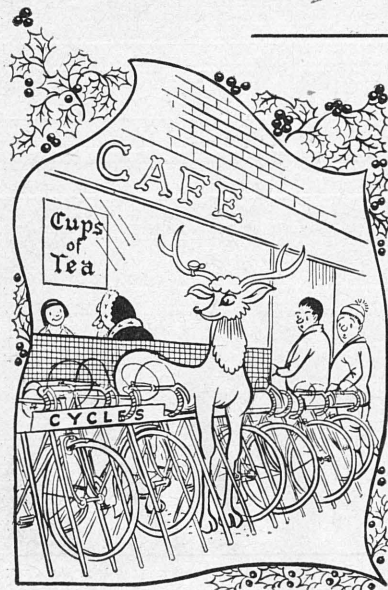
passenger and kr.12 for the bike—yes, four times as much for the bike as the person. Perhaps it is the grim intention of Norwegian authorities to discourage the effete practice of taking bikes on trains. By comparison, ferry fares were reasonable. Generally speaking, prices were about double those in the UK.

There were compensations however. At the modern and well-appointed Hopstock Hotel at Vik, where I was charged kr.5 for a pot of tea, there was a sauna bath and gymnasium in the basement for free. However, our time of arrival and mode of travel prevented most from taking advantage of this generous offer. A feature of the gymnastic equipment was a cycling machine, all ready for anyone discontented with the day's mileage.

Many were bedazzled by the lavishness of the Norwegian breakfast. Here was a table piled with cereals, jugs of orange juice, stewed fruit, cheeses, fish, salads, boiled eggs, jams, several sorts of bread and biscuits, coffee, tea, milk—and an open go. Some never did quite recover their equilibrium and went around with glazed eyes piling up plates with a bit of everything, while Norwegian eyes looked askance.

Altogether the party rode some 530 miles, and to describe the tour in detail would take a whole issue. So let me conclude by quoting our leader's own graphic summary:

'I am sure we had a grand tour and one that has left vivid memories of superb water scenery seen when rivers and waterfalls were in full spate as winter snows melted in the hot and brilliant sunshine. On the other hand I shall not soon forget the Sunday evening crawl in driving rain from Trengereid to Gullbotn. Then there were the icy wastes of Vikafjell; the lovely setting of Marifjora; riding along sunlit Lustrafjord as a contrasting prelude to the stark scenes we entered as the long climb took us up to Sognefjell; calm reflections of snowy mountains above Grotli; the picnic panorama on Dalsnibba; a mild scramble at Humlung; tunnels to Hellesylt; the loveliness around Loen; impressive Briksdal glacier with its lake and icebergs; a line of 29 cyclists snaking along sunny Innvikfjord; lingering on the old bridge and green track just short of Vadheim; interesting churches at Fantoft, Voss, Gaupne, Luster, Boverdal, Lom, Skjak and Hested; walk-about breakfasts and enormous evening meals; a dinner dance at Vadheim village hall; two mini-cruises; and intermingled with it all the friendly companionship of a group of happy wanderers whose cheerfulness made my job that much easier.'



Remembering . . .

BURMAN

KNOWN to all *Cycletouring* readers for his portrayal of the lighter side of cycling, **Albert Burman** died suddenly towards the end of September. As a tribute to his memory we are reprinting a cartoon he drew for a Christmas issue some years ago—one of hundreds that have come from his pen through the years. He also served the magazine by drawing-up for reproduction most of the sketchmaps that accompany our touring articles.

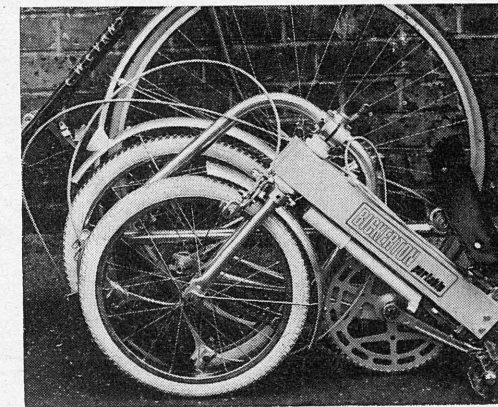
Albert joined the CTC in 1929-30 (*writes F. A. Hemming*), riding with Birmingham & Midland DA's Southern Section, with which he continued to be associated for the rest of his life and in which his wife, Gwen, shared his enthusiasm. He had joined the Warwickshire Road Club in his teens, and was soon winning both local and national events, particularly at the shorter distances. In later years he was a BCTC finalist and a successful participant in CTC national Triennial Veterans 100s.

Whether in the organization of club tours or sporting events, Albert took on, cheerfully and efficiently, many of the varied jobs necessary to run a successful club.



New directions in cycling

Test report by **RICHARD BALLANTINE**



READERS MAY REMEMBER an article in the June 1975 *Cycletouring* about a folding bicycle called the Bickerton Portable. Hand-built in a garage workshop by the inventor, Harry Bickerton, the machine weighed only 18 lb and folded down to the size of a small suitcase. It was, said the article, easy to ride, and a great step forward in purpose-built cycles.

The history of cycling is rich with brilliant innovations which progressed no farther than the home workshop stage. Happily that is not the fate of the Bickerton. One of Harry's customers was Stephen Rowlinson, chairman of the TCK manufacturing group, and within half an hour of their meeting an agreement was forged to mass-produce the Bickerton. Over 250 cycles per week are now rolling off a Birmingham production line.

SPECIFICATION

Wheelbase	38" approx.
Saddle height from crank centre	Adjusts between 27½" and 40".
Height handgrip from ground	Adjusts between 35" and 41½" also fore and aft.
Height crank centre from ground	10¼".
Folded dimensions	Within envelope 30" × 20" × 9".
Weight	18 lb (8.2 kg).
Front wheel	Standard Endrick type 14 × 1½", double ball bearings, pneumatic tyre and tube.
Rear wheel	Standard Endrick type 16 × 1½", double ball bearings, pneumatic tyre and tube. 14 tooth, ½" × 3/32" single-speed freewheel sprocket turning on ball bearings.
	A similar and interchangeable wheel with a 13-tooth sprocket and Sturmey Archer 3-speed gear hub with trigger control is available.
Chainwheel	57 tooth ½" × 3/32" aluminium alloy.
Cranks	Aluminium alloy, cotterless.
Chain	½" × 3/32" corrosion resistant plated.
Pedals	Rat-trap. Aluminium alloy, ball bearings each end (left-hand pedal has quick detachable feature).
Saddle	Lightweight mattress type.
Brakes	Calliper type, cable operated. Side-pull aluminium alloy.
Mudguards	Aluminium alloy (rear fitted with reflector).
Main frame member	Aluminium alloy box section, hinged for folding with clamp arrangement at fold point.
'Handlebar' tubes and seat tubes	Telescopic action aluminium alloy drawn tubes with hand clamps. ½" dia. at saddle attachment and handgrips.
Headstock	Double action pivoting and swivelling with quick-action clamp and position locating stop pins.

The new Bickerton is faithful to the original, but numerous detail refinements and a strengthened frame and chainstays have improved its performance. Constructed of aluminium alloys throughout, it still weighs only 18 lb and folds down to 9" × 20" × 30" in under 40 seconds. A sturdy canvas handlebar bag will accommodate up to 40 lb of groceries or briefcases, and also serves as a carry bag for the folded bicycle.

The Bickerton is thus something that all other bicycles are not: genuinely portable. It will fit into the boot of a Mini. It is no trouble at all to carry along on a bus, train, or aeroplane. It will hang from a coat hook, stow neatly under a desk, or fit on an overhead luggage rack. It is not subject to the onerous British Rail bicycle charge—provided it is in its bag!

The advantages for both utility and recreational riders are

enormous. Train commuters can have a cycle at both ends of their journey, and no locking-up problems. Motorists can park in outlying districts and cycle the final stage into a city, avoiding traffic hold-ups.

Touring interesting areas far from home on conventional machines typically involves high rail charges, or endless loading and unloading on and off a motorcar. The Bickerton ends these problems. It also makes easy a particular kind of touring: riding 'where the road goes', following the most interesting route, then returning by train when you've had enough. And on family holidays, those who are keen on cycling can 'do their thing' without inconveniencing the others.

The Bickerton adjusts quickly to fit anyone from a child right up to a 6'2" adult. This incidentally makes it excellent value as a children's bicycle, as it can 'grow' with the rider, eliminating the need for three or four different conventional machines.

So its usefulness is clear. But what about performance? Well, it is unusual and surprising.

Largely on account of the 18 lb weight, even the single-speed version will melt up hills ordinarily requiring alpine gears. At a recent hillclimb meet, one of the competitors ran the course on a Bickerton fitted with toe-clips. He was only four seconds off the time he posted with his own cycle.

The frame design and materials give a very flexible ride, and the initial sensation is of being aboard a 'slingshot' or a clever construction of rubber bands. But after a while the smooth ride afforded by the springiness becomes much appreciated. At speed, particularly with the tall geared 3-speed hub Touring model (20 lb), hard thrusting on the pedals will flex the chainstays, inducing a distinctly loopy, snakelike ride. But this is only when pressing hard, and under normal pedalling pressures the ride is serene.

I gave an early (and even more flexible) Bickerton model a good thrashing, banking hard through bumpy corners and potholes and charging up and down dirt hills, and 'slingshot' sensation or no, it can be ridden with confidence.

The perishability of the machine was given an impromptu test when, with dunderheaded *elan*, I drove my estate car under a low overhang, sweeping away a roof rack, an assortment of luggage and water bottles, and my priceless Bickerton. Although it was the seat pillar that caught the overhang, and the bike was firmly lashed to a front roof rack which did not

come off (the lashings snapped), the only damage was a slight bend and scratch. This was fool's luck and I would not care to try the stunt again, but I am satisfied that the Bickerton is solidly put together.

At any rate, getting back to the matter of performance, the light weight of the bicycle also makes for excellent acceleration, a handy characteristic for town riding. This is counterbalanced by a rearward weight bias; it is easy to 'bounce' the front wheel in a hard start, or when pulling hard up a hill.

The handlebars are designed to move fore and aft when pushed or pulled firmly. At first this is thoroughly disconcerting, but again, once adapted to, it allows a variety of riding positions to be selected at will. Climbing hills, for example, the bars can be pulled back for maximum thrust, and on the flat or when bucking a headwind they can be extended forward to lower the torso and take more body weight on the arms. A stop is provided to limit the forward movement of the bars—a good feature in view of the efficiency of the Weinmann brakes.

In sum, the Bickerton is an excellent and at times even

superior performer under normal cycling conditions. It has some odd characteristics, but once mastered these are useful and even fun.

For around town, the single speed (65 gear) Portable is all you will ever need. For longer tours, where a range is useful, the Tourer with a Sturmey-Archer 3-speed hub makes for nicer going. Seasoned tourists will want to substitute a narrower saddle for the mattress model supplied, and perhaps fit toe-clips. A bit of diddling with the handgrips, for greater comfort when the bars are extended forward, might also be in order.

Inclusive of canvas carrier bag and lights, the Bickerton Portable costs £129.50; the three-speed Tourer £139.50. There are over a hundred agents in the UK, and the bicycle is also available direct from the manufacturer: H. Bickerton Ltd, 84 Brook Street, London W 1. There is a no-quibble guarantee: if you do not like the machine for any reason whatsoever, you can have your money back. But be prepared for a permanent investment—once you have a Bickerton, I think you will want to keep it.

review || *Between the Covers* || feature

TOTAL DEDICATION, 100% effort, and a burning desire to be the best in the world. These are perhaps the three main ingredients from Reg Harris's life story 'Two Wheels To The Top'.

Hard beginnings were commonplace in Harris's formative years and, while he admits that his parents were better off than many in those times of depression, there was no spare money for luxuries. Young Reg worked long hard hours to earn the cash needed to obtain his first modest mount. His early cycling efforts took place with the Bury section of the CTC with whom he enjoyed both club riding and touring. It wasn't long before Reg was encouraged to try his hand at a few time trials and, as so often happens, in due course touring's loss became racing's gain.

Almost by accident it seems, Reg discovered he could sprint. The discovery came while acting as a 'chopping block' for a clubmate who was already doing quite well in the local track meetings. So, with newly acquired track-iron, he prepared himself for the grass track meetings which formed part of the ever-popular sports days. Graduating from these to the hard-banked tracks, the author found himself picking up useful prizes at both Fallowfield and Herne Hill and at the same time earning a reputation as a tough competitor.

His association with the Manchester Wheelers began in 1939, the year he was first picked for the World Championships, and it must have come as a great disappointment to be sent home from Milan before the competition because war was imminent. This is perhaps where we get our first glimpse of the 'rebel' in Harris as he tries, without success, to get left behind and enter as a one-man team.

The war years saw our sprinter volunteering for the navy and fetching up in the tank corps—a piece of Whitehall Wizardry not unknown even in peacetime. Shot up in the desert, returned to base in England, and finally discharged 'grade E medically unfit for further service', Harris began one of several fights to regain cycling fitness.

It is now history that the fight for recovery proved so successful that he became Amateur Champion of the World in 1947 and, not surprisingly, hot favourite for the Olympic title in London the following year. But for Reg there seems always to have been a wicked fairy waiting to strike him down when his powers were at their greatest. There can be little doubt that a serious motor accident early in 1948 robbed him of Olympic gold, and it says much for the man's determination that he picked up the silver medal, going down in the final to Mario Ghella of Italy.

Many readers will recall the Harris professional career through the 50's, but this book has much more besides. The domestic problems and upheavals of a dedicated racing cyclist; the success and failure of the champion turned businessman; death cheated on two occasions; and a not always harmonious relationship with cycling administrators are subjects which Reg does not shun in this very readable life story, taped by him and written by Gregory Houston Bowden.

Published by W. H. Allen, *Two Wheels to the Top* retails at £4.50 and is available from CTC Headquarters at £4.90 including postage.

Bob Mace

* * *

'The Bicycle and the Postage Stamp', latest title in the Harry Hayes Philatelic Studies series, is the first book to be written on this popular thematic subject for stamp collectors. It is well produced in photo-litho, and the print, which is refreshingly clear, together with 20 pages of illustrations, describes stamps and postal covers commencing with the early 'Bicycle Mails'. Stamps depicting various aspects of cycling, including strike emergency services, are there in profusion, listed chronologically from the 1880's up to 1975. A suggested improvement for subsequent editions would be the addition of identifying numbers to the illustrations, as not all are adjacent to the relevant text.

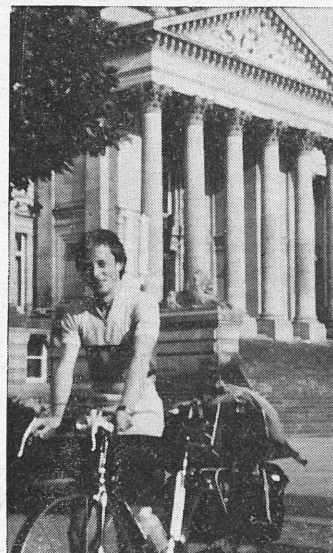
The author, Ronald F. Sudbury, is a life member of the CTC, and in his introduction he refers also to stamps of a non-postal character such as those issued by the Club in 1928 to mark its golden jubilee, and to the competition (closing at the end of this year) for members to design a stamp for the centenary.

The volume appears a little slim for its price, but books of reference are always a good investment for the enthusiast, and this one would be a particularly welcome Christmas gift for a cyclo-philatelist. It can be ordered (£2.60 postpaid) from the publishers, Harry Hayes, 48 Trafalgar Street, Batley, West Yorkshire.

F. E. Goatcher

* * *

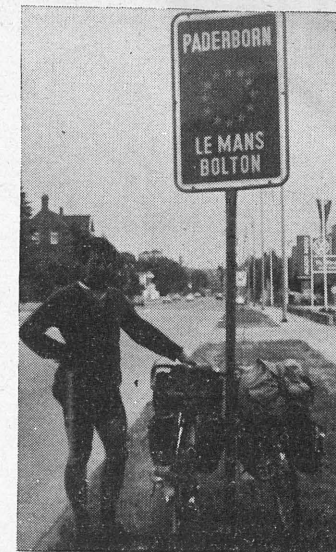
THE 1977 'Cycling Stars' calendar again features, on the August page, photographs of the winners of the last BCTC Final. Racing personalities are shown on other pages, each of which has a ruled corner for entering 'events of the month'. An annual Solihull CC production, the calendar is obtainable (40p post free) from Stan Bray, 307 Moor Green Lane, Birmingham 13.



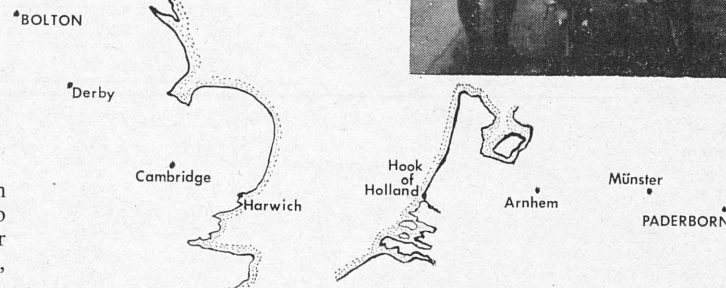
The start from Bolton

Twin Town to Partnerstadt

Mike Almond



The arrival in Paderborn



'GOOD MORNING, Mr Almond. We're from the *Evening News*. We've heard that you intend to cycle from Bolton to Paderborn carrying a letter of greeting from the mayor to the *bürgermeister*, and would like to know more about it.'

'Well' I explained to the pressmen, 'last year I cycled to Blaubeuren near Ulm to take up a scholarship, which enabled me to study German language at the Goethe Institut for two months. I wanted to repeat my experience of cycling on the continent, also to visit Germany again to improve my language further . . . but the question was, where to in Germany? This was answered when I read in the *Bolton Journal* just before Easter that Bolton was to be twinned with Paderborn in Westphalia.

'I had sponsorship in mind, to raise money for town-twinning projects, but for some reason the town-twinning committee did not favour the idea and came up with an alternative suggestion of carrying greetings.'

'How many hours will you spend daily in the saddle?'

'About seven.' (That answer turned out to be blatantly untrue, as my log was later to testify!)

'How many days will it take?'

'Seven.'

'Could we take a photograph of you in your cycling gear with your bike?'

'I'm afraid that will be rather difficult' I answered, pointing to my cycling shirt and black woolly shorts which were dripping on the washing line.

Despite this minor 'hassle', an article and illustration did appear in the *Bolton Evening News* entitled 'Mike's Goodwill Ride'. And on the morning of July 17 I left Bolton town hall as the clock struck 8. At 4 pm on the 23rd *bürgermeister* Herbert Schwiete would be expecting me outside the town hall in Paderborn. 500 miles of road lay between us: what did they hold in store?

* * *

I decided to take the problem of negotiating Manchester by the horns, and headed straight through the centre, emerging from the conurbation some 20 miles later at Poynton. On through bustling Saturday-shopping Macclesfield, I climbed above Rudyard Lake through Leek to one of my favourite pubs, on the high road about four miles beyond the Staffordshire town. The steady descent to Waterhouses was followed

by a strenuous ascent prior to the level into Swinscoe. To the south, beyond a green fringe of about 15 miles, the industrial midlands spread to the horizon, unrolling like a vast smouldering carpet. I swooped down Swinscoe hill, snatching as many sidelong glances at Dovedale as was compatible with safety.

Pausing in Ashbourne to buy a packet of the celebrated gingerbread, I headed up the hill towards Derby which was reached soon after 3 pm. Rather than duel with the vagaries of the one-way system, I wheeled my bike through the centre until the Melbourne road could be taken, turning off near Swarkestone and coming presently to the small village of Weston-on-Trent where I was to spend the night with relatives.

Setting out for Cambridge soon after 8 am in the quiet of the Sunday morning, I was cheered on by the sight of labouring time-trialists on the 'sporting course' on the A6 near Loughborough. I undulated through Leicester, Oadby and Great Glen, then was joined by a racing man for the stretch into Market Harborough. He lived in Leicester and was going to see his girl friend, conveniently living that good 'training bash' away.

A bite to eat and a pint or two at Kettering, then it was good riddance to the A6 and welcome to the cross-country A604. I revised my opinion after Thrapston, when a long tedious stretch of 'tar and feather' conspired with the sunburn on my arms and pain in my right foot and nether regions to test me out.

I was glad to see Cambridge soon after 5 pm, and took the opportunity to pay a fleeting visit to Pembroke College, my 'Alma Mater' for three years. The sight of my bike, propped against the porter's lodge, evoked memories of when I had first 'cycled up' to Cambridge six years previously.

Pete Horsfield, who was to be my companion for the rest of the ride, was still converting his bike, after riding a '100' in the morning, when I rolled into the drive of his house. We had first met in the October of 1970 during the Cambridge University Cycling Club's first run of the Michaelmas term, which he had creditably completed on an old 'sit up and beg' . . . he has come a long way since then, and was to ride the national '24'

three weeks after our return from Germany.

We made a relatively late start from Cambridge, and a relatively strong SSW wind and showers made the first 10 miles to West Wickham a trying grind. In a village shop where we bought some milk, the shopkeeper observed that it was good, at long last, to see two English cycletourists—most of those he had seen were Dutch.

Sudbury afforded the amazing sight of a whole family on only two wheels. Mother and father were on a tandem with two children in carriers front and rear. The luggage followed closely behind in a trailer. At East Bergholt in the Constable country we met, over afternoon tea, a charming Dutch cycling couple. They had been touring in England for three weeks and were returning to Holland by the ferry on which we hoped to sail the following day. During the next 15 miles we saw the river Stour widen from its lowest bridging point at Manningtree to its mouth at Harwich. A comfortable night was spent in a CTC recommended boarding house in Dovercourt.

We arrived at Parkeston quay in good time for the 9.30 am ferry, only to be told by the ticket office 'bod' that as the ferry was crane-loaded we should have been there at 7.30 at the latest and would therefore have to wait for the drive-on ferry sailing at 12. We failed to see why cycles could not be wheeled up the gangplank, and also did not fancy the prospect of making a cup of tea last two hours in a Harwich cafe. We did circumvent officialdom, but by then time was short, and our anxiety about missing the boat mounted as we waited for a train to pass over the level-crossing. Customs and passport control were helpful in speeding us through, so we made it with about 10 minutes to spare.

The crossing was good, but there was a stupid gangplank arrangement at the Hook of Holland which necessitated heaving the laden bikes up a flight of steps.

Acclimatisation

Our first hours in Holland demanded a rapid acclimatisation to a different language, different currency, riding on the right and on cycle paths with traffic lights. Such differences are, in my opinion, a challenge and an integral part of that aspect of travel abroad which broadens both one's mind and one's experience.

I am fascinated by the Dutch language, trying as I do to translate advertisement hoardings with a combination of English, German, and a sense of humour. Some phrases are soon understood, eg 'Fietsers Oversteken' is a notice which precedes the crossing of a cycle path from one side of the road to the other. If you do not understand 'Slecht Wegdek', then you will after jolting up and down on uneven *pave* for the next kilometre.

On all sides of the road from the Hook of Holland to Ockenburgh youth hostel, just south of The Hague, not a scrap of land is wasted in this crowded flat country. Either it is turned over to housing or to intensive market gardening including many glasshouses. In Munster we spent our first guilders on provisions for our evening meal. As I had discovered the year before, German seems more effective than English in making oneself understood.

Ockenburgh hostel is palatially set at the end of a long avenue surrounded by woods, a lake, and sand dunes on the west side. It seems massive to British hostelling eyes, and is nightly host to an equally massive assortment of nationalities. We were fortunate in being allocated beds in one of the smaller dormitories (to sleep in a large dormitory is a superhuman effort, even after a day's cycling).

The route from the Hague to Delft is an orienteering course of marked difficulty. Although the Dutch system of cycleways is highly commendable, it is difficult at times to trace their course at busy intersections; this combines with the *pave* surfaces to lower one's average touring speed. There had been virtually no respite from urbanisation when we arrived in musical Delft. The chimes of the clock bells from the tower by

the side of the road set the scene firmly in Holland.

We reached Gouda by lunchtime and felt obliged to include a chunk of the cheese amongst our supermarket purchases for lunch. This foray into supermarkets was a regular feature of our continental tour through sheer economic necessity. If you think that 'the pound in your pocket' has been devalued in England, then in the lands of guilders and marks you are absolutely convinced of it! Incidentally we were amused to note that the 'Dutch' for 'Help yourself' is '*Help-U-Zelf*' which phrase became a running joke for the rest of the tour.

A consultation with Michelin map No. 6 told us that we were hopelessly behind schedule. Arnhem was 60 miles away, so during the afternoon we settled down to a steady grind, with a nagging crosswind, along the long unprotected dyke road by the side of the river Lek, about 20 feet above the surrounding fields. By that stage we had left the heavy urbanisation of west Holland, and even the dreariness of the flat fields was pleasantly relieved at intervals with woods.

Contradiction

Heavy rain lashed us immediately after Culemborg to add its force to the wind, and we realised that darkness would overtake us before long. The ride had become a contradiction to anyone who facetiously believes cycling in Holland is easy because it is flat. Around 8 pm hills appeared on the murky horizon. By 9 pm we were crossing high above the Rhine. Brightly-lit barges winked in the darkness below, and the sight filled me with the thrill of movement and distance, which made the temporary physical discomfort fade into insignificance. We were fortunate to notice the sign to the youth hostel through a dripping fir tree branch 3 km from Oosterbeek. The warden's assistant, also a member of the cycling fraternity, said 'Welkom' with cups of much appreciated hot coffee.

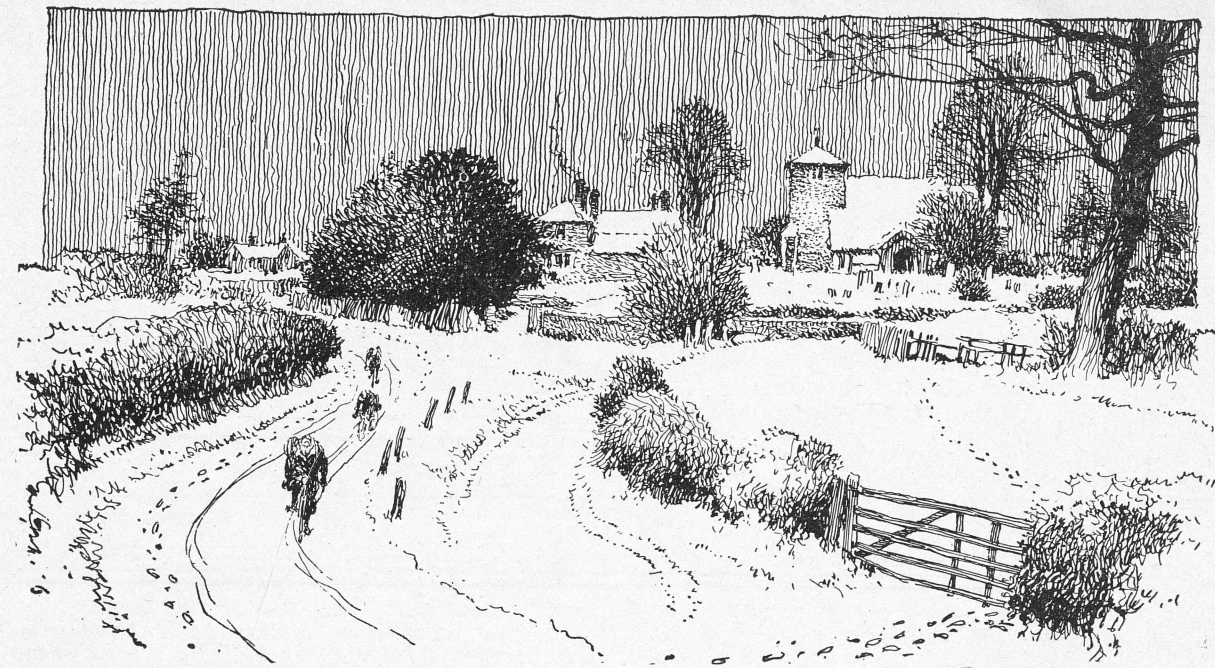
Showers buffeted us next day as we negotiated Arnhem and its surrounding hills. After a time the country became flatter again, stretching towards Winterswijk where we had a late lunch. It was Pete's turn to dispose of the rubbish, so I pointed out what appeared to be a blue rubbish bin down the road. Off he went, only to find it was someone's letter box—another case of international misunderstanding! Perhaps one future advantage of EEC membership may be that the colour and shape of litter-bins will be standardised.

The border with Germany was crossed at Oeding around 3.40 pm and a new road, not marked on the map, helped us on the way to Coesfeld. Nottuln hostel, situated on a *baumberg* (literally a tree hill), was reached at 7 pm, and due to the presence of large school parties (incidentally this was so at virtually every other youth hostel in Germany we ultimately visited) we were lucky to be given beds—this only because the warden asked where we had cycled from that day and was suitably impressed. Fortunately we were shown to a room on the top floor, above the shindy below, which we shared with some German cyclists. The room overlooked a golden prospect of fields, reaching almost to the white plumes above the cooling towers of the Ruhr, perhaps 30 miles away.

Satisfaction

The target day had arrived. The target time was 4 pm at Paderborn town hall, 70 miles away, so no effort was spared to make a prompt start after breakfast. After five miles the hills gave way to the Munster lowlands. Munster was reached in good time, and after negotiating the city we spanked along the major roads to Rheda for lunch (Pete obviously regarded it as good training for the '24'). We arrived at the Paderborn/Schloss Neuhaus boundary by 3.10 pm, and at 4 pm I handed to the *burgermeister* of Paderborn the letter of greetings from the mayor of Bolton.

Next day the local papers read: '*Aus Bolton mit dem Fahrrad*' and '*Radfahrer als Botschafter*.' In other words, we had arrived.



A White Christmas
for Patterson fans



Carl Dania with some ideas for the darker months

(1) Taking the bounce out of battery lamps

THE standard method of attaching a battery rear lamp to the seat-stay by means of a clamp has never been very satisfactory, and the situation was aggravated by the introduction of BS 3648 and the consequent use of heavier batteries.

Against this background, Sturmev-Archer some years ago produced a system which overcame the problem by dividing the lamp into two parts: a bulb housing (similar to a normal dynamo tail light, but with a 2.5-volt bulb) and a battery case incorporating a switch—the two connected by a length of twin wire. The bulb housing, being very light, was easily fitted to the rear of the cycle, whilst the much heavier battery case was clamped across both seat stays above the back brake.

My suggestion is to adapt this same system but to make it much more flexible, at the same time overcoming some of the other problems associated with battery lamps.

First of all, there is no need to mount the battery case on the frame at all. It is better placed inside the saddlebag or pannier, where the batteries will be cushioned from vibration and protected from damp. If the lamp unit is also fitted with a quick-release device, the saddlebag and lamp can be removed altogether if the cycle has to be left unattended, thereby preventing the lamp from being tampered with or stolen.

In order to make the lamp detachable, simply replace the plain fixing nut on the lamp body with a wing nut and arrange a suitable bracket. Fig. 1 shows the modified lamp, whilst Fig. 2 shows a simple aluminium bracket for fixing the lamp

Fig. 2

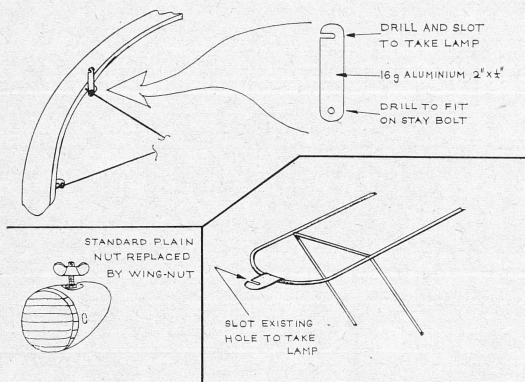


Fig. 1

Fig. 3

to a mudguard stay bolt. Cyclists using the Claud Butler type of pannier carrier are even spared the necessity of providing the bracket, as the existing one can be simply altered (Fig. 3).

There are, of course, many different ways of arranging a suitable fixing, depending on personal ingenuity. In fact, there is no reason why the entire system should not be built 'from scratch' using a normal dynamo tail light fitted with a low-voltage bulb for battery use. (It is advisable to replace the Sturmev lamp anyway, as it uses a special 'push in' bulb which is not widely available.) My own preference is for the Miller lamp with its large diameter lens. There is enough room in the lamp shell to carry a couple of spare bulbs, wrapped in foam rubber, which avoids a lot of upheaval in the event of a bulb failure.

As regards battery cases, we can retain the Sturmev product, make our own, or adapt other equipment. A particularly good

case is sold for use by potholers. As might be expected this is very robustly made, yet not unduly heavy.

The advantages of this system can be summed up as follows:

(1) The rear lamp itself is securely fixed in position, yet can be easily removed—in particular to prevent theft or vandalism.

(2) The batteries are well protected from damp and vibration, their two main enemies.

(3) The system provides a good reliable rear light and is also very versatile, yet uses only standard components which are easily replaceable.

The same method can be used to produce a front lamp, using a dynamo headlamp with low-voltage bulb. Cyclists with handlebar bags or front panniers will obtain exactly the same benefits as with the rear lamp. In the absence of such bags, the battery case can be clipped to the handlebar or front lamp bracket. This does not give the same protection to the batteries, but is still substantially better than the familiar tinplate lamp.

(2) More light—less wiring

FOR cyclists who have to ride regularly at night, dynamo lighting represents a sound investment. An investment in the true sense, when one considers the cost of replacing batteries. Unfortunately, fitting a dynamo can so often result in an untidy festoon of wire and tape, which hardly enhances the appearance of a lightweight cycle. To overcome this I decided to re-consider completely the attachment of the dynamo and its associated wiring on my machine.

If wiring is to be kept to a minimum, it seems logical to use the 'earth return' system, whereby the frame itself forms part of the lighting circuit, and only one other wire is required for the supply to each lamp. Most dynamo systems operate in this way, the dynamo being mounted on a bracket clamped to the seat-stay. The earth is provided by a small pointed screw which is driven through the bracket until it pierces the frame enamel and makes contact with the metal underneath. At its best, this is a barbaric practice. At its worst, the screw works loose, causing the lights to go out.

Whilst seeking an alternative method it occurred to me that, as my frame has a headlamp boss on the front fork, it would be possible to make up a bracket for the dynamo and to bolt it onto the fork boss. The fixing bolt would automatically earth the dynamo to the frame. Looking for material for the bracket, I came across an old Cliff Peters sprint wheel carrier. Not only was this of suitable thickness (about 1/8") but it also had two bends, forming an offset of about 3/8". This offset is necessary in order to bring the dynamo into the correct position in relation to the tyre.

After a little sawing, drilling, and filing, I produced the bracket shown in Fig. 4, which was finally polished. Apart from the offset previously mentioned, none of the dimensions

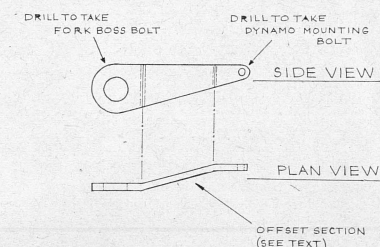


Fig. 4

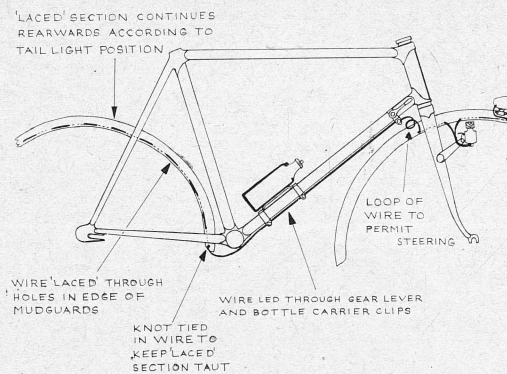
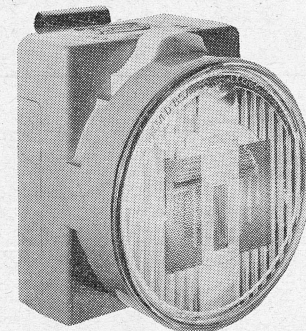


Fig. 5

is critical. It should be noted, however, that the bracket must be long enough to enable the dynamo body to clear the front brake block.

Having produced a good secure mounting for the dynamo, at the same time ensuring a reliable earth, it is now necessary to run a single wire to each of the lamps. To keep the wiring as unobtrusive as possible, I evolved the method shown in Fig. 5. This uses clips already fitted to the down tube, to hold the wire in position. The wire is sleeved with tape at each of the clip positions (Fig. 6). The clip bolts are then removed, and the wire placed into position so that each sleeve is wedged between the jaws of its clip. The bolts are replaced and



Ever-Ready's Frontguard

AN OLD FRIEND (though seldom without its critics) for over 40 years, the Ever-Ready twin-cell battery cycle headlamp has now gone into retirement. Its successor, known as the Frontguard, was officially launched on November 15, and is the first cycle headlamp to be produced in conformity with the new British Standard AU 155.

Chunky in appearance, with a casing constructed from a special tough plastic, it nevertheless weighs—complete with two SP 2 batteries—fractionally less than the old lamp with its No. 800 battery. Special attention has been paid to 'light-spread' and the newest techniques have been used; the lamp is priced very reasonably at £1.69 including VAT, and a test report will appear in a subsequent issue of *Cycletouring*.

News has also reached us that the firm of Crompton Parkinson, manufacturers of 'Vidor' batteries, are currently developing a cycle headlamp to the new British Standard.

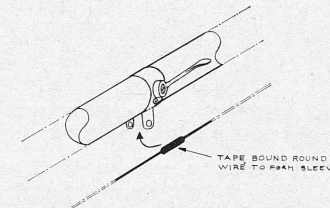
Also recently on the market at around 90p is a very trim little headlamp, the Pagani 'Slimlite', which looks like a dynamo headlamp but in fact takes two SP 11 batteries. The overall diameter is 3 3/8" and it measures only 2 1/2" front-to-back; it is obviously not intended to be frequently removed and

tightened, thereby trapping the sleeved wire and holding it firm.

The wire is led under the bottom bracket shell to the lower end of the rear mudguard, where it is 'laced' through a series of holes drilled in the mudguard edge. These holes are 1/16th inch in diameter, and 2 inches apart. Knots are tied in the wire at the beginning and end of the laced section to prevent the wire from working loose. The length of the laced section of wire depends upon the position in which the rear light is mounted.

The lamps may be mounted in any position, according to personal preference, provided that the lamp body is earthed

Fig. 6



to the frame. On my own cycle I use pannier carriers front and rear, and mount each lamp on its respective carrier. The supply wire to the front lamp is laced into the edge of the front mudguard, as indicated in Fig. 5.

To conclude, whilst I recognise that it is still some way from the 'built in' wiring used on some custom-made touring cycles, this method does at least give the appearance of being an integral part of the cycle instead of an untidy afterthought.

... and what's new on the market

Stephen Dallaway looks at some recent products that have 'come to light'

replaced, as the fixing is similar to that of a dynamo headlamp, with two screws—one to fasten it to the lamp bracket and the other to adjust the angle.

Adequate light is given for both town and country riding, but the small size of the batteries suggests that this lamp would be best used on short journeys.

* * *

SP 11 batteries are also used as the power unit for another innovation—this time four in number to produce 6 volts. The idea, which comes from the CTC's home town of Godalming, is known as the 'Dynamite' and provides a light when stationary on a dynamo-equipped bicycle, cutting in below a certain speed and out again as speed rises.

It can be fitted to seat- or down-tube as convenient, and full instructions are given for joining up the wiring with the existing lighting circuit. The unit itself is only 9" long x 1 1/4" diameter, and the system is designed to work with either a tyre-driven or hub dynamo. The specimen received at Cotterell House will also be 'road-tested' and reported on in a later issue.

* * *

Readers who have occasionally expressed a desire for some form of rechargeable lighting will be interested in the Nightfarer developed by Neville Billington of Bromsgrove, Worcs, and advertised in the last issue of *Cycletouring*, though the price—perhaps inevitably—is considerable: £9.01 for the cheapest of the three lampsets (the 'Budget') plus £13.50 for the appropriate 1.2 AH battery, making a total of £22.51 (£23.61 including carriage charges).

A booklet giving a detailed explanation of the system, with illustrations, may be obtained by sending a large stamped addressed envelope to Mr Billington at 46 Arundel Road, Bromsgrove, B60 2HN.

*BCTC winner's
own story*

**C.T.C.
RIDE NOW**

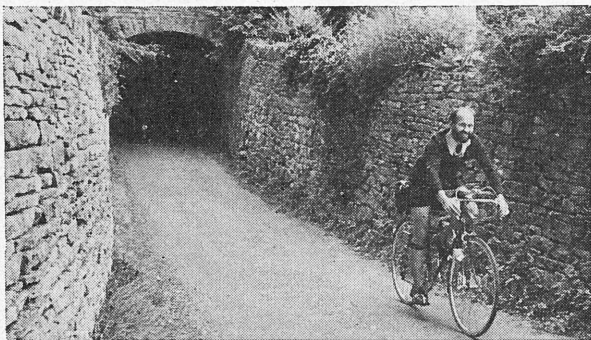
*B.C.T.C.
Humphrey Bolton
on the Final*

AS I did not fancy 180 miles of motorway before the Saturday afternoon start, the two-day formula—on which this year's BCTC Final was planned for the first time—meant at least one extra night's stay. I went down to Gloucestershire with the family a week before: why waste an opportunity?

The Saturday morning of the competition saw me cleaning the bike and adjusting the brakes—there's nothing like doing something positive for soothing the nerves, and the 'butterflies' were really active that day. Start-time came and off I went, trying to memorise everything in sight for the observation test—never my strong point. Little did I know that the photos we were eventually to be asked to identify were all on the Sunday course!

Up a big hill, then along a delightful lane which forms a precariously narrow ledge along a precipitously steep hillside. Pedestrians we passed were seen to be clutching check-cards. A slightly staggered cross-roads at Amberley had me confused; was I supposed to make a right-turn signal or not?

'Threeses' was in the church hall. While I awaited the



equipment check, wife and baby came tearing along the road: the homing instinct for cups of tea is remarkable.

It was a working tea-break though, for we had a most unusual map-reading question. We could choose any route we liked to the finish, as long as we passed twelve churches. The mind boggled. Not wanting to be late for tea, and not being very fit, I found one that used lanes, was short, and didn't climb much. Very nice it was too. At the finish we filled in a form to say why we chose the route. This was certainly a refreshing change from the rather academic map-reading questions usually asked in previous BCTC Finals, which have often reminded me of school exams.



We had to change digs for the Saturday night, and after an excellent meal served by Bristol DA we went to book in. To our dismay, the cot provided for baby had low sides. No sooner was she put in than she climbed out again. We abandoned ideas of going to the evening social and retired early.

To do well in the British Cycle Tourist Competition, a little luck and a lot of concentration are needed. The break provided by spreading the event over two days certainly gave a chance to recover, and the Saturday scores displayed at the Sunday start were an added stimulus for further effort.

Sunday morning was bright, clear and fresh. The route soon climbed up onto the Cotswold escarpment where the views of the Vale of Gloucester and the Forest of Dean were breathtaking. I was lucky with the first set of quiz questions, one of which was a repeat from a previous Final! Some mild roughstuff took us along a woodland bridleway, then came a welcome cuppa dispensed by my old friends of the Bristol DA.

A 1-in-4 sign warned of things to come: at the bottom of the hill was an awkward right turn onto a track. More beautiful views, then a climb up to the track over Scottsquar Hill, with its ups, downs, twists and turns, and a marshal every few yards.

Next came the pace-judging. The contour lines on OS 1:50,000 maps are not easy to read, but in the end I decided that 10 mph was the order of the day. We were advised to allow an extra five minutes to look round Painswick churchyard. The church has a clock, and I wished I'd looked at my watch before it was sealed (though the organizers are quite capable of arranging for the clock to be altered!).

The climb to Worgan's Farm was quite an ordeal in the midday sun, then at the top the last two sets of questions had me baffled. Down the lane back to Stroud it occurred to me



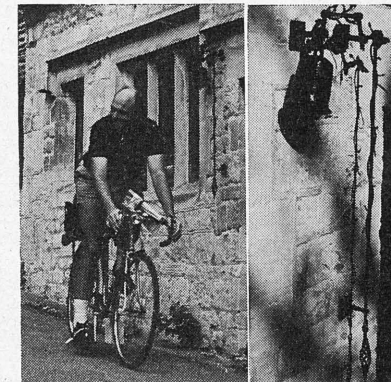
that we hadn't had a brake test, and this would be the last opportunity to have one. Round a corner and—'Stop!' I must be getting a sixth sense.

Through Stroud, a quick check to make sure the roughstuff hadn't loosened any bolts or bearings, and the finish was soon reached. The bike was examined for maintenance and its rider for observation, then lunch and the long wait for the result

Out comes Bob Carmichael-Riddell, chairman of the BCTC organizing committee and our Yorkshire Councillor, and surely there's a big smile on his face—there's hope yet. Yes I've done it: after trying to do so since my first Final in 1965, I'd won at last!



In the hills above Standish to the north-west of Stroud—one of many fine panoramic views on the BCTC course—and in the right-hand corner Jennie Bull (12) the youngest competitor. All photos by John Boon.



Has he seen that bell? If not, he'll be one down in the observation test!



1½ minutes to read the questions; 1½ minutes to answer them: the scene at one of the four quiz points.



Five minutes to look round Painswick churchyard, famous for its yew trees, table tombs and monuments.

Christmas Birds

Not the table variety . . . but those that enliven the countryside at this time of year.
R. B. RATCLIFFE, RIBA,
tells what to look for and also suggests seasonal gifts for cyclist birdwatchers

WHEN the seasons were predictable—just a few years ago—the last regular winter visitor of the year to the midlands reservoirs I know was the *goosander*, a large and attractive saw-billed duck from Scandinavia. Oddly enough, it was usually Christmas Eve before he was first spotted by some diligent observer who had opted-out from domestic preparations for the festival!

Boxing Day was often followed by a 'cold snap' which brought the *redwings* and *fieldfares* (again, Scandinavian birds) right into the town gardens seeking out the remaining berries and, if they were lucky, apples.

Hardened ground, frozen water, or slight snow can change a bird's life overnight, and thus December can become a month full of exciting possibilities, with all the winter visitors likely to remain with us until late March or early April—but the weather will control their movements. A cyclist who keeps an eye upwards on his travels may well find large parties of *thrushes* or *lapwings* flying overhead in a south-westerly direction as they anticipate a 'cold front' moving in.

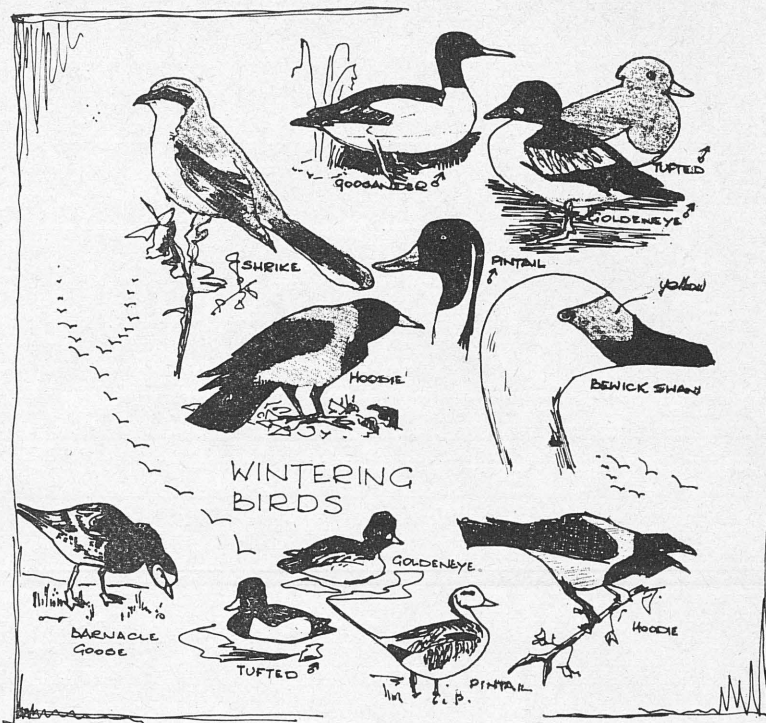
Wildfowl are particularly hard hit in yet another year. Their once very safe nightly roosting place is no longer a sanctuary for them: overnight it has become a mere extension of the foxes' hunting ground, and soon these birds have to disperse to warmer ice-free areas.

* * *

Surely nothing strikes the heart of the winter birdwatcher more than the sight and sound of *wild geese* as they fly in from their northerly breeding grounds or Greenland wastes. It is indeed a fortunate observer who witnesses their arrival after a journey of perhaps many hundreds of miles of sea.

In the midlands it is generally the *whitefronts* that occur, and these are usually on their way to the Wildfowl Trust at Slimbridge, where by mid-February up to 6000 individuals may be seen grazing on the Severn mudflats. It is probably well known now that families and individuals of the *Bewick swan* also make the trip twice a year from their breeding grounds in arctic Russia. Considerably smaller than the resident mute swan, the Bewick flies on noiseless wings and has a goose-like call (hence confusion at times). Their destination too may be Slimbridge or the Ouse Washes, and binoculars should reveal yellow on their beaks.

Cyclists who are also walkers will find reservoir perimeters offer endless variety in habitat, from conifer plantations to open fields. You may come across *short-eared owls*, *woodpeckers*, *crossbills*, *goldcrests* and *tree-creepers*, and the area



between the water and the vegetation is the haunt of *snipes*, *grey wagtails*, or *meadow pipits*. Any beechwoods en route should be inspected for the *brambling*, a Scandinavian finch having the wing stripe of the chaffinch and the white rump of the bullfinch. Rubbish tips afford endless possibilities for the rarer gulls, the *glaucous* and the *Iceland*; there may well be a *hooded crow* hidden in among all the crows and jackdaws too.

Above all, cyclists have the advantage of being able to hear the various species often before they come into sight. This can lead, for example, to discovering a flock of *golden plovers* mixed in with the *lapwings*: the former a much sleeker bird, and its colouring allowing it to merge with the earthy background only too well.

Don't forget fence posts, telegraph poles, and the like—many an *owl* is too soon disturbed by your approach and an identification is missed. *Kestrels* (the 'hovering' bird of the motorway banks) and *shrikes* often take to vantage points or lookout posts; *corn buntings* sing away oblivious of any noise or disturbance.

By the end of December the serious birdwatcher will be totting-up his score for 1976: for local species, over 120 is very good.

* * *

BINOCULARS make excellent Christmas presents, and it is well worth looking around for the substantial discounts that are obtainable, particularly in bird magazines. For use at large reservoirs the 9 × 40 and 10 × 50 are ideal despite their weight; telescopes are attractive but bulky.

In all cases it must be remembered that the diameter of the object glass is as important as the magnification, and should be 3½ times as much at least, in order to give adequate light to the object. The field of view at a given distance is also important—objects will be difficult to locate if it is too restricted. Too high a magnification, impressive in its way, suffers from handshake: thus 10 × are big enough.

Books, the other Christmas gift stand-by, abound—but for general usage the standard work is the Peterson guide *Birds of Britain and Europe* (Collins). Nearly as good is the Hamlyn guide, while Corgi publish *A Wealth of Wildfowl* and Collins again *The Sea Birds of Britain and Ireland*.



Reader to Reader



'Do you speak—?'

MOST BOOKS for tourists say that knowledge of a foreign language is unnecessary as 'most people on the continent speak English'. This advice may hold good for the reception desk of a tourist hotel, but is misleading in small towns and villages.

When endeavouring to find accommodation at a reasonable price I never found *anyone* who spoke English, and my earnest efforts to communicate generally ended in pure pantomime. I intend to learn some French before next summer—but I'll bet it won't be half as much fun!

William Long
Wollaton, Nottingham

Why don't you vote?

HAVING learned the result* of the recent election of CTC Councillors for the Central division, the only real disappointment I share is the very poor response by fellow members. Just 16% bothered to use their votes—what happened to the remaining 84%: do we put it down to Apathy with a capital 'A'?

Perhaps the electorate of the Central division would like to air their views in the magazine, so that others might learn for the future.

Eric Neal
Hinckley, Leics.

* see page 31

What it's all about

'CLUB SPIRIT' is difficult to define, but I think an experience of ours really gets it across.

Our daughter Patsy crashed at York just before 6 pm on a Saturday evening. She was little hurt, but the front end of her cycle frame was wrecked and the forks bent. We were able to contact a local DA member who immediately offered 'a frame or a complete bike'—though at that time he knew nothing about us except that we were CTC members. Next day Patsy left, on time, to take part in the Youth Adventure Week which she had come for, using her mother's bike modified with borrowed equipment. Mum and I also left on a borrowed bike and in the company of a CTC Section who had invited us to join them as they were 'going our way'.

The following Saturday we returned to York to hand back the borrowed machinery. Patsy's cycle needed only the return of its saddle and bars: the machine had been stripped, a local repairer had replaced the damaged tubes and straightened the forks, and the frame had then been given a coat of paint and the bike reassembled. All we could do was say 'thank you' and pay the very moderate bill.

We wish the North Yorkshire DA every success. With members like that, they should go from strength to strength.

John Boon
Bristol

Help preserve those bridleways!

I READ with great interest and approval the appeal to members for bridleway reports, but would like the idea to be taken a stage further: Where a bridleway is found to be obstructed by overgrowth, wire, locked gates, or illegally ploughed out,

the matter be reported to the Highways Department of the County Council (the address can be obtained from the local library or town hall).

That many bridleways are free from obstruction today is due to such bodies as the Ramblers' Association, whose members have cleared overgrowth, waymarked routes, reported obstructions, and given evidence in court. They should, I feel, receive assistance and backing from members of other organizations who also benefit.

If we value an amenity which gives us access to the countryside, we should be prepared to make some effort towards its continued existence. To report an obstruction to the local authority takes very little effort, but it could save a bridleway from being perpetually out of action and thereby liable to closure through non-use.

Assisting with the waymarking of bridleways is another way CTC members could be of help, and also making suggestions to local authorities for the erection of signposts at important junctions—they are empowered by law to erect one where a right of way joins a metalled road.

A lot can be done to protect cyclists' interests on bridleways and at the same time help to preserve our National Heritage.

(Miss) V. M. Broomhead
Bournemouth

More help for the Blind

AS A RESULT of my appeal in the June *Cyclotouring* for volunteers to take a blind girl from Ealing tandeming, she has since experienced some very enjoyable youth hostel touring.

The good news must have got around. Many of our blind friends, living in such places as Brockley, Dulwich, North Finchley, Walthamstow and Welling, have asked to join the Sports Club for the Blind, whose Tandem Section the CTC has kept well supplied with free machines and useful volunteers for over 20 years. Would any members living near the above districts like to come forward now? Grateful thanks to you all.

Frank Anderson
2 Lytcott Grove
East Dulwich, London S E 22

Extremities

WHAT TO DO about cold feet, asked Andy Black in the August issue. He should get wool socks. One pair of wool is infinitely better than several pairs of nylon or similar man-made fibres. If he still suffers, he should ask his doctor to prescribe some tablets to improve his circulation.

Veronica Brown, Bedford

* * *

I HAVE FOUND it a good idea to stick aluminium cooking foil on the inside sole of the shoe and then put an inner sole on top of this. Another great help is to wear a pair of old socks on top of your cycling shoes.

Geoffrey Norfolk, Pinner, Middx.

* * *

AFTER suffering this trouble for some years I solved it by wearing lambswool-lined bootees, which definitely do the trick.

C. H. Pollard, Knowle, Bristol

Yesterday and today

WAS the enjoyment gained from riding the 'legendary Sunbeam' greater than with a humbler model? asked M. Matcher in the August issue. I can answer a decided 'yes'.

I had a Sunbeam light roadster in 1926, with oil-bath, 2-speed bracket gear, and all-black finish. Although I had specified various 'outside components' these were re-finished in the Sunbeam black.

The mechanical accuracy and finish were impeccable, the enamel was superb and virtually indestructible. In these respects alone the Sunbeam was far ahead of any other make. Although by modern standards the frame would appear somewhat clumsy, the machine was free-running and silky. The oil-bath was an oil-bath; no dirt or water ever entered, and after five years of use the chain still glistened with clean oil and had never needed re-tensioning due to wear.

In 1930 I purchased a lightweight made by a very well-known small maker who still exists today. By contrast it was a great disappointment, and in general feel and running qualities compared poorly with the Sunbeam. In 1931 I foolishly replaced the Sunbeam with another of the same make—but the later machine did not compare.

Would I wish to have and to ride the old machine today? Well, only for nostalgia. We now have a much wider choice of gears, brakes and other fittings.

I have two cycles at present, both based on Dawes frames. One, for town riding, has hub brakes, smooth and unaffected by wet, and 3-speed hub for quick stationary changes. The other, with 10-speed derailleur down to 33", high-pressure tyres and many alloy parts, is a beauty. I am 70 years of age, but with this machine can tackle a 1-in-6 gradient and recently set up a personal record by doing 136 miles in a day.

R. H. Colborne
West Drayton, Middx.

Spoking finals

I FIND IT SURPRISING that no mention has been made of the motorcycle in seeking a solution to the problem of spoke breakage.

Apart from the fact that a heavier gauge spoke is utilised (because of the extra weight of the engine and ancillary equipment) the motorcycle does have an additional feature by comparison with a conventional cycle: suspension. On a conventional cycle, spokes break not only for the reasons mentioned in *Cycletouring* but also as the result of high impact. The only dampening effect within the frame is via the 'rake' of the front forks. The wheel, ie the tyre and spokes, offer the most protection against shock and in doing so are heavily punished.

A total answer to this problem was marketed in November 1962 by Alex Moulton with the introduction of his small-wheel bicycle incorporating suspension. The small wheel is very stiff and strong, thereby transmitting all shocks to the suspension. I know of another Moulton cyclist who uses a rear wheel with only twenty spokes, and who does not incur any spoke breakage problems.

Dave Sanders
Hon. secretary, Moulton Bicycle Club
59 Sweetpool Lane, Hagley, West Midlands

THE LETTER from Harold Bode echoes an oft-repeated question—why all hub flanges cannot be 'keyholed' to facilitate replacing spokes on the road, or at least those on the gear side of rear hubs to avoid having to remove the freewheel block.

I believe the answer is that keyholing makes the job of lacing the wheel a tricky one for the wheelbuilder, as the spokes tend to drop out in the early stages. In fact, some mechanics have rated this sufficient of a nuisance to warrant improvising a solution in the shape of small wooden plugs, which are inserted into the large hole of the keyhole during building operations.

Member L 6968

I ENDORSE David Pickup's view that spoke manufacture has little to do with spoke breakages and that the geometry and thickness of the hub flange are much more important. Unfortunately his diagnosis of the problem in terms of breaking load is incorrect.

Fatigue causes all spoke breakages in normal use. It is a failure process occurring by repeated tensile or bending forces. Fatigue promotes the formation and growth of cracks at the bends in spokes which are not adequately gripped by the flange. Thus a good wheel is one in which it is difficult to fit the spokes, ie they are firmly gripped against bending backwards and forwards during your ride. Some hubs are adequately thick (eg Campagnolo) while others are too thin and need washers to fill the gap.

Another, less common, failure can occur at the threads in old and corroded spokes. Again, fatigue is partly to blame, but this seems an unavoidable consequence of old age!

In general, corrosion is a contributing factor once a fatigue crack has started, but chrome plating is no help here because the surface coating will be broken by then. The best remedy is to stop the crack in the first place by attention to the wheel-building.

John Haigh
Epsom, Surrey

□ With this further selection of letters we must bring the discussion on spoking to a close for the time being.—Editor.

Bottom bracket troubles

THE ANSWERS to this query were all predictable, ie none mentioned the causes or removing them. About 19 years ago I had a new frame with Chater bracket, and the 'fixed' cup worked loose within weeks. On examination I found a 'crease' on the face of the cup where it fitted to the frame. Due to the rocking thrust of pedalling, cups and shell need to be a good fit to give the cups all-round support.

I removed the crease with emery stone and also used a fine-cut file on the bracket shell. If you use a rigid fine-cut file across the shell, any unevenness will soon be apparent. Also the inner face of the locking ring needs to be flat and smooth so as to give maximum support to the adjusting cup. I solved the problem of tightening the fixed cup by fastening a 3" vice onto the flats and twisting the vice to fix it—left-handed of course.

With regard to the locking, it is one of the few things on which I use a hammer: I always give a few sharp taps with a ½ lb hammer to the ring spanner until it stays put.

L. Dyson
Lepton near Huddersfield

Tube tip

LIKE A. R. Green, I have had three or four tubes burst recently; they have all burst on the underside, close to the valve. By way of overcoming this, I have made up two blocks of perspex in a wedge shape, which act as a 'ramp' to raise the underside of the tube gradually to the height above the rim produced by the thickness of the valve retaining nut and washer—this seems to have completely cured the problem.

The perspex blocks are affixed to the rim by Araldite, and it is necessary to leave a small gap in between the thick edge of each and the washer, to allow the rim tape to be fitted as usual.

The idea stemmed from the realisation that the valve retaining nut and washer hold the tube much too far from the rim, causing excessive stretch of the tube on each side of them. One question still remains unanswered—is it the tube material which is inferior (unable to stand much stretching) or is this a case of lack of collaboration between rim and tube manufacturers, resulting in bad design?

K. Allum
Henley-on-Thames, Oxon.

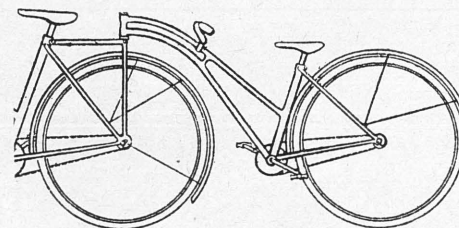
More ideas on family riding

FOR cycling with young children, Andrew Hague and the Knapp family have mentioned a tandem with kiddycranks; also a Rann trailer. We are at present using a kiddyseat and a Rann (admittedly the latter are no longer manufactured, but there are a lot being passed around thanks to *Cycletouring* small-ads). But as the frame-size is 15½" there is a lot to be said for a junior-back tandem when children are very young.

My father-in-law bought an old lady-back tandem and had the back cut down to a 13" frame for us. With this Andrew, a small child for his age, was on the road at 4 years. A junior-back is lighter than a full-size frame with kiddycranks, the child can mount and dismount unaided (imagine holding a full-size tandem whilst lifting a small child), and—most important of all—the weight of the child is where it should be for safety: *as low as possible*. There is of course a disadvantage, for without kiddycranks the child's feet can be a drag (this might be solved by someone with a mechanical bent), so when Andrew was 6 we were glad to turn to a Rann.

There are exceptions, but I feel that most children under the age of 9 are safer cycling attached to an adult. For this purpose a Rann trailer is ideal. There is no large outlay on a tandem frame; no child foot-drag; storage and carrying space is much reduced; and on exceptionally rough roughstuff the trailer can be disconnected in 10 seconds and is then no more trouble than a solo. A slight disadvantage is the weight of the extra wheel, but the great advantage, as with the junior-back, is that the child is as low as possible.

Incidentally, anyone worried about protecting a young



What the Rann trailer is like. It was developed by Bill Rann (of the Holdsworth and Grubb companies) in the mid-1930's and a few were also made just after the war.

child on any of these machines can see the Marlow family's excellent home-made safety bars in the Birthday Rides picture in the October *Cycletouring*.

I hope others will add their opinions. It would be useful to build up a body of knowledge on this subject, as there has been a dramatic increase in family cycling over the past two years (witness the increased entries at the York Rally) and not all members have access to friends and relations able to help them get started.

Sheila Simpson
Sheffield 8

HAVING for several years had the 'assistance' of two children, using a junior pedalling attachment, I consider that a free-wheel is not at all necessary. The argument *for* is that the child can stop pedalling when tired. But with a fixed sprocket the feet simply revolve, at least keeping the legs warm and supple ready for the next effort. This is especially important in cold weather.

Incidentally I would like to stress the importance of having plenty of spare warm clothing for the youngsters (particularly



Three stages of family cycling—with kiddyseat, junior-back tandem, and first solo.

for the legs) at all times. Except in the very warmest of weather, they can be at times quite cold, as they do not expend the same amount of warming effort as the parent. Take extra food too: we always included one more packed meal than we expected to need, in case of a hold-up—sometimes to the satisfaction of other children besides our own!

Charles Nicholson
Burton Pidsea, near Hull

* * *

OUR CHILDREN used kiddyseats up to 3 years of age, then transferred to the back of tandems, with junior bottom brackets on the rear seat tube. It is important that kiddyseats are completely rigid and on rigid carriers, and that they fit the child so that he or she does not move about much. With a tandem, we always used to keep the saddle low, moving the pedals down as required.

John Boon, Bristol

* * *

I'D LIKE TO HEAR from an English cycling family with children of roughly the same ages as my son (12) and daughter (10), who would like to spend a holiday with them. Both have been on cycle-camping trips and know England from holidays spent with grandparents. I'd be happy to arrange return visits.

Tony Briggs
Govert Flinckstraat 213
Amsterdam 1008, Netherlands

Shoe specialist replies

NOT ALL cycling shoes have, or need to have, plates attached, and not all are minus heels. It is also possible to have a training shoe with leather uppers and insoles. If Gordon Freen visits Tommy Crowther of Solihull (my agent nearest to him) he can see shoes that do not have the features he does not want, and, hopefully, do have those he does want.

Pete Salisbury
7 Pightles Terrace, Rushden, Northants.

In brief

SURREY member S. H. Holmewood wonders if other members, using Zeus hubs, have had trouble with the spindle being too short.

Unity could work

BEFORE EVEN HEARING what the other side had to say, several members in the last issue opposed the suggestion of a merger with other national cycling organizations. But would it be such a bad idea?

I do not see the quashing of touring, nor do I see our magazine taking steps towards racing. There is no reason why the CTC, BCF, and RTTC should not govern their own affairs under one flag—and the specialities and peculiarities of the individual forms of cycling would probably be served as well as, if not better than, before.

I am not declaring my support for a merger, but am prepared to see what the British Cycling Federation has in mind.* The decision should then rest with the membership, not simply with the Council and committees.

Ken Croggon
Millhouses, Sheffield

IT AMAZES ME that, when a subject such as amalgamation crops up, we seem to forget that we have a common bond in that we are all cyclists.

As one who, during 30 years, has tried every kind of cycling with the exception of track racing, and involved with the running of a DA and a CTC racing offshoot, I cannot understand this ostrich-like attitude of many of our members. Likewise, I cannot see the reasoning of the British Cycling Federation and others who encourage youngsters to take up cycling purely from the competitive angle—and in the process lose many when the going gets tough.

Why can we not have a federal system where we pay our dues to the sections that interest us, and have a unified body of officials to speak on our behalf when necessary?*

Having sampled the great joys of cycling in the 1940's and 50's, struggled through the 1960's, and now in the 1970's seeing the resurgence of interest by both young and old, I want to see cycling with a strong unified voice to add to those of the environmental bodies who share the same ideals as us—freedom to enjoy fresh air and the countryside, and to do so by our personal choice of travel.

Les Grey
Gosforth, Newcastle-upon-Tyne

* Discussions with the BCF have already taken place (see page 6). A 'unified voice' does exist: the Cycling Council of Great Britain, through which the CTC, BCF and RTTC act jointly on matters affecting cyclists generally, eg the government's Transport Policy document as reported in our last issue.—Editor.

Umbrella

SOME COMMENTS in recent issues have tended to a polarization of the membership into 'real' and 'utility' cyclists. I consider that the present and future role of the CTC must be that of an umbrella under which all can shelter. There will always be a hard core of dedicated enthusiasts for whom cycling is a natural and regular form of exercise and club life. But there are many other individual cycle-users, and on a national scale only the CTC can offer them what they need—a watchdog to look after their rights.

Attempts to win members must be primarily among those who do not yet feel that our Club is their Club. Once won as members, they may develop into enthusiasts or remain utility cyclists. But via *Cycletouring* they will become aware that they are part of a large community of like-minded people. Talk of 'real' cyclists versus others can lead only to splitting, demoralization, and loss of hard-won gains.

Max Brandt
Uppsala, Sweden

SO Geoff Perrett is convinced that the days of the keen cyclist are over. We will now proceed to concentrate on the shopping cyclist, utilize the village fete for propaganda, cultivate the interest of Chopper enthusiasts etc. I, although in my 72nd year and a long-distance tourist for approx 50 years, can now feel protected when I ride to the local fish-and-chippery.

To add to this benevolent inspiration, the CTC is invited to change its name—now there's a flash of genius. Perhaps it could be done with 'whoops of joy' during the centenary celebrations. And Mr Perrett concludes that the CTC 'may' be needed to put up a fight for our welfare—another brand new field to explore!

Bert Atherton
Halewood, Liverpool

You name it . . .

THE letter from Geoff Perrett seems most opportune, and I write particularly to support his suggestion for a change of name. Why not simply 'The Cyclists Club'? I'm certain that the word 'Touring' may have an off-putting effect upon some prospective new members. The CTC must spread its net as wide as possible, excluding any suggestion of narrow exclusiveness.

Thomas Murray
Edinburgh 11

□ In 1970 the CTC Council agreed to the use, for publicity purposes, of the initials CTC followed by the explanatory subtitle 'the cyclists association', and this does appear in certain advertisements and leaflets—and, indeed, on the cover of our magazine.—Editor.

Sales talk

SUGGESTIONS that the CTC should increase its trading activities were made by two members in the August issue, and I feel that the opening of an equipment shop and/or extending the mail-order service would be worth considering. In these days of increasing leisure, such a venture should help to fill an already existing need. Equipment stocked would naturally be mainly for cyclists, but many items (lightweight camping gear, maps, books, clothing etc) would suit other outdoor types.

I, for one, would welcome such a service and would be interested to hear what other members think.

John E. Bridger
Seaton, Devon

Regular reports, please

I WAS very interested to read CTC Councillor Steve Nicholas's ideas for an Equipment Survey. With the bewildering variety of makes and models of all sorts of equipment now on the market, I feel there is a great need for an 'equipment review' as a regular feature of *Cycletouring*. I think it would be appreciated by all members—not just those who are new to cycling or returning after a lapse of years.

I have recently been looking for a new rear derailleur to span a 13/28 block, and have had to rely on my own experience and the opinion of cycling friends, in considering the merits or otherwise of, for instance, Suntour or Shimano. Dealers when asked for advice are, sadly, all too often either without the necessary knowledge, or are anxious to sell products of indifferent quality that they have over-bought.

So, members, every time you buy any spares or accessories, send your impressions and experiences to Mr Nicholas, 188 Runcorn Road, Moore, Warrington, Cheshire. With a regular flow, some useful information could be collated for publication.

Keith Waters
Headington, Oxford

Isles of the north

I AM INDEBTED to Ian Mitchell (*Touring Miscellany*, June issue) for pointing out the existence of a weekly ferry service to the Faroe Islands, from Scrabster in north Scotland, during the summer months. It may be of interest to know that this ferry also provides a regular service to Norway and Iceland via the Faroes.

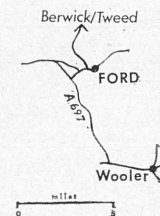
I toured five of the 18 islands during the first week of August, and left with a lasting impression of them. Surprisingly they are quite mountainous, being of volcanic origin and, due to glaciation, deeply indented with fjords; the northern cliffs plunge sheer into the Atlantic, and it certainly came as a surprise to learn that the highest cape in the world is found in the Faroes on the tip of the island of Kunoy.

Much of the land is of little use other than the grazing of sheep (the word 'Faroe' means 'sheep') and there is a profusion of sheep-grids on roads throughout the islands. I found the roads for the most part reasonable, but a good deal of construction was being carried out and I came across several short sections of a poor 'temporary' nature.

One particular stretch of six miles or so on the island of Vidoy was quite impassable by bicycle—but it is more than likely that a motorist will stop and put your bike in the boot of his car to get you over the worst patches. I was assisted in this way more than once, and was touched by the friendliness and generosity of the Faroese people towards me, especially as English is not widely understood.

Village Alphabet

FORD



OUR FIRST SIGHT of Ford in Northumberland was of the church with the battlements of the castle in the background.

Although the main gate to the churchyard was unlocked, we entered to the side of it where a short flight of stone steps leads to the top of a wall and a corresponding flight down on the inside. Another, adjacent flight of steps on the outer side, that leads to nowhere in particular, was probably used as a mounting block in times now past.

The exciting skyline of Ford Castle does little more than offer an interesting backcloth to views of the village. No romantic ruin stands here: the castle is a most substantial building and is now occupied by the local Education Department.

We wandered up the hill past the church and discovered that the village, for the most part, is away from and almost out of sight of the main road. The post office, at the end of a rose-packed garden, sold icecreams among other things, and we were soon enjoying some on a seat on the spacious village green. Across the road was the building which houses the paintings done in the last century by Lady Waterford who lived in the castle. All have a religious theme, and she took 23 years to complete them, using people in the village as models and working in water-colours on paper—now mounted on stretched canvas. The building itself was presented to the

On the island of Bordoy it was necessary to pass through two very long dark tunnels in order to get to Vidoy. I had no choice but to walk with the aid of a small torch, hoping the battery would last.

Accommodation is very scarce and quite expensive. This was my main concern of the tour, for apart from a couple of youth hostels there are few places to choose from. One hostel I intended to use did not exist, and I had to stay at an expensive hotel. The climate does not encourage camping!

Food is typically Danish, though British produce is available in even the smallest village. However, virtually everything has to be imported from Denmark and is consequently expensive. Fish is plentiful, as every village seems to be involved in the fishing industry. I found that I was spending around £10 per day on food and accommodation.

Ferries operate frequently between most of the islands and vary from kr. 5 to kr. 15 (50p to £1.50). A good map is essential because you won't find any road signs or village names. Very few shops display any signs either, so you may not be sure if you are entering a shop or a private house!

Finally, the weather. It was very unkind to me as there was an incessant westerly wind which reached gale-force and brought plenty of rain. I did have one fine sunny day high on the moors in the company of curlews and hundreds of colourful oyster-catchers, with spectacular views all round.

Raymond Bates
Moulin, Pitlochry, Perthshire

village by Lady Waterford's family and was used as a school for some time.

While we looked around, a starling gatecrashed the proceedings and made itself comfortable in the high roof of the hall. As the caretaker and his wife vainly coaxed the bird to leave, we made our way to the top end of the village where stands a building that used to be the smithy. It has an unusual but appropriate door frame modelled like a huge horseshoe.

The sun was not quite on it, so we decided to have lunch while waiting for a photograph. As we sat on a grassy bank, a young rabbit emerged from a hedgerow to browse happily, quite oblivious of our presence and somehow symbolising the peacefulness of Ford.

We had but one more call to make. Some three-quarters of a mile along the road, at Forgeford, stands a water-powered mill where flour is still produced. The waterwheel can be seen from outside, but payment of an admission fee entitles one to walk round and see the internal workings of the mill which is called Heatherslaw. It is open daily, 11am to 6pm, from April to October. Home-made teas can also be obtained every day except Saturday.

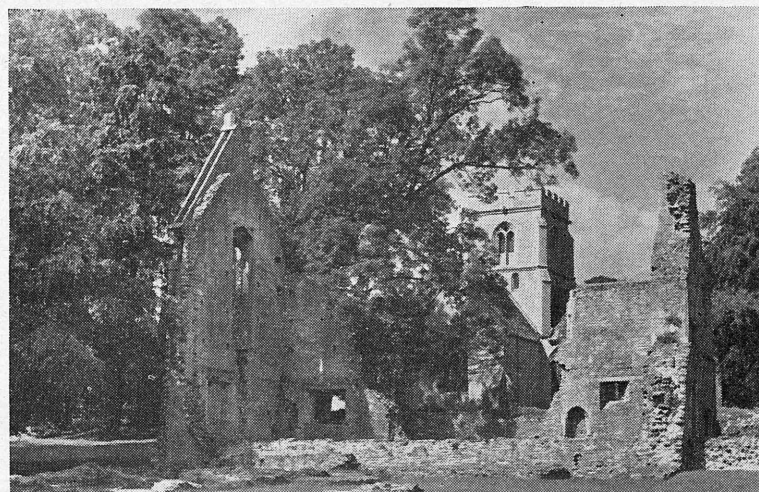
The scene here too, on the river Till, is one of peace and typical of this quiet corner of Northumberland.

Maurice & Marion Teal

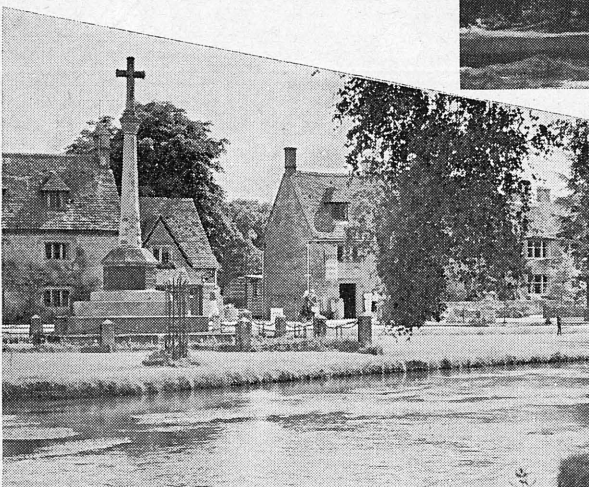
Youth Tour memories of the long hot summer

'twixt Thames and Avon

Veronica
Brown



The manor house ruins and church at Minster Lovell, and (left) Bourton-on-the-Water: two of the many places of interest on the girls' route.



WHERE are all the girl cyclists in the 11-16 age group? Are they a dying breed? I ask because two of the four Cycling Adventure Holidays for girls announced this year had to be cancelled owing to lack of support. This is a great pity as the holidays are very good value.

The one I organised was in the Cotswolds and had seven girls aged from 12 to 15 plus my daughter Gillian who is 10. We met at Goring (Oxfordshire) station with cycles of great variety—mostly 20" wheel types, but there was one good lightweight. Not mine, I hasten to add: I was leading this tour on a tandem.

Leaving Stratley youth hostel on the Sunday morning, we took the South Stoke road to Wallingford to avoid the heavy traffic, continuing through Little Wittenham to Days Lock where the boats were patiently waiting to continue their journey down river. A footpath took us to Dorchester Abbey and the shrine of St Birinus who founded it in AD 634. The cloister garden provided an excellent spot for our picnic lunch.

In Oxford we visited the oldest botanical garden in England. The greenhouses are like miniature jungles full of exotic plants, but the one with the waterlily pond surrounded by such delights as banana trees and sugar cane is my favourite.

After a good night at Oxford we set off early as there were 35 miles to do and it was threatening to be hot. Botley, Swinford, Eynsham and North Leigh passed quickly, and at Minster Lovell we visited the ruined manor and picnicked by the river Windrush. An old dovecote caught our attention, and a quick calculation revealed 610 nesting boxes inside. What a racket there must have been when the chicks were being fed!

The afternoon was scorching and Stow-on-the-Wold seemed a hundred miles away, but eventually we arrived having called at every ice lolly shop on the way.

Because of the heat, it was agreed that evening to cut my carefully planned routes to the minimum—a pity, as it would mean missing a lot of interesting places. Our next day was spent lazing around Bourton-on-the-Water, visiting Birdland, with its variety of macaws, penguins, humming birds, flamingoes, etc, and of course the model village.

Another early start on the Wednesday got us to Stratford-on-Avon by lunch time, giving us the afternoon to explore the town at our leisure. Gillian found the Brass Rubbing Centre where they have replicas of many brasses and all the necessary equipment to make rubbings. She did a very nice Holy Trinity, gold on black, for 30p. Everyone enjoyed a visit to Louis Tussaud's waxworks showing scenes from Shakespeare's plays. This was voted preferable to his birthplace and Ann Hathaway's cottage.

On the Thursday we decided to explore the Stratford-on-Avon canal and joined the towpath at Bishopton. At first all looked well but we soon discovered that the locks were dry; it was a sorry sight. Further along the water was being held back by lock gates, and we had our picnic near the sound of water trickling through. We also saw the old cantilever bridges with a gap in the middle for a tow rope to pass through.

By taking the wrong turn in Wilmcote we came upon the church at Aston Cantlow which claims to be where Shakespeare's mother and father were married. We called in many churches on our travels as, apart from being interesting, they were nice and cool and gave relief from the heat. A surprising one is at Hampton Lucy—very large for the size of the village and most elaborate inside. Here we were treated to an organ recital. Later, skirting Charlecote Park, we were delighted to see so many deer and even some highland cattle.

Broadway, Stanway, Hailes Abbey—not very imposing but a pleasant spot—and Winchcombe were visited on the way to our final destination, Cleeve Hill hostel near Cheltenham.

* * *

NEXT YEAR there will again be several cycling holidays to choose from, and details will be given in the brochure issued annually by the YHA. So come on, girls, why not be adventurous!



Gold seekers in Yorkshire

THE North Yorkshire Moors were again chosen this year as the area for the qualifying expedition by cycle at Gold level in the Duke of Edinburgh's Award Scheme, on which five young men were sponsored by the George Herbert Stancer memorial committee. They were Robert Lewis (Surrey), Simon Honeywood (Kent), Ian Jaques (Herts), Chris Barby and Paul Cherry (both from Chester).

Their travelling expenses to and from Yorkshire were met by the committee, which also supplied the maps required, whilst Butlin's generously provided 'base camp' accommodation and provisions for the week at Filey.

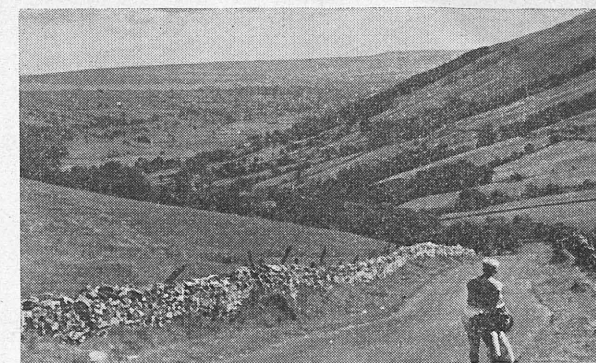
Robert did some of the pre-planning for the expedition, made during August in very warm sunny conditions. He included a carefully worked-out schedule of distances and estimated times at numerous points on the four-day 140-mile route, which formed an anti-clockwise circuit of the moors from Filey and back, using mostly minor roads and tracks. But as Robert remarked, 'the nearest we got to our timetable was at the beginning, when we left 45 minutes late!'

Within another 45 minutes, Chris's pannier carrier had slipped under the weight of his load (everything needed for the whole trip had to be carried, including camping kit) causing some delay while it was fixed by lodging a large stone between the carrier ends and the frame stay which carries the rear brake bolt.

This turned out to be the prelude to various misfortunes, including further mechanical problems (Robert and Paul) and sickness (Ian, Paul, and Simon.) Not only did this play havoc with the timetable, but also—together with the closure of some moorland tracks due to the high fire risk—it involved some changes to the planned route. The result was that the official assessors, Peter Knottley and Paul Davenport, saw little of the group between the start of the expedition and its arrival back at base.

But there is no doubt that the participants coped with all the usual problems and the many unexpected ones with competence, and each produced a very worthwhile log of the adventure, thus successfully taking a further step in the Gold Award programme which all hope to complete shortly.

More applications were received than could be accepted, so a second expedition was arranged for those who were disappointed. This took place the following week in the Galloway hills in Scotland, with base camp facilities provided by Butlin's at Ayr, the participants otherwise paying their own way. Paul Davenport reports that six more lads had a



successful time—and with fewer problems!

The next GHS Memorial Week for DEA aspirants will be based on Pwllheli in North Wales from August 22 to September 3: details from Peter Knottley, 2 Dallas Court, Cheam, Sutton, Surrey.

SCREEN SCENE

ALL who appreciate good photography and good music will appreciate 'Wheeled Walking', the latest slide show by Jack and Grace Cotton of Bristol which it is hoped many members in other areas will have a chance to see before long. I saw the first showing in Devon and was taken off the highways onto the tracks in all parts of the country and abroad too. That 'get away from it all' feeling is helped by Jack's choice of music and of course his special type of humour.

'Wheeled Walking' takes us northwards to the Isle of Skye with its moods and loneliness and roads which are themselves almost tracks; southwards to another island, that of Wight, and a quick trip through the New Forest on the nearby 'mainland'. A sudden change of music, and we are in Holland—not 'that' one, but our very own in Lincolnshire: in fact the Spalding flower festival with multi-hued floats.

For more variety we travel the dust roads in Norway's fjordland, then cross to Ireland where, in the Wicklow mountains and Kilkenny, peace and friendliness are found in abundance. Those 'little people' keep popping up too, helped along by Cotton charm and a wee bit o' the blarney. There were roughstuff crossings in Cumbria and a taste of (to us) more local lands with the cliff paths of the south-west peninsula.

The programme concludes with an almost panoramic survey of the coastline from the Needles up to the Western Isles, reminding us how lucky we are to live on an island with such a wide variety of scenic beauty. How fickle is the British landscape, and how opportune for a camera like Jack Cotton's.

Review by Margaret Dalley

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MANY THANKS to the members who have co-operated by sending bridledway reports in response to our appeal in the last issue. Top scorer so far is H. B. Hubbard of Grimsby with seven: any challengers?

This collection of bridledway information will be a continuing enterprise—please take part if you can. And if you don't want to draw-up your own report forms as suggested, write to us at CTC Headquarters for a supply.

* * *

With the volume of touring enquiries at a winter 'low' we now have the opportunity to revise and improve our routes and information in preparation for next year's onslaught. Recent success stories are the compilation of a 200-strong list of British and Irish cycle hire addresses, and the completion of basic new route networks (suited to today's traffic conditions) of the West Country and South-East England. 'New, improved' information sheets are also available on France, Italy, Greece, Austria, and West Germany.

Of course, much of the information that helps us to do a good job comes from members. We constantly need your assistance, and would be especially grateful for anything useful you could tell us about cycletouring abroad. In addition to general tips, any routes (whether circular or 'A to B') that you have found to be good could be passed on to benefit others.

So as you reminisce by your winter firesides about happy tours, why not jot down a few notes for us and your other fellow members?

Christa Gausden and Nick Crane

Cider meet again

THE biennial French cycling weekend known as the Cider Meet will take place at Saint-Lo in Normandy at Easter (April 8-11), the main event being the traditional Brevet de la Vire reliability ride of 150 km (shorter version 80 km). Enquiries regarding accommodation may be made to Edith Piedagnel, Union des Cyclotouristes Saint-Lois, 59-bis rue de Villedieu, 50,000 Saint-Lo, France.

For a short Organized Tour from England to include the Meet, see page 29.

Cotswold reunion

TOUR LEADER John Stephens is organizing another reunion at Stow-on-the-Wold youth hostel on March 5/6, with rides in the Cotswold lanes on the Saturday and Sunday and a show of recent tour slides in the evening. Bookings (£2-45) at once, please, to John Stephens, 18 Birch Grove, Potters Bar, Herts.

LOCK UP YOUR BIKES!

Members whose cycles are insured with the Club are reminded that their machines should be locked whenever they are left unattended in a place where other persons may have access to them. Otherwise any claim for loss of cycle may be repudiated in accordance with the insurance condition which requires that 'reasonable precautions' must be taken to prevent loss.



A BBC-TV film unit at the CTC's Godalming HQ, shooting scenes for a cycling film with our touring department staff, Christa Gausden and Nick Crane, taking part. Included in a series entitled 'Country Search', it will be screened on one of the first six Wednesdays of 1977—probably the fifth, in February 2. Photo by Bob Mace

Forest cycling meets

THE New Forest Cycling Week will be held again in 1977, from July 17 to 24, and the programme and full details, including an accommodation list, will be sent as soon as ready to all who write, enclosing a stamped addressed envelope, to Peter Knottley, 2 Dallas Court, Cheam, Sutton, Surrey.

* * *

THE second Sherwood Forest cycle-camping weekend will take place on June 17-19. It will be organized jointly by the CTC and the East Midland Sports Council, from whose senior regional officer, John Carr, details will be obtainable at 26 Musters Road, West Bridgford, Nottingham, tel (0602) 861325.

Peak Park week

A CYCLING 'Introduction to the Peak District National Park' is being arranged by CTC Councillor Doreen Leheup from July 16 to 22. There will be excellent accommodation at Losehill Hall study centre, and Park features such as gritstone edges, limestone dales, Derwent dams, and well-dressing will be covered on daily rides, plus short evening illustrated lectures by centre staff. Places will be limited, so please apply early to the Principal, Losehill Hall, Castleton, Derbyshire (postal address Sheffield S30 2WB).

A FRIEND IN NEED . . .

Free Legal Aid, that's what it's all about! If you have an accident through no fault of your own, the CTC IS a friend indeed! As a member, you will have the Club's help in obtaining a just settlement FREE OF ALL COST. Since the last published report, compensation has been obtained for members in 16 cases totalling—

£5608·86

for injuries or damage caused by

Motor vehicles (15 cases including 7 cars turning across the path of cyclists, 2 cars emerging from side roads, and 4 cars overtaking cyclists)	£5390·67
Carelessly opened car door (1 case)	£218·19

So WATCH OUT and renew your membership
in GOOD TIME!

Tour ^{with} the CTC

ORGANIZED PARTIES

IN BRITAIN AND ABROAD



EXPLORE some of the finest cycling country in Britain and abroad, and enjoy the holiday companionship of fellow members, by joining one of these Tours. Further details and costs may be obtained by writing to the address given against each tour. Please enclose s.a.e. with all enquiries.

Newcomers are welcome, and will find that participation in one of the continental tours is the ideal introduction to cycling abroad (please give your age and brief outline of previous cycling experience). Travel to touring areas is by rail/sea unless otherwise indicated.

Tour No. 1 DEVON
Mar 19-26 (8 days) From fixed centre near Newton Abbot. Details from, and bookings to, Combe Cross Hotel, Bovey Tracey, Newton Abbot, Devon.

Leader Peter Knottley*

Tour No. 2 NORTHERN FRANCE
Apr 8-11 (4 days) An interesting weekend tour incorporating the biennial Cider Meet at Saint-Lo. Outward on Thursday night or Friday morning, returning Monday evening.
Enquiries to Chris Davies, 3 Meadowlands, Havant, Hants.

Tour No. 3 SOUTHERN IRELAND
Apr 8-17 (10 days) A camping tour incorporating roughstuff, hills and coast. Extendable to 16/17 days for those interested.
Enquiries to Nick Crane, 22 Ardmore Avenue, Guildford, Surrey

Tour No. 4 SOUTHERN FRANCE
May 7-22 (16 days) Springtime in the Riviera, Maritime Alps and Provence. Moderate distances and pace in hilly country and through spectacular gorges. Hotels.
Enquiries to Bob Kemp, 63 Broad Lane, Coventry CV5 7AH

Tour No. 5 LOIRE VALLEY
May 28-June 11 (15 days) A tour in this popular area with its fascinating Chateaux. Moderate pace. Travel via Southampton/Cherbourg. Hotels.
Enquiries to CTC Headquarters Leader Graham Brickstock

Tour No. 6 LAKELAND IN SPRING
June 4-11 (8 days) A fairly strenuous tour including some moderate roughstuff, with a few days spent in the Cocker mouth area. Hostels.
Enquiries to Fred Hammond, 112 Flass Lane, Barrow-in-Furness, Cumbria

Tour No. 7 CORSICA
June 4-19 (16 days) Pleasant forest, coastal and mountain scenery, attractive beaches, little traffic. Travel by rail and boat. Moderate pace. Hotels.
Enquiries to CTC Headquarters Leader Eric Stocks

Tour No. 8 CENTRAL AUSTRIA
June 25-July 10 (16 days) Mountains and lakes in the provinces of Salzburgerland, Upper Austria, Styria and Carinthia. Steep hills and some rough roads. Daily mileages and pace moderate. Hotels.
Enquiries to Bob Kemp, 63 Broad Lane, Coventry CV5 7AH

Tour No. 9 MID WALES
July 9-16 (8 days) Lesser-known parts of Wales, starting at Brecon and finishing at Dolgellau. Hostels, but possibly one or two nights 'bed & breakfast'. Moderate pace.
Enquiries to Colin Taylor, 'Grey Gables', Hooton Road, Willaston, Wirral, Merseyside

Tour No. 10 POLAND
July 18-25 approx for annual cycling rally (Alliance Internationale de Tourisme) based on Kazimierz. Members interested in joining a CTC party contact Ken Pepper, Tith Farm, Barrow-on-Soar, Loughborough, Leics, tel Quorn 2322

Tour No. 11 ISLE OF MAN
July 23-Aug 6 (8 or 15 days) Option of either a week or full fortnight (routes not duplicated in second week). Coastal and mountain scenery, traffic-free roads, undulating countryside, quiet glens, castles. A leisurely fixed-centre tour. Age 16 and over.
Enquiries to CTC Headquarters Leader Eric Stocks

Tour No. 12 SCOTS LOCHS & ROUGH TRACKS
July 28-Aug 10 (14 days) From Oban through Glen Etive, Glen Spean, Monadhliath Mountains, Glen Urquhart, Glen Affric, Loch Garry, Caledonian Canal and Glenfinnan, incorporating plenty of

roughstuff. Moderate to strenuous, for age 15 to 18. Hostels.
Enquiries to Paul Welch, 43 Tiverton Road, Basingstoke, Hants

Tour No. 13 COTSWOLDS
July 30-Aug 6 (8 days) A moderately-paced tour of this picturesque area, based on Youth Hostels. Daily mileage 40 to 50.
Enquiries to Dave Sanders, 59 Sweetpool Lane, Hagley, Stourbridge, West Midlands

Tour No. 14 DEVON
Aug 11-18 (8 days) From fixed centre near Newton Abbot. Details from, and bookings to, Combe Cross Hotel, Bovey Tracey, Newton Abbot, Devon.

Leader Peter Knottley*

Tour No. 15 BULGARIA
Aug 13-29 (17 days) West and Central area, including Sofia, the Rila, Pirin, Rhodope Mountains and the 'Valley of the Roses'. A new tour for the adventurous cyclist. Moderate to strenuous. Hotels.
Enquiries to Gordon Sharples, 35 Lakeway, Blackpool, Lancs

Tour No. 16 LUXEMBOURG
Aug 16-25 (10 days) A leisurely tour through the wooded heights of the Ardennes for 11- to 15-year-olds with limited touring experience. Hostels.
Enquiries to Alan Morris, 161 Riverdale Road, Erith, Kent

Tour No. 17 DENMARK
Sept 3-12 (10 days) From Esbjerg to North Jutland, south to Funen and Copenhagen. Moderate pace. Hotels.
Enquiries to CTC Headquarters Leader Jim Brazier

Tour No. 18 PYRENEES
Sept 3-17 (15 days) A moderate to strenuous tour of major passes, including visit to Andorra and part of the Basque country. Travel by air. Hotels.
Enquiries to CTC Headquarters Leader Jim Gower

Tour No. 19 EAST ANGLIA
Sept 10-17 (8 days) From King's Lynn around the Norfolk coast, part of the Broads and into the lanes of Suffolk, finishing at Lavenham. Leisurely pace—moderate distances. Hostels.
Enquiries to John Stephens, 18 Birch Grove, Potters Bar, Herts

Tour No. 20 NORTHERN ITALY
Sept 10-25 (16 days) Late summer tour of the Ortler and Adamello Alps; Iseo, Garda and Carezza Lakes; Latemar and Catinaccio Dolomites. Very hilly country explored in leisurely fashion. Hotels.
Enquiries to Bob Kemp, 63 Broad Lane, Coventry CV5 7AH

Tour No. 21 WESTERN SCOTLAND
Sept 24-Oct 1 (8 days) From Holiday Fellowship fixed centre at Loch Awe (15 m. E of Oban), ministering to outdoor appetites and drying-off needs! Rides adaptable, depending on preferences and weather. Possibly some roughstuff. Generally moderate pace, but group can splinter.
Enquiries to Christa Gausden, 1 Cliffe Road, Godalming, Surrey

Tour No. 22 SCOTLAND IN AUTUMN
Oct 8-15 (8 days) An end-of-season tour of the Fort William/Oban/Crianlarich area at moderate pace. Hostels.
Enquiries to Fred Hammond, 112 Flass Lane, Barrow-in-Furness, Cumbria

A L S O

(a) Cycling weeks from the popular fixed centre at Otterburn, Northumberland between September 3 and 24 (bookings accepted for one, two, or three weeks). Details from The Receptionist, Otterburn Hall, Otterburn, Newcastle-on-Tyne NE19 1HE.

Leader Peter Knottley*

(b) A possible cycle-camping tour for two weeks in June for under-25's. Those interested should write to Peter Knottley*, 2 Dallas Court, Dallas Road, Cheam, Sutton, Surrey, stating area preferred. Notification will be given early in the New Year whether or not the tour is 'on'.

YOUTH ADVENTURE HOLIDAYS

In addition to the tours for young people included in the foregoing list, a number of one-week cycling holidays will be organized by the CTC in conjunction with the Youth Hostels Association. Details will be given in a separate brochure to be issued by the YHA, 8 St Stephens Hill, St Albans, Herts.

Glencoe start for cycle shed project

A MUCH-NEEDED cycle/storage shed for Glencoe youth hostel has been built by students of Barmulloch College as a result of arrangements made by Alan Menzies, Glasgow DA secretary, who is a lecturer in the building department of the college and also buildings convener for the Scottish YHA.

The students, in the first year of a Construction Industry Board training scheme, built the shed in the college under the guidance of Mr Menzies and Mr A. Sharp. It was dismantled and transported to Glencoe, where a party of eight students accompanied by the teachers re-erected and completed it (see photo, right), staying overnight in the hostel. On the way up the students were initiated to the Scottish cyclists' 'drum-up' and made a visit to the gorge of Glencoe.

The building of two further sheds is about to start, and these will go to Durness and Torridon. Let's make sure they are made good use of!

Thanks for getting these projects moving are due to Mr Guidi, principal of the college, Mr McGhee, head of the building department, and Mr Bowditch his senior lecturer.

Falkirk Section held a very successful presentation dinner/dance with over 120 present. The large number of youngsters now in the Section is an encouraging reward for the committee members who have worked hard to achieve this.

Judith Menzies

BCTC—Leicester view

THE Leicestershire area having sent forward the largest number of riders to the Final of this year's British Cycle Tourist Competition, it was a great satisfaction to the DA that Martin Cowlyn (Wreake Valley CC) and Peter Witting (Leicester General Section) finished 2nd and 3rd respectively—the latter gaining the Redditch trophy as the best novice finalist. Other Leicestershire riders, John Allen and Trudy Reid, finished joint 16th, a creditable performance in a field of 60.

Some have argued that the local heat was made 'a bit easy' but it was the same for all riders, and the finalists' results speak for themselves. Furthermore the heat gave 50 competitors, plus 30-odd checkers and marshals, a great day out in the countryside.

Eric Neal

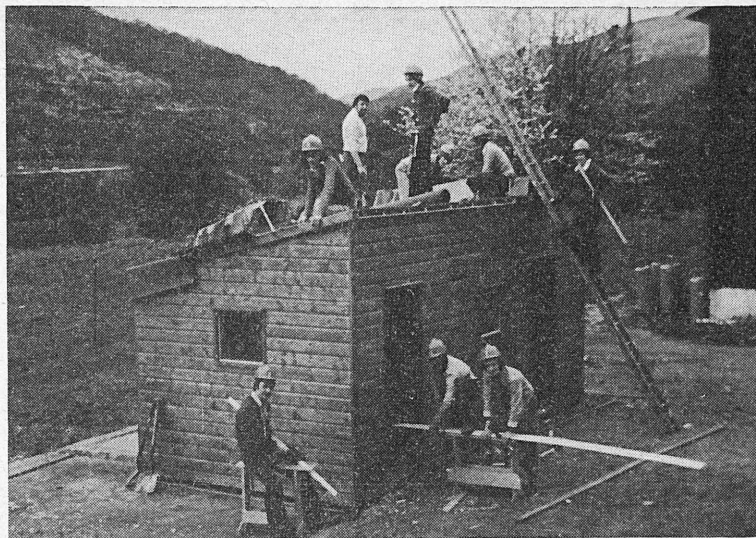
BCTC—South Wales heat likely

GOOD NEWS from the AGM of South Wales DA was that Derek Shuttleworth (a finalist for the past two years) intends to organize a South Wales heat of the BCTC next year. Congratulations were extended to Dulcie Hughes and John Davies (Swansea Section members) who brought back 'greatest distance' awards from this year's York Rally.

Attendance at the meeting (25) may have been affected by the weather but was disappointingly small in view of the fact that the highest percentage of DA members live a reasonable distance from the venue. President Graham John, who is also YHA National Cycling Officer, thanked all who, through their unstinted efforts during the year, had helped to keep the CTC flag flying in the Principality.

Vincent Fowler

OVER 100 individuals have taken part in Dublin DA runs during the past 12 months. And (suggests Con Collins) 28 riders on an ordinary Sunday run at the end of October is a good indication of a lively DA.



IN OXFORD DA's 100 in 8 all eight starters earned certificates. This year's Best All-Rounder and junior B.A.R. is Andrew Lawrence, who also gained the hill climb trophy. Derek Honeyman won the attendance trophy—he has taken at least a half-share in this competition for each of the past three years.

Trophies and certificates were presented at an informal dinner attended by 30.

Adrian Allsop

Midland successes

AN AFTERNOON'S good and varied entertainment was enjoyed by the 270 members and friends attending Birmingham & Midland DA's rally in September. West Bromwich Section again won the Copeland cup (tug-of-war) and Hillary Thorpe was a popular choice as CTC Girl for 1976. In the family outfit competition the Winters family from Rugby were the winners.

Southern Section's 15th annual open map-reading contest, for the Shaw-Blakelock trophy, attracted an entry of 38, including four female members who all finished in the first 12 Judith Whitehead was 1st and, with Alan Head and Martin Cull, gained the team award for the promoting Section. John McBride (Northfield Section) was 2nd, and Philip Hadland (Southern) 1st junior. Mike Street from Bedford, winner for the past three years, finished 6th and 1st veteran.

Tom Norman

Norfolk fun

AN AUTUMN MEET held by Norfolk DA at South Walsham resulted in excellent publicity for the CTC. Members organized fun field events on bicycles and a variety of competitions in the village hall. We invited other cycling clubs to join us and around 80 people enjoyed themselves and asked for it to be an annual event. The only charge was for refreshments organized by Evelyn Rix and a raffle to cover expenses.

The following weekend 14 relaxed on a Sheringham hostel weekend and joined a Sunday blackberrying run.

Shirley Burrage

Maps out for 'bridleway bonanza'

THE request in the last *Cyclotouring*, for members to send bridleway reports to the Touring Department at CTC Headquarters, caused many East Warwickshire DA members to reach for their maps. At a special meeting to discuss the proposal a useful list of bridleway routes was compiled, and it was also considered that a list of those not advisable for traversing with a cycle would be of considerable benefit to members on tour in the county.

Members have offered to make further checks

DERBY DA's 50 in 4 was successfully completed by 16 members; the 100 in 8 by 10. Among the riders were three ladies: Joan Smith and daughter Sue (Derby), and Margaret Hopper with husband Jim on a tandem (Burton Section).

Twenty members joined the Harvest Festival service at South Wingfield church. The hill climb was won for the 3rd year in succession by Ian Yates of Burton Section. The best supported lecture for some time, the Matthews/Winstanley show 'The Piece and the Picos', was enjoyed by over 130.

Peter Rose

'Social' service

THE George Povey memorial shield has been awarded by Nottinghamshire DA to their social secretary Connie Towle for the greatest contribution to the DA's work during the year.

It was presented at the annual tea and social, when the Raleigh cup, for the BCTC heat winner, went to Chris Bristow, the hill climb awards to Graham Lansdell (senior) and Peter Crewe (junior), and certificates to 21 successful competitors in standard rides. The tea, once again a 'do it yourself' effort, warranted much appreciation of the hard work of members, particularly the ladies.

Les Hopewell

Spectacular bore!

A 'SPECIAL INTEREST' car/cycle run to see the Severn Bore, organized by South Staffordshire DA's Wombourne Section, attracted 25 members and friends. A spectacular bore was seen from Maisemore bridge just north of Gloucester. The part-Saxon church at Deerhurst was then visited, and Tewkesbury provided further interest and tea. There were extra thrills as one of the lanes was under 10 inches of water.

The bore is a tidal wave which occurs in the lower reaches of the river Severn on occasions of high tide. Details of places and approximate times when it can be seen during 1977 are obtainable from the Severn-Trent Water Authority, Southwick Park, Gloucester Road, Tewkesbury.

Bernard Kirner

on the condition of various routes, and—in addition to the information sent to Headquarters—the DA are to look into the possibility of eventually printing their own booklet of bridleways.

Triennial Veterans Ride. Arrangements are already in hand for the Midlands section of this national event on June 19, 1977. The start and finish will be at Meriden, and a revised route will be used from that of the last Triennial in 1974.

Jim Willis

York traffic plans criticized

THE North Yorkshire County Council's short-term traffic measures for York have been analysed in a 10-page report submitted by North Yorkshire DA, which calls for more comprehensive and realistic measures to encourage cycling, strongly criticising the paltry allocation of £1000 for cycle network implementation—part of the £136,000 total budget for two years.

Scarborough and York Sections are now well and truly 'off the ground', the latter having as secretary a keen volunteer, 15-year-old Glyn Cartwright.

Ron Healey

£50 in an hour

SHEFFIELD DA funds, depleted by the purchase of a duplicator to print the magazine *Wheelmarks*, were replenished to a large extent by a jumble sale: the DA were amazed at the £50 taken in one hour and recommend this method to other DAs in need of money.

Easy Riders' September hill climb and free-wheel developed into an inter-Section affair with entries also from Intermediate and Family Sections. Winners were Michael Hopley and Michael Buckland.

Local authority cutbacks have resulted in our being unable to obtain the usual premises for the current Travelogue programme, but excellent alternative accommodation has been found (see 'Notice Board' page 33).

Sheila Simpson

Treasures for sale

A SALE of unwanted cycle parts, organized at his home by Brian Timms, secretary of Mid-Lancashire DA's Bolton Section, raised £18 for Club funds. Some older members had clearly decided to part with their treasured possessions, and Chater-Lea chainwheels, Bosch dynamos, etc created much interest as well as selling well.

At the DA dinner/dance, president Cliff Baxter presented awards as follows: Plaques for successful completion of all four DA reliability rides: Michael Singleton (Bury), Pete Caldwell and Jim Dawson (Bolton). *Bury Section* hill climb, Michael Singleton. *Bolton Section*: hill climb, senior John McGuiness, junior Martin Kerry; joint 'best members' John Lindop and Pete Caldwell; freewheel competition, Pete Caldwell.

Peter Dawson

Seven secretaries write Oldham saga

SUCH was the success of the 50th anniversary celebrations of Manchester DA's Oldham Section that many of the 200 who attended asked for a similar function to be held annually! At the cake-cutting ceremony there were brief speeches by Section president Arthur Heptonstall, DA secretary Geoff Newey, and Stephen Dallaway from CTC Headquarters. An interesting history of the Section was compiled from reminiscences by seven former secretaries.

North Manchester Section emerged winners of the DA sports shield. Nigel Hill (Rochdale) gained the most points individually which earned him the Ben Booth trophy, and Helen Browning (West Manchester) won the ladies' prize.

In the photo competition, judge Trevor Bentley praised the quality of the slides and awarded prizes to Brian Taylor and Syd Carr (Rochdale), Ken Sykes (Altrincham & Sale), and David Edge (North Manchester).

In the hill climb Robert Browning (West Manchester) beat Gareth Armitage by one-fifth of a second. West Manchester Section won the team award with Chris Oebecke (best junior) and Howard Plant; Helen Browning was first lady.

Barbara Clarke

SOUTHAMPTON DA spent August bank holiday weekend, as for some years past, camping on the Isle of Wight. A roughstuff reliability trial had to be abandoned due to a blocked bridleway.

The annual skittles evening, at a changed venue, proved as popular as ever. A team has been entered in the Southampton cyclists' darts league under the captaincy of DA secretary Martin Napier. A new name will appear on the darts trophy for 1976—that of Harold Finch.

Glorious mud

WEST KENT DA's 25-mile roughstuff reliability trial was held after three weeks of rain; 53 soggy muddy riders completed the course from an entry of 75. In the 50-mile event, 55 out of 68 were successful, the youngest rider being Heather Morris (8) on her father's tandem.

A treasure hunt, organized by John Ennis and Peter Ashlee, took in interesting countryside around the Yalding area, and the joint winners were Dave & Anne Dodds and Alan & Heather Morris. The Winstanley/Mathews slide show 'The Piece and the Picos' was enjoyed by an audience of 240.

Devon stalwart

SPRIGTLY 83-year-old Arthur Cartwright from Tiverton, though not a regular participant in Devon DA runs, often meets Exeter 'B' Section for coffee. He usually manages a ride each Sunday; only extremely bad weather keeps him in.

Four DA members attended the inter-DA conference with Wessex and Southampton at Bridport in October. A varied programme has been enjoyed by Exeter 'A' and 'B' and Torbay Sections, and eight members attended an autumn weekend on Exmoor.

Jean Luxton

North London encouragement

THE CTC's contribution to the local 'Sport for All' Week in Enfield obtained very full coverage in the local press, and it is pleasing to report that its success owes much to the interested assistance and publicity given by borough officials.

North Metropolitan DA joined with Southgate CC for a display in the civic centre, and our junior members arranged an exhibit in Enfield town park which attracted a good deal of attention.

A 20-mile invitation ride, led by CTC Councillor E. S. J. Thorn, was enjoyed by over 30 very assorted riders, some of whom have since ridden with the Northern Section.

In good heart

WEST DORSET Section members present at their AGM included Percy Smith of Swanage who during the summer, at 62 years of age, achieved fame by cycling 2800 miles around England, Scotland, and Wales, in aid of the British Heart Foundation (Mr Smith himself has a heart defect and is fitted with a pacemaker). Also present was Arthur Moss, CTC national Vice-President, and special guests were the mayor and mayoress of Dorchester, Cllr. and Mrs F. Holmes. After tea a slide show was given by Bert Brake and Brian Hunt.

Ray Stevens

Thanks a million!

ON a weekend to Colchester, organized by Ben Simmons for East Surrey DA, one of our new junior members, Stuart Cooper, was agreeably surprised to find himself the 'millionth YHA Eastern Region overnight' and got free membership and souvenirs to mark the occasion.

A record 39 riders started the DA 100-mile reliability ride, and 24 were successful, including 11 juniors and one lady who all completed the distance for the first time. The event was combined with a sponsored ride for the East Surrey RC (the DA's racing offshoot) which raised £140 for a set of competition rollers and £60 surplus for 'Help the Aged'.

Five DA members enjoyed a week's tour of Brittany and the Loire valley including a visit to one of the famous chateaux.

John Haigh

Bedford workout

AT a 'Bicycle Workshop' organized by the Friends of the Earth in Bedford during October the CTC was represented by members from Bedfordshire and Cambridge DAs.

Morning speakers dealt with statistics on cycle usage and accidents, and cycleway schemes in various towns. After lunch Mike Hudson (FOE national cycling co-ordinator) gave suggestions for organizing campaigns for better facilities, and a Bedfordshire County Council representative outlined proposals for a Bedford cycleway scheme, taking delegates on a short walk to illustrate it.

Veronica Brown

Threes, Twos, ones in Guildford show

MUCH useful publicity was gained by West Surrey DA at the Guildford town show. A trike, tandem trike, two tandems, and several single bicycles took part in the procession, and a display stand was manned during the two days.

The September tourist trial took riders into the Chilterns and was won by Russ Mantle, who was again victorious in the October hill climb. Graham Richardson proved he knows how to oil his bike by winning the freewheeling competition.

Three weekend tours, a supper, and a joint run with South Bucks DA's Windsor Section have been enjoyed.

Chris Jeggo

A CROWDED ROOM for the AGM of South London DA's South-Eastern Section, when more members turned up than had been expected. It was reported that Sunday runs and tours during the year had been fairly well attended. Inflation is one of the causes of a temporary postponement of publication of the Section's magazine *Wheelprints*.

R. L. Wright

Alpine appetite

HIGHLIGHT of a tour in France organized by Graham Godfrey for six members of South-West London DA's Mitcham & Tooting Section was a crossing of the Col de l'Iseran, at 9088 feet the second highest road in the Alps. Their appetites whetted for French cycling (and cuisine), the participants are looking forward to another visit.

The entrants in the Section's roughstuff event all survived the organizer's 'devilish traps' (he has promised to do better next year!). Winner and runner-up were D. Clark and R. Bell, both of Family Section.

D. J. Parham

We remember . . .

FRED TITTERINGTON, who died in September, had been a CTC member since 1925 and was formerly active in the Manchester DA Camping Section, being runs secretary for a long time during the 1920's and 1930's and always doing his utmost to encourage new members. On removing to Staffordshire, he served continuously from 1953 as a Consul and subsequently Local Information Officer.

Jim Barnes

Bristol DA regret the passing of ARTHUR POWELL of Overbury's, local CTC repairers. A good friend to the Club for very many years, he helped at the BCTC Final in September by carrying out the maintenance and equipment check.

CTC COUNCIL ELECTION

Division 2 (Central)—approx 5250 electors VOTES were cast in favour of the four candidates as follows, those elected being indicated with an asterisk:

*R. W. Oakley	698
*W. T. Hughes	583
*W. G. John	470
E. Neal	409

842 voting papers were received—8 of them spoiled (5 unsigned and 3 having no voter's mark).

NOTICE BOARD

IN THE DISTRICT ASSOCIATIONS

CLOSING DATE for February issue (events mid-February to mid-April: Dec. 30)

SOUTH-WEST LONDON

Feb 26 Annual dinner/dance. Royal Oak, New Malden. Tickets, Mrs G. Gommon, 38 Crichton Rd, Carshalton Beeches, ☎ 643-5925.

WEST LONDON

Feb 5 Ealing Section dinner/dance. Jolly Gardeners, Isleworth. Tickets, H. Carpenter, 8 Linden Cres, Greenford.

EAST SURREY

Croydon Section
Clubroom: St Aidan's Hall, Boston Rd, Thornton Heath, Tues, 8.30 pm. Sunday runs, T. Brown, 16 Birdhurst Court, Woodcote Rd, Wallington, ☎ 01-647 6270.

Dec 21 'Two Islands'—slide show, L. Howard.
Jan 15 Saffron Walden YH w/e. R. Clough, 1 Manville Rd, S W 17.

Feb 12 Annual dinner, Norbury Hotel, 7 pm. L. Howard, 8 Kidderminster Rd, Croydon, ☎ 01-680 2010.

East Surrey RC (CTC members only)
Saturday (junior) or Sunday runs. W. Filby, ☎ Lodge Hill 46943.

Dec 16 Christmas party.
Jan 6 'Cycle maintenance for the Rockies', slide show, J. Haigh.

WEST KENT

Clubroom: Church hall, 1 Hurst Rd, Sidcup, Mon, 8.15 pm.

Jan 3 Clubroom auction. Bring goods; proceeds, Club funds. D. Dodd.

Jan 9 Medal presentation. Scout hut, Stones Cross Rd, Crockenhill, 4 pm. Tickets 35p. P. Jackson, 72 Cleve Rd, Sidcup by Jan 3.

Jan 15 Barn dance, Freemantle Hall, Old Bexley High St, 8 pm. Tickets £1 (under-16, 50p) J. Chappell, 33 Barton Rd, Sutton-at-Hone (Farningham 863842) by Jan 10.

Feb 5 Annual dinner/dance, Crooked Billet, Bickley, 7 pm. Guest: Nick Cole, British Cycling Bureau. Tickets, £3-80, Jean Tobin, Wheelers, Stonehouse Rd, Halstead by Jan 26.

Feb 7 Milk Race films. Clubroom 8.30 pm.

NORTH HAMPSHIRE

Clubroom: Basingstoke Leisure Centre, Thurs, 8 pm. Easter tour, Mid-Wales; bookings, R. Pruddah, Hazel Cottage, Burley Lane, Overton, ☎ 770048.

Alton runs: Sat. The Butts, 2.15 pm. R. Timothy, 16 Littlefield Rd.

Whitechurch runs: Sat. Whitechurch Centre, 2.15 pm. R. Pruddah (above).

OXFORD

Clubroom: Donnington Comm. Centre, Freelands Rd, Oxford, 1st & 3rd Mon. in month, 7.30 pm.

Dec 19 Festive ride. Broad St, Oxford, 10 am.

BRISTOL

Clubroom: Christchurch, Redland Rd, Cotham, Bristol, Weds. R. D. Porter, 8 Wades Rd, Filton, ☎ 691210.

Dec 15 'Old & new discoveries', R. Porter.

Dec 22 Party. Bring friend & food.

Dec 29 'Holland by tandem', Mr Fraser.

Jan 5 Sound cine films.

Jan 12 Cycling with J. Boon and family.

Jan 19 'Illustrations', B. Walker.

Jan 26 B. Kingston's slide selection, followed by auction for Club funds.

Feb 2 South Ham & District (Devon), P. and S. Stuckey.

Feb 9 Work of Bristol Conservation Corps. G. Perrett.

Feb 16 BCTC, organising and riding.

Feb 19 Photo comp. and exh. Clubroom 3 pm; show approx 7.45 pm. Entries, J. Boon, 30 Jubilee Cres, Mangotsfield, Bristol by Feb 1.

Mid-Somerset Section

Runs details: N. Jones, 19 Downend Rd, Puriton, nr Bridgwater. Monthly meetings, 3rd Thurs, YMCA, Friarn Ave, Bridgwater.

BIRMINGHAM & MIDLAND

Winter clubroom: Friends Meeting Hse, Bull St, B'ham, Tues, 7.30 pm.

Jan 18 'Cycling Year through Viewfinder', F. A. Cox.

Feb 15 'Scotland v England', J. Mcbride. Adm. 15p.

Northern Section

Clubroom: Cooper Hall, Shenstone, Weds, 8 pm.

Jan 12 'Northumbria', A. Bolton.

Jan 2 New Year dinner. Acorn Inn, Lichfield. Bookings, secretary.

Feb 12 'Yugoslavia and Adriatic Isles', slide show, D. Pountney, 7.30 pm. Church Hse, High St, Erdington.

Southern Section

Clubroom: 77 Four Ashes Rd, Bentley Heath, Weds, 8 pm. Christmas tours, (YH) runs sec; (CTC) L. J. de Moulipied.

Jan 2 New Year dinner. Bull, Meriden. New Year revels after tea at clubroom.

Southern Family & 40 plus Section

Feb 27 Treasure hunt, map 3/4" or 1" Warwick. Entries 20p at start, George & Dragon, Stratford Rd, Shirley, 10.30 am.

Kidderminster Section

Clubroom: Caldwell Tower, Castle Rd, Tues, 7.30 pm. Dec 21, Darts tournament. Dec 28, closed.

Jan 8 YH w/e, Slimbridge.

Jan 30 Roughstuff comp. J. Green.

South Worcester Section

Jan 8 YH w/e, Slimbridge.

Jan 30 Roughstuff comp, Wyre Forest (with Kidderminster).

Northfield Section

Jan 8 YH w/e, Slimbridge; evening slides.

Jan 30 Roughstuff comp (with Kidderminster); invitation to unattached riders.

Western Section

Clubroom: Comm. centre, Wassell Rd, Wollescote, 8 pm. Dec 15 Christmas party, 8.15 pm, G. Smith.

Dec 29 chess comp. & New Year party, G. Brickstock. Jan 12 darts, A. Cox. Jan 26 whist, J. Roberts. Feb 9 indoor football, M. Deeley.

Jan 8 YH w/e, Cleve Hill.

Feb 5 Annual dinner. Bell Hotel, Stourbridge 8 pm. G. Brickstock, 3 Vauxhall Rd, Stourbridge.

Feb 14 Slide show, Stourbridge children's public library. Details, G. Brickstock (above).

West Bromwich Section

Clubroom: Unitarian hall, Lodge Rd, Weds, 8 pm.

DERBY

Clubroom: St John's social centre, Mill St, Derby, Weds, 7.45 pm.

Burton Section

Dec 19 Christmas dinner run, Ashbourne, & freewheeling contest.

Jan 2 Annual president's run. J. Woodings, 16 Short Lane, Barton-under-Needwood.

EAST WARWICKSHIRE

Mar 5 'Tandem in Canadian Rockies', slide show, R. Thornton FRPS. Baginton v.h. 7.30 pm. Tickets, 30p, J. Willis, 131 Hollyfast Rd, Coundon, Coventry.

Coventry Clubroom

Friends Meeting Hse, Hill St, Tues, 8 pm.

Dec 21 Talk & slides, Warwickshire Nature Conservation Trust.

Jan 11 Countryside quiz, A. Wagstaff.

Jan 25 'Norway with Bob Kemp', J. Willis.

Feb 8 '1974 Midlands Triennial Ride', cine, C. Hughes.

NOTTINGHAMSHIRE

Clubroom: Old Park comm. centre, Morval Rd, Bilborough, Weds, 8 pm. Slide evenings 7.30, adm. 15p. Social sec. Mrs C. Towle, 11 Runswick Dr, Wollaton Rd, Nottm.

Dec 18 'Lake District', Mary Denny.

Jan 15 'Ripples', P. Hopkins.

Feb 12 'West Country', C. Bartholomew.

Feb 12 Closing date, slide comp. entries.

Mar 12 Show of winning slides in photo comp.

SOUTH STAFFORDSHIRE

Wombourne Section

New sec: A. Dowson, 13 Bratch Park, Wombourne. Runs start Wombourne church. Clubroom: Old Church Hse, Wombourne, Fri, 8 pm.

Jan 16 Car/cycle, Cannock Chase. 9.30 am.

Jan 29 Wilderhope YH. 9.45 am.

Feb 20 Car/cycle, Eccleshall area. 8.30 am.

LEICESTERSHIRE

Dec 31 New Year's Eve party, Copt Oak village hall (YH booked for Fri. and Sat. nights). Tickets, 35p, E. Neal, 26 Sandy Cres, Hinckley (s.a.e. please).

Film show, 'Lowlands of Scotland' and 'Gliding at Bosworth', B. Haywood, also members' slides.

Feb 19 Annual buffet/dance, prize presentation. Social centre, St Mary's Ave, Braunstone.

MERSEYSIDE

Clubroom: Tuebrook boys club, 2 Sandringham Rd, off Lisburn Lane, L'pool 13, Thurs, 7.30 pm.

Dec 23 'Yorkshire', A. Booth. Jan 6 'Gramplains', G. Skeaping. Jan 20 'Far & Near', E. Tinsley.

Feb 3 'Galloway & N. Wales, 8mm cine, D. Martindale. Feb 17 cycle drive with prizes.

MANCHESTER

Feb 19 Buffet/dance. Birch Hall, Oldham, 8 pm. G. Newey, 5 Humphrey Cres, Urmston.

MID-LANCASHIRE

Bolton Section
Sec: B. Timms, ☎ Bolton 45363. Slide shows, Friends Meeting Hse, Bolton, Dec 9, Jan 13, 8 pm.

NORTH LANCASHIRE

North-Eastern Section
Film and slide shows, Nelson civic centre, 7.30 pm.

Dec 18 Annual dinner/dance. Hendly hotel, Colne, 6 pm. Tickets, £3-50, Mrs G. Richardson, 14 Vicarage Rd, Kelbrook, Colne.

Jan 8 Slide show, 'Wanderlust', W. and N. Hill.

Feb 12 Slide show, 'South of the Border', E. Richardson.

NORTH YORKSHIRE

Harrogate. A. Jones, 53 Coppice Way, New Park, ☎ 57144.

Scarborough. C. Scrivener, 48 Newlands Park Grve, ☎ 63483. Winter Sun. runs, Raines, Seamer Rd, 9.30 am.

York. G. D. Cartwright, 32 Whenby Grve, Huntington, ☎ 32743. Winter Sun. runs, York stn 10 am.

SHEFFIELD

Runs and news in 'Wheelmarks' magazine. Mrs B. Knapp, 32 Cherry Tree Rd, Wales, Sheffield, Travelogues: please note new accommodation. Park sch., Duke St., 7.30 pm.

Dec 16 'España (cycling)', B. Ferguson.

Jan 20 'Egypt', G. Robinson.

HULL & EAST RIDING

Clubroom: Sidmouth St. sch., Hull, Tues, 8 pm (exc. Dec 28, Jan 4). Runs, Greenwood Ave/ Beverley Rd. cmr, 9.30 am; home to tea. R. A. Whitfield, 142a Kenilworth Ave, Hull, ☎ 443673.

Jan 25 Slide quiz, G. E. Munson.

Feb 12 Annual dinner. Queens hotel, George St, Hull, 8 pm.

Feb 22 'Camels and Sand', R. A. Whitfield.

Mar 4 'Trevor's Travels', T. Wheatcroft.

NORTHUMBRIA

Clubroom: Stewart memorial hall, Wingrove Rd, Fenham, Newcastle. Mon, 7.30 pm (exc. Dec 27, Jan 3).

Dec 20 Slide show, 'Northumbrian Castles', Miss Haines.

GLASGOW

Clubroom: Scout Hall, 40 Bolivar Terr., Glasgow, Mon, 7.30 pm (exc. Jan 3). Dec 20 members' slides; Jan 10, 24, films; Jan 31 games; Feb 7 bingo.

Dec 27 'Scotland through the Lens', J. Roxburgh.

Jan 17 'Some Like it Hard', slides, G. Berwick.

Falkirk Section

Clubroom: Labour Rooms, Main St, Bainsford, Fri, 7.30 pm.

Easterhouse Section

Clubroom: Masonic Hall, Garrowhill Dr., Baillieston, Fri, 7.30 pm.

DUBLIN

Runs list: C. Collins, 383a N. Circular Rd, Dublin 7, ☎ (business hours) 749481.

Dec 18/19 Christmas camp, Ballinascooney.

NORTHERN IRELAND

Clubroom: Belfast YH, Saintfield Rd, Belfast, alt. Tues, 7.45 pm.

Jan 11 'By Cycle across America', C. Henry.

Jan 25 Scottish night.

Feb 8 Travel slide show, J. McGibbon.

CYCLING COMPANIONS WANTED

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Closing date for next issue: December 30

Paisley male (13½) new to cycling, male companion about same age.—Box 6109.

North Staffs male (32), female companion weekends.—Box 4649.

Male (20), companion similar age, poss. holidays Aug/Sept, occasional YH weekends, easy pace.—Gerald Boswell, 19 The Reeves, Acomb, York.

Liverpool lady (40's), female companion, weekends, holidays, mod. pace.—Box 18242.

Malton, Yorks, male (23), female companion, weekends.—Box 1077.

Railway photography, light railways, tramways: male (18), like-minded enthusiasts with view touring.—J. M. Clavering, 26 Belmont Rd, Bristol BS4 3PB.

Schoolmaster (40), Littlehampton, W. Sussex, seeks cheerful lady, touring weekends, holidays (Europe?).—Box 9423.

Canadian (28), spring tour Wales, S. Ireland, Scotland, camping where poss, mod. pace. Write airmail: G. Sheppard, 160 Sheldrake Blvd, Toronto M4P 2B5, Ont., Canada.

Kent. Jim (25), female companion weekends.—Box 10170.

Male (39), companion pref London area, with view weekend cycling in prep. for ride Norway to New Zealand dep. approx. May 1980.—R. Bennett, 7 Empire Hse, Weir Hall Ave, Edmon-ton, London N 18.

Tours

Australian girl (22), companion similar age, pref. male, cycling/camping/hostelling, Greece, Italy, Spain, approx 10 weeks Jan-Apr.—Dianne Waterhouse, Bestevaerweg 11, Katwijk Aan Zee, Z-H, Netherlands.

Europe, poss. further afield, camping/hostelling, 9 months to a year from late Apr or early May; male (31); Kent area only, please write quickly: K. Flood, 111 Thorold Rd, Chatham, Kent.

Greece/Turkey, 3 weeks mid-May to early June; veteran cyclist, male companions.—H. Smith, 31 Heather Rd, Pye Grn, Hednesford, Staffs.

Sweden or France. Exp. senior would take 3 companions, approx 2½ weeks, July/Aug, leisurely. Share exp, own initiative etc, but beginner welcomed.—Box 2398.

Canadian (28), spring tour Wales, S. Ireland, Scotland, camping where poss, mod. pace. Write airmail: G. Sheppard, 160 Sheldrake Blvd, Toronto M4P 2B5, Ont., Canada.



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AS CHRISTMAS APPROACHES...
BIRTHDAY RIDERS—Happy Christmas, prosperous New Year.—Eric Craft, Chipping Norton.

PETER KNOTTLEY wishes everyone a Happy Christmas and much good touring in 1977.

CYCLISTS' CHRISTMAS CARDS—two reproductions of Frank Patterson's scenic sketches, 75p for ten without envelopes, 85p for ten with envelopes, post free.—F. Parkinson Bates, 11 Elmsleigh Rd, Wadebridge, Cornwall PL27 7HA.

1977 'Cycling Stars' calendars, British and continental stars. Ideal Christmas and New Year gifts, 40p post free.—S. Bray, 307 Moor Green Lane, Birmingham 13.

PRIVATE SALES

LIGHTWEIGHT 2-man double skin tent, Fjallavæn Okstindan small, 3lb 5oz, poles telescopic into one and fits down tube, £42. Details (s.a.e. please)—H. C. Foy, 19 Wynard Park, Belfast, ☎ 0232 651017.

CYCLING SHOES, Crodoni, breathe holes, size 10, v.g.c. £5.—Gyatt, 8 South Park Gve, New Malden, Surrey.

BRANU automatic slide projector, £11.—13 Beverstone Rd, Thornton Heath, Surrey.

ROMANCE OF THE CTC by Lightwood, 1928, £15; CTC Handbook 1929, £4; 1938 Raleigh catalogue (large) £4; Raleigh catalogue (smaller) 1938, £1; pre-war Players cigarette cards 'Cycling', set of 50, £1.50; 1915 Swift cycle catalogue £2.—Evenings, ☎ Nottingham 871518.

Gazettes/Cyclotourings, November 1945 to date, few copies missing, offers.—☎ Bath 315111.

DIXON roof-rack, carries four cycles, v.g.c. £10.—Freemantle, 'Quinces', Upham, Southampton, ☎ Dursley 483.

TANDEM s.w.b. Hetchins d/g 22/22", Cyclo 8, Mafac & hub brakes, kiddie seat, good condition, £80 o.n.o.—Franklin, 44 Station Rd, West Auckland, Co. Durham.

M/W MICROMETER 965m, 0—25mm, excellent condition, £5.50, unwanted gift.—Box 2248.

CHATER-LEA hubs, seven from 1920's £8. Pre-war dropped bars/stem, as new £2.—Evenings, ☎ Nottingham 871518.

SPEEDOMETER, 27" wheel, new, £3.50.—Amanda, 8 Pickering Rd, Hull, ☎ 508741.

NEW 1938 Lauterwasser handlebars, £3 each.—J. Odell, 34 Holcroft Rd, Harpenden, Herts.

1884 Starley & Sutton catalogue or Rover & Meteor 50p; 1923 Sunbeam £1; both first-class reprints, p. & p. 10p. Ideal Christmas present.—D. Pinkerton, 522 Holly Lane, Birmingham, B24 9LY.

TOURER, Dawes Galaxy 25½", immaculate, only 600 miles, with panniers and saddlebag (all Carradice), £100 o.n.o., carriage extra.—P. Newsome, 95 St Leonards Rd, Chesham Bois, Amersham, Bucks, ☎ Amersham 7336.

REAR WHEEL 26 × 1½ Weinmann in Airlite ff/gs, Michelin tyre & tube, £6; front GB Coureur brake, £2; rear Lytallo tandem brake £2.50, lady's 3-coil B73 touring saddle, Brooks, as new £4; rare item, Witmy 2-speed complete with block £5.—Denton, 10 Wilworth Cres, Blackburn, Lancs.

SMALL ADS

LEATHER SADDLES, new, Brooks B17 Standard, B66, B72, B73, B90, s.a.e. for list.—Godberford, Fort Villa, Milverton, Somerset, ☎ 556.

ALLOY BARS, Milremo reinforce, £1; zip-jacket, 42", heavyweight proofed nylon, olive, £5; exposure meter, Soligor C.D.S. £6; all new.—Rotheroe, Minford, Churt, Farnham, Surrey.

21½" LAMBERT/VISCOUNT lightweight road frame, c/w alloy c/less c/set 42t/52t on sealed b/bkt, s/pin and h/bar ext., £30.—Deacey, ☎ Wolverhampton 734981 after 6 pm.

23" YOUNGS R/T, 49D c/s, Cinelli, Harden sprints, £55, would separate. Moyné blocks, many new & good octagonal cogs & spares (wanted 19t), Mavic sprint rims 32/40, training rollers, Let's go Cycling (Reg Shaw 1950), Cycling is Such Fun, some Wembley 6-day programmes from 1951; offers. Cyclotouring from June 1973, free. WANTED TA 5-pin × ½ chainring, pref 50t.—Crowsley, Mill Hill, Edenbridge, Kent, ☎ 2393 (daytime).

GITANE TANDEM, 22/20, 10-speed, dynamo, 10 months old, £155.—Leyden, 72 Deer Park Gardens, Mitcham, Surrey.

PAIR 26 × 1½ tandem wheels, Solite hubs, Dunlop stainless steel rims.—Gassmann, 76 Dyer St, Cirencester, Glos.

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PEDOMETER wanted by pensioner.—J. Crawshaw, 18 Holly House, Weymouth DT3 5ED.

Cycling magazine 1891-1940, loose copies and bound vols; also any pre-1940 cycle books, catalogues, photos, brass bells, oil lamps, Marston Sunbeam bicycles, etc.—Roger Gates, Little Green St. Farm, Chenies, Bucks, ☎ Chorleywood 2437.

PAIR 28" × 1½" w/o's outer covers.—Walton, 135 Queens Rd, Reading, Berks.

LEICA camera and accessories; anything considered.—W. Long, 108 Runswick Dr, Wollaton, Nottingham.

FOR USE BY SCHOOL: lightweight tents (Itisa, Good Companion or similar). Also require Optimus petrol stoves, cooking utensils, sleeping-bags, air-beds and similar camping equipment.—Laughton J. and I. School, Laughton, Sheffield S31 7YP or ☎ Dinnington 2377 or Sheffield 301821.

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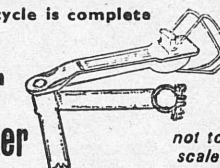
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