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## **Spotlight** – Magazine of the CTC Essex DA, a local member group of CTC, the national cyclists' organisation

President: Brian Penny

Volume 05/2009

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CTC Essex DA	<a href="http://www.essexcycling.co.uk">www.essexcycling.co.uk</a>
Website of the Havering section	<a href="http://www.haveringctc.btik.com">www.haveringctc.btik.com</a>
Chris' site: CTC South East MG - route planning resource	New and updated website: <a href="http://www.velocipede.org.uk">www.velocipede.org.uk</a>
Cyclists' Touring Club	<a href="http://www.ctc.co.uk">www.ctc.co.uk</a>
Yet Another Cycling Forum	<a href="http://yacf.co.uk/forum/index.php">http://yacf.co.uk/forum/index.php</a>

## ***Editor's foreword***

I am newly out with the marker pen to amend a few corners:

DA events are listed before local runs in the lists. Additionally, I thought of indicating in the lists in square brackets whether there is a [DA] or a [MG] (Member Group) event, other than the normal Sunday rides.

Yes, and the Havering MG will get their full list of runs displayed again.

A specific mention I would like to give to Charles' appeal for a volunteer to take over the archivist's role. Please see his plea on page 8.

I posed an enquiry on a cycle forum regarding the spelling of elevenses in the abbreviation. See page 8 for my comment.

As John Steer sent me a "personal idea" of a cyclist's etiquette following Colin B's experience on 28<sup>th</sup> June (of the SEEMG), I took it on to research a bit on the subject and came up with a non-exclusive list on page 25. However, if any of you have similar experiences and a word to add, please feel free to amend the list. I'd like to take up the idea of Colin though: to "ensure that members are aware what basic things they are expected to carry in the way of tools, etc. - perhaps by giving them a leaflet on joining."

As reference was made in one runs report that less and less members are attending at DA events (for various reasons), I would wonder whether an alternative run listed on the date of the DA AGM does not equally undermine the spirit of the organisation based on members support. The fact that a MG has so many members that they wouldn't fit into the room, if they all did come to the AGM does not warrant setting up an alternative run on this day. The decision not to have an alternative run has been made ages ago by the DA committee. Therefore I have deleted the alternative run of one particular MG, as those who don't want to attend can always organise themselves. [Complain to DA committee and upon its decision I'll put the alternative run in again next year]

Your editor,

***Stefan Eichenseher***



## ***The President's piece***

The optimism at the beginning of the year that we would be in for a BBQ-summer did not quite work out to plan but I don't think we can grumble. I'm not aware of any cycling days lost because of bad weather and indeed we've experienced a happy compromise of not too hot, not too cold. I do remember days long past when the strength of the sun was so great that it melted the tarmac. We've had nothing quite that bad this year and it's been comfortably pleasant. Having found time to ride with the South East Group for each of the last four Sundays there has never been a threat of rain. More than that, there are plenty of cyclists on the road proving that our humble past-time is enjoyed by plenty of people in our car infested country.

With all the excellent publicity that cycling receives nowadays I hope we are able to take advantage in terms of increased membership in Essex. However, we will have to work for it. The biggest thing compared to when I first started is how little time we have nowadays to enjoy our past time. I can remember years ago when our lunchtime visit to a pub was welcomed by some as the last thing on earth they needed. We did not fit the image that pubs wanted in their premises and we had a habit of expecting to be able to eat our own homemade sandwiches. To think what has changed since then: Far fewer pubs exist with Essex contributing to the depressing list of 30 pubs closing nationally every week. Every time I hear of another closure I realise that our visits as a cycling club down the country lanes provide a useful income. I still ride past what was the "Pretty Lady" at Ranks Green from time to time and hope that one day it might reopen. Fortunately there remain an adequate number of elevenses stops but we could still do with more. I know supermarkets have expanded their premises to include café areas, but we really like a true café where the consumption of a real cup of tea is the real reason for the visit. At the same time our image has dramatically improved. I can't help thinking that colourful clothing and fancy bicycles ridden by environmentally friendly folk are big plus. And there's still some countryside to be had.

And finally, further to my last piece I have to report that my fold-up bike has not punctured once during the last couple of months. Yes, it's a miracle. All the problems seem to be down to a short bridleway off the A127 that must have been infested with some kind of puncture strength grass. Now that I avoid that particular bridleway all is well. What a strange outcome and what a relief.

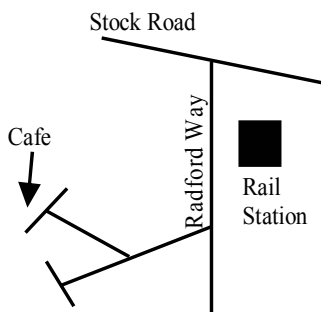
All the best,  
***Brian***

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## **Essex DA Archives**

*by Charles Comport*

Essex CTC has a history of over 80 years. Some 25 years ago I was asked by the DA committee to act as archivist, although it was not an official position. I collected minute books from old members and a number of papers and photos, etc. covering the earlier years and continued by saving those of the 1970s onwards and forming them into a number of scrapbooks, thus presenting a snapshot of our history since formation. I also had a run of Spotlights from the 1960s to date and several old photo albums from defunct sections.

Over the last couple of years with health problems I thought it best to hand over the official minute books to the DA committee, which I understand may be passed to the Essex Record Office. Of the other items I would be willing to hand them over at some stage to anybody in the Essex CTC who is interested in our history and willing to keep them, and perhaps add to them. The photo albums I have are of the Ilford & Barking, Romford and the Dagenham sections. The scrapbooks are ten in number. If no-one comes forward I will contact the National Cycling Archive at Warwick University to see if they are interested in them, where they will be kept in air conditioned rooms for perusal.

However, I would much prefer if they were passed to an Essex member who is interested in the DA's history and could keep them locally and perhaps display them at DA functions as they have been in the past, e.g. the anniversary socials and lunches, etc. Anyone interested can phone me on 01245 260391 or otherwise make contact through the membership.

## **11's or 11ses ... linguistic ramblings**

*by the Editor*

Report writing and editing provides for interesting linguistic findings. When written out the 2nd breakfast at eleven o'clock is "eleveneses". What would be the short form of this, as it's commonly used and not questioned in reports? I quite often see "11's", but the word looks like it is supposed to be 11ses. However, grammatically it would be more like "11s's". I understand that the "e" is added for pronunciation. I can just about imagine that the plural "s" comes from the amount of hours in the day



when the event takes place, e.g. "tea at 3" equals "threes". But where does the possessive second "s" come from. To be the "tea's three" in the sense of the tea belonging to the 3rd hour (pm) does not quite make sense, apart from the "'s" being attached to the wrong word. However, the whole "-es" ending, whether pronounced or written as in some cases, may only happen, when speaking, as it is easier to state the event at the time.

I posted this enquiry on "Yet Another Cycling Forum", where you can find it here: <http://yacf.co.uk/forum/index.php?topic=21953.0>.

And thus it goes: after less than one hour I deducted the new format from the replies on the net: "11ses" and "3ses". However, I am still not so sure about the reason for the plural "s". Any ideas would be much appreciated.

## ***Member Groups' Reports***

### **Easy Rider Runs Report**

Scheduled venues for May, June and July have been "The Crown" in Ingatestone, "The George and Dragon" in Mountnessing and "The Duck Inn" in Newney Green.

The first meet at "The Crown" was well attended, this being a popular venue food- and drink-wise. The following month I found on arriving at "The George and Dragon" several members inside with a few Viking riders having purchased drinks. Inspection of the menu showed the food to be expensive and not to our taste, so it was decided to adjourn to "The Crown" once again. The Viking members elected to stay as they did not require availing themselves of food only requiring liquid, albeit expensive, refreshment.

The following month as far as I can tell we had no attendees at "The Duck Inn". However, several members attended the excellent Essex D.A. Strawberry Tea at Purleigh. Thanks go to John Davis for organising the event. **Pete Moore.**

### **Chelmsford Member Group**

**July 12<sup>th</sup>** - is a date in the DA 2009 calendar and no, it's not one of those "get the miles in" rides: it's the day of the "Strawberry Tea", one of our only two social events.

I set off to Chelmsford in the rain, hoping that the weather forecaster would be right. He was, and we left Chelmsford under a clearing sky. I

like the cycle path to Hammonds Lane and even the last section is rideable now the surface has stabilised "a bit".

Little Baddow Ford was visited en route. This is us now a meeting place for "cottagers", not the sort who come from houses with roses over the door.

Beeleigh Falls was the next place we visited, and there was plenty of water going over the weirs and fish of all sizes present - a pleasant spot in the sunshine. "Perrywoods" at Tiptree was the eleventh destination, where the Chelmer CC was also gathering. Refreshed with tea, coffee and scones, Adrian left us for home, and we continued our "easy day" ride to Heybridge Basin for light lunch, with sandwiches for us on the sea wall and a "kiddies" sausage, egg and chips for Edgar at £3.99.

Time demanded that we now left another pleasant spot and ride to Purleigh Village Hall for the "Strawberry Tea". This was a good event: the ham salad was fine and the little extras that went with it were a nice "touch". Strawberries, cream and abundant cakes assured that most people were well satisfied. Thanks to John Davis for organising.

**July 26<sup>th</sup>** - It was yet another windy day, but helping us along as we set off for the "Blue Egg" at Bardfield and we were soon enjoying our usual fare. Again the Chelmer CC arrived, but looking very hot after a fast ride.

Refreshment over, we continued through Finichingfield with its newly painted windmill. We climbed gently to Helions Bumpstead and Castle Camps and were then being rewarded by a long descent to Bartlow. Hadstock was the lunch destination taken in the old "Kings Arms".

Expecting and then battling a strong wind we left for Dunmow via Saffron Walden and Thaxted to arrive at the "Tea Tree" for the welcome cuppa. The two cyclists on the patio turned out to be Dave Rowlands and another Havering member who were trying out the "yummy cakes" in our neck of the woods.

Although looking threatening the rain held off and we finished the ride with 70 miles on the clock. **D. Russell.**

**August 9<sup>th</sup>** - Lamarsh - Since the date clashed with the Birthday Rides, I had expected only a few riders at the start and was pleasantly surprised to see Roger Hunt taking one of his occasional outings with us and even more so to greet a new member, Sally, who had taken the rail from Shenfield to link up with us. Attendances by Les and Norman brought the total to six. Weather-wise it was an ideal day. The merest puff of southerly breeze could be felt and blue sky was beginning to peep through the overnight grey. Our route to Coggeshall ran via White Notley and "Cut Hedge Lane" where the road was edged by wild flowers and a gently

swaying crop of corn. We arrived at the “Clock Tower Tearooms” dead on eleven but weren’t finally served until twenty to twelve; not exactly swift, considering that only tea, coffee and scones were required. Having said that, the scones were freshly baked, which seems to have accounted for the delay.

The originally planned Henny Street lunch venue being closed, we settled for Lamarsh and “The Lion”. The remaining three of us decided to put in a fair effort (by my own standards at least) to resurrect the “timetable” arriving just before 1pm. However, once again the “Sunday effect” struck, meaning that it was a quarter to two before we could tuck into the (well-priced and presented) food. Threeses were taken at Marks Tey, followed by a very sunny late afternoon ride home. **Adrian Leeds**

**August 16<sup>th</sup> – Little Walden** - Only a handful were at the start for the ride to Little Walden. I was feeling a bit tired after returning from the birthday rides and was thinking only of elevenses at Thaxted. When we got there I was feeling a bit better and decided to carry on, how brave! We eventually got to The Crown and sat in the sunshine in the garden. Peter, our Cambridge man, who I was expecting didn’t appear... The fact that he was also at the birthday rides may have explained his absence. We set off for threeses at Blake End, retracing through Saffron Walden then through Radwinter, Gt Sampford and Great Bardfield in the face of a stiff breeze. As we were passing the “Blue” I decided to stop there because of tiredness. The others continued to Blake End, to meet Beryl. In Chignal Road they caught me up, so we were reunited for the last mile or so. **E. Oliver.**

## **Havering Member Group**

**June 7<sup>th</sup>** – After some early heavy rain, it was dry for our Softees ride but with only Brian and Stuart out. They headed out to old favourite Langdon Hills via North Ockendon and Fen Lane where they met up with cyclists on the Thurrock Cycle Marathon. I gathered that some 450 riders braved the wet morning, take note rain-shy Havering riders! After a cuppa or two the twosome headed for home with an easy 25 miles clocked up.

**June 14<sup>th</sup>** – A lovely sunny and warm morning, but only two riders at the start! Brian led new rider Dave Blake from Barking, out to Ongar for a cuppa and sticky bun in the Bakery, where they met Brentwood riders Graham & Peter. The planned destination was to Hatfield Forest but this was abandon for a shorter route, through Moreton, Matching Green, and

Abess Roding to Blackmore for another cuppa in “Jericho’s”. All day the twosomes have passed or been passed by cyclists doing the Orchid Charily ride, and it was so good to see the lanes buzzing with cyclists.

**June 21<sup>st</sup>** – Whilst some of our regulars were cycling towards Brighton or visiting their Father’s, we still managed to get 6 riders out for this Softees ride, though we didn’t end the day with 6 riders. First to leave was Alex and that was even before our first cuppa stop! This was at the Strawberry Fair on Shenfield Common, where the 5 enjoyed the Morris dancing, sword play and those classic cars to name just a few of the attractions. Their next port of call after a very short cycle ride was Thorndon Country Park for lunch, which then saw Kelvin leave us, so this saw the 4 heading for the Southside of the park to reach the A127 and West Horndon. Then at Pike Lane it was Colin Hill who turned to head for home, leaving the 3 to find the Farmers Market for another cuppa. Afterwards Phyllis, John Costello and Brian went their separate ways, at the end of another enjoyable Softees ride.

**June 28<sup>th</sup>** – Our “Easy with Brian” ride saw two Dave’s, two John’s, one Stuart and the leader out on a cool and misty morning, though the sun broke through as they climbed up through South Wealds to Doddinghurst to reach Blackmore and “Jericho’s” for their cuppa. After refreshment they sped through Loves Green, and then Writtle and into Paradise Road, under the underpass and into Hylands Park, where Stuart showed us how to “Bunny Hop” over the road humps! After an enjoyable lunch in the “Hutton Courtyard Café” they took a wander around the Hylands House grounds and found a very interesting display of military vehicles and machine guns, so out came the cameras. Leaving the park with more “Bunny Hops”, they headed towards Margaretting and the B1002 to Ingatestone for a supermarket stop. Then they continued through Mountnessing and South Wealds to Upminster. The normal analysis of the day’s ride was abandon as dark very threatening clouds arrived and this saw group spilt quickly for home. Here we have to say well done to John Costello for his first over 50 miles ride since he joined us in March.

**July 5<sup>th</sup>** – We welcome back from Woodford John Read who suffered a heart attack while out cycling by himself in February this year, and also our Brompton rider Paul who been A.W.O.L for some weeks now. These two along with Kelvin, John, Stuart and our leader Brian made the numbers up to 6 for this Softees ride, but where were our ladies? The group sped toward Langdon Hill’s for their cuppa via South Ockendon to collect some panniers, then after a cuppa and a natter Kelvin headed for

home through Herongate. While the rest headed back through Bulphan and North Ockendon with a quick look to see how the building work was getting on at the Visitor's Centre in Pike Lane.

**July 12<sup>th</sup>** – New rider Ian Viterbo from Hornchurch, and not-been-out-since-2008 Emma-Jane Burley made our numbers up to eight for this ride to Purleigh. The other riders were Dave B, John W, Kelvin, Stuart, Tashfeen and Brian. Their route out took them through Bulphan, Dunton and Billericay to reach Hanningfield Reservoir for a late but welcome elevenses. Then they went on through East Hanningfield, Bicknacre and Cock Clocks to reach Purleigh and “The Crown” for their lunch. Only John W had booked a Strawberry Tea, so this saw seven heading for home in a nice headwind via West Hanningfield for refreshment in “The Compasses”. Then on through Stock and Buttsbury Ford where only three got wet feet, they then passed through Mountnessing to Swallow Cross and South Wealds. Then, in Nag's Head Lane a cry of puncture came from Emma-Jane, which was quickly fixed and they were soon back in Upminster with a nice 61 miles on their clocks. Though I guessed some would have done around 70 miles by the time they reached home. **E.C. Ryder**

**July 20<sup>th</sup>** – Only two out for this Softees ride, which saw Phyllis leading Colin Hill to Langdon Hill's for a cuppa or two before turning into a rather strong headwind along Fen Lane. The twosome spilt at Pike Lane and headed for home which they both reached in time for their Sunday roast. **Phyllis Gregory**

**July 26<sup>th</sup>** – Three riders, Alex, Brian and Dave left bright and early at eight o'clock. Brian only rode as far as Tipps Cross with us as he was bound for Hutton to collect our Spotlights. Alex and myself continued to Ongar Bakery for a quick coffee stop and then on through the Lavers on our way to Hatfield Forest for 11ses. As we pressed on to Takely it became quite hot but this was short-lived as it clouded over. Elsenham and Newport led us to Saffron Walden where we installed ourselves in the courtyard of “The Saffron Hotel”, not the busiest pub around with only two other customers inside. As soon as we turned our wheels for home the wind which had been our friend in the morning was now against us.

***Continued on page 15***

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## ***Member Groups' Reports - continued***

At Great Dunmow we stopped at "The Tea Tree" for 3ses where we bumped into the Chelmsford Group. Near the Easters it started to spit with rain, not enough for a jacket, though. At Willingale we took a quick breather in the bus shelter before the last lap to Pilgrims Hatch where we split for Upminster and Dagenham, reaching home before the rain really started. **David Rowlands**

### **South East Essex Member Group**

**June 17<sup>th</sup>** - The South East Group had their usual evening ride to the Barge Gladys's at Benfleet during Bike Week. Only this time we were joined by a few more riders making a total of 23 cyclists for the evening event. Some riders returned after their first drink while others enjoyed a second and some rolls or pies to give that much needed energy for the return trip across the dirt track. All in all we had a very successful evening with a strong head wind from the west. **J Steer**

After a gruelling ride from Shoebury into a strong headwind, with skies threatening heavy rain, I was pleasantly surprised to encounter a large group of cyclists at Leigh Station, where we met for an easy ride to The Barge Gladys in Benfleet, organised by John Steer as a bike week event. We enjoyed snacks and drinks before riding the 3 and a half miles back across the marshes to Leigh. For some reason, the trail felt smoother on the way back (possibly because the wind had dropped, or perhaps due to effects of the beer consumed at the pub!). Some of the more adventurous cyclists stayed for a second pint, before calling at "The Crooked Billet" in Old Leigh for further refreshment: Thirsty work, this cycling lark! Fortunately the rain held off for us. Hope to see some of the many new riders out with us on a Sunday ride sometime. Well done to John for organising an enjoyable ride again. **Ian Cable**

**June 21<sup>st</sup>** - Eight riders braved the heat to ride on the canals and the Thames riverside paths. In "Victoria Park Café" was standing room only until three of us squeezed on to a table with another group of people and the rest grabbed the first empty table. There were no incidents on the ride all went well - even the lifts were working at both ends of the tunnel under the Thames. I even tried the bits of the route I have missed of before: we had as usual a look around Decathlon before heading to Tower Bridge and then on to St Katherine's Dock for our lunch. This ride turned out to be the quickest that I have ever ridden it. Was it because of the low

number of riders or the cafés worked quicker to get rid of us? The next one will be some time in the future, as I think that would be an enjoyable ride if the weather is right.

**June 28<sup>th</sup>** - Ian Mather and I rode out the 100 mile/160 K event route as it was a free Sunday for Ian, just to see if there were any changes worthy of mention on the route sheet – just a couple. All day long we could see the rain clouds that the weatherman had promised us but we only had about 6 drops of rain as we dropped down from Buttsbury Hill from the Church towards the ford, then no more. I think that we must have had the god of cycling on our side (Cycleclips) or his disciple (Mudflaps) as I heard later of others on the Windmill event who got rather wet. **J Steer**

**June 28<sup>th</sup>** - We met at Wickford at 9am as advertised in *Spotlight*, on what was going to be a hot and sunny day. Members from Southend seemed to be tired already as they said on arrival: it is a long way today, shall we change the destination for lunch. On arriving at Writtle we had normal 11ses and the discussion got under way about a changed destination: Pleshey was decided on. We joined Charlotte in an “enjoyable” ride there as she was saying she had been stung by a wasp. A good lunch was had by all. We set for home via Boreham and Danbury. On the way a member’s phone rang and it was suggested we should have a “phone break”. For us old members this seems a strange idea, unless of course a member on the ride is missing. I always thought we go out on our bikes to get away from these things (?).

The proper use of the phone was demonstrated when one member was missing and we found out that he had a broken axle in the back wheel. What I found disturbing was that he had no spanner for the nuts on his wheels. Members should be made aware that they are responsible for their own bikes, i.e. whilst we are happy to help, when they puncture or brake down they should have the basic tools and a spare tube to fix it.

Anyway, after all this excitement it was arranged that Charlotte's father would pick up her and Martin (with his broken bike) in his car and the rest of us preceded home after what was a pleasant, if eventful day. What have I learned after this ride:

- 1) I am a grumpy old man who does not understand this need of youngsters to keep in touch at all times. What do I think the club could learn and should do?
- 2) Make it clear about when rides can be changed.
- 3) Ensure that members are aware what basic things they are expected to carry in the way of tools etc. Perhaps by giving them a leaflet on joining. **Colin B**  
[See article on “Cyclist’s etiquette”, p25]

***Continued on page 22***



## ***Forthcoming Events***



*Organisers: please advise me of what you wish to be included*

<b>Date</b>	<b>Event</b>	<b>Organiser</b>
15 Nov	<b>Essex DA AGM</b> (10:30 at the Chelmer Club hut, Mweteor Way, OS167, TL698067	Brian Penny

## ***Easy Rider Meets***



11 Oct	The Three Compasses	West Hanningfield
8 Nov	Brewers Arms	Bicknacre
13 Dec	White Hart	Margaretting Tye

**Note:** This is also the Essex DA Christmas Meet venue and date.

**Easy Rider Lunch Meets** - for details contact Pete Moore 01245 263165

## ***Brentwood Member Group – Runs List***



Secretary: Steve Bearpark  
43 Court Avenue, Harold Park, RM3 0XS, ☎ 01708 375018,  
[steve@stevebearpark.com](mailto:steve@stevebearpark.com)

## ***Colchester Member Group – Runs List***



Secretary: Alan Palmer  
☎ 01206 792929, mob 07939 395067 or  
[alanpalmer@phonecoop.coop](mailto:alanpalmer@phonecoop.coop)

Members are welcome to attend *Bike Drinks*, for all local cyclists, held on the second Tuesday of the month, 8pm at The Bricklayers (CO4 5AA)

## Chelmsford Member Group – Runs List



**Secretary:** Adrian Leeds

4 Oaklands Crescent, Chelmsford CM2 9PR, ☎ 01245 260272

**Runs Secretary:** Dave Russell

7 Willows Crescent, Hatfield Peverel, ☎ 01245 381055

**Rides Start:** Sundays: Civic Theatre, Fairfield Road 9am for 9.15am

All day rides start 9.15am

For Tuesday evening destinations

call Peter Moore ☎ 01245 263165 or Dave Russell ☎ 01245 381055

Date	Destination	11ses	Leader
13 Sep	Edwardstone	Aldham	P Tibbits
20-Sep	Standon	Sawbridgeworth	D Russell
27-Sep	Cornish Hall End	Thaxted	A Leeds
04-Oct	Claire	Halstead	L Hurrell
11-Oct	Fiddlers Hamlet	Hastingwood	B Taylor
15-Oct	<b>[MG] AGM, 8 pm Chelmer Club Hut</b>		<b>A Leeds</b>
18-Oct	Monk St	Blue Egg, Gt. Bardfield	E Oliver
25-Oct	Gt Yeldham (The Bottles)	Greenstead Green	D Russell
01-Nov	North Fambridge Ferryboat Inn	Purleigh Roundbush	A Leeds
08-Nov	Gt. Sampford	Thaxted	D Emery
15-Nov	<b>[DA] AGM, 10.30 am, Chelmer Club Hut</b>		

## ***Haverling Member Group – Runs List***



**Secretary:** Brian Stevens

3 Gidea Close, South Ockendon, RM15 6PF

☎ 01708 851636 or [bristevens@btinternet.com](mailto:bristevens@btinternet.com)

**Memberships Secretary:** Phyllis Gregory ☎ 01708558221

[phylgreg@homecall.co.uk](mailto:phylgreg@homecall.co.uk)

**Runs Start:** Roomes (Home & Fashion) Store, Station Road, Upminster

All rides meet 09.15 for 09.30 start unless otherwise stated

**Softees Rides:** Meet 09.45 for 10.00 start

	<b>Destination</b>	<b>Leader</b>
Sept 13 <sup>th</sup>	Softees Ride	
Sept 30 <sup>th</sup>	Burnham-On-Crouch <b>(08.00 start)</b>	Brian Stevens
Sept 27 <sup>th</sup>	Softees Ride	
Oct 4 <sup>th</sup>	West Hanningfield	Brian Stevens
Oct 11 <sup>th</sup>	Softees Ride	
Oct 18 <sup>th</sup>	<b>[MG] Haverling Group AGM, Brentwood Club Hut, 11.30 am</b>	
Oct 25 <sup>th</sup>	Softees Ride	
Nov 1 <sup>st</sup>	Hastingwood	
Nov 8 <sup>th</sup>	Softees Ride	
Nov 15 <sup>th</sup>	<b>[DA] Essex AGM, 10.30 am</b>	<b>(08.30 start)</b>
Nov 22 <sup>nd</sup>	Softees Ride	
Nov 29 <sup>th</sup>	Hatfield Broad Oak	

The Haverling local website is <http://www.haverlingctc.btik.com>.

## South East Essex Member Group – Runs List



**Secretary:** John Steer

☎ 01702 309958 – e-mail [jonsue@blueyonder.co.uk](mailto:jonsue@blueyonder.co.uk)

**Runs start:** from the Market Café in Woodlands Road, Wickford SS12 0AW,  
Sundays at 9.30am, unless otherwise stated.

Club Nights are the 2<sup>nd</sup> & 4<sup>th</sup> Fridays of the Month

@ St Laurence All Saints Church Hall,  
Eastwoodbury Lane, Eastwood

Date	Elevenises	Destination for Lunch
<b>September</b>		
13 <sup>th</sup>	Billericay (Lake Meadows)	(Stapleford Tawney)
20 <sup>th</sup>	Writtle (Gdn Cntr Tearooms)	Felstead (The Chequers)
27 <sup>th</sup>	Morrisons (Café)	Burnham (The Anchor)
<b>Or</b>	<b>[MG] Viking Trail</b>	Organiser John Steer <b>01702 309958</b>
<b>October</b>		
4 <sup>th</sup>	Writtle Grn Cntr (Tea Rooms)	Littley Green (Compass) JH
11 <sup>th</sup>	Margaretting (Saddrey Café)	Pleashey (Leather Bottle) JS
18 <sup>th</sup>	Bunsay Downs (Golf Club)	Little Braxted (Green Man) JS
<b>23<sup>rd</sup></b>	<b>[MG] South East Group AGM, St Laurence Church Hall, 8.00 pm</b>	
25 <sup>th</sup>	Maldon (Morrison's)	North Fambridge (Ferryboat Inn) JH
<b>November</b>		
1 <sup>st</sup>	Brentwood (King George Playingfields)	Mill Green (The Viper)
<b>Or</b>	<b>[MG] Veteran Car Rally in Brighton</b>	<b>Contact J Steer</b>
8 <sup>th</sup>	Rochford (Beehive Café)	Grt Wakering (Red Lion)
<b>15<sup>th</sup></b>	<b>[DA] AGM Chelmsford Club Hut, 10.30 am</b>	
22 <sup>nd</sup>	Ingatstone (Garden Cntr)	Bicknacre (Brewers Arms) JS
29 <sup>th</sup>	Grt Baddow (Bringey Pine)	Purleigh (The Bell) JS

Also a member's website with other cycling information about the group with GPX and TrackLogs (TCX) files provided: [www.velocipede.org.uk](http://www.velocipede.org.uk).

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## ***Member Groups' Reports - continued***

**July 5<sup>th</sup>** - 18 rode out to 11ses at the Saddlery arriving in two groups well apart giving the staff time to feed the first group with time to spare. Peter Moore was spotted later as he had decided to eat at the café as well. After 11ses 10 set off for Aythorpe Roding arriving at the cross roads by the pub only to find that there had been a Motorbike accident. The road was blocked off by police cars but we were allowed to enter the pub car park. On checking the menu we decided that we didn't much like what was on offer so we made our way to "The Leather Bottle" at Pleshey by which time we were down to 9 riders as Dave W had decided to go to Fyfield for his lunch. After lunch we rode across the cricket pitch and followed the farm track to make our way back home via Chelmsford.

**July 12<sup>th</sup>** - The ride out to Maldon started out a bit cloudy but by the time we arrived the sun was out and the clouds were melting away. The second group arrived some 25 minutes after us, which meant that we were nearly ready to set off for Littley Green, but we had to wait for the late arrivals who wanted to go on. Because I was leading the group through Beeleigh Abbey I sent Dave W on his recumbent on a different route to ours as he would never have got through the paths on the route. However, we never saw him again that day. One of our riders stopped at Beeleigh to take photos and then again later on. This in the end put our group 25/30 minutes down on time meaning that we wouldn't make "The Compass" until just before 2 pm, if we didn't stop again for anything else. On asking the group if they wished to go on or divert to "The Sportsman" at Nounsley they plumped for the latter. There we were well looked after by the staff as we sat in the gardens on the benches eating our lunches - "The Sportsman" is back on the books(!). After lunch we took a long route back through Ulting and then made good time to Battlesbridge for our 3ses.

**July 19<sup>th</sup> – DA 160K event** - What a bad turn out from the sections one from Havering, 7 from the South East, 2 part-timers from the defunct Brentwood section and one other CTC member =11 riders, one less than last year, when I was organising the event and couldn't ride it. The first rider back came in after 7hrs, 7min when he was supposed to be on the 10 hour ride, the next one back came in after 9hrs, 35min. The third rider arrived with seconds to spare for his 10 hour ride time. The next lot came in 1:45hrs out of time and so it went on until the last 2 back came in at 20:10 after they started at 08.30 which made them the only 9 hour riders, but they were 2:40 hrs down on time.

Could this event be losing favour amongst the groups just like some of the other events? OK, so it was a windy day and there might have been some rain about ... and the "London to Southend" event was on. I also know that the Cycle magazine got the start venue wrong again for the second year running.

I got up at 05.30 to get to the start by 07.15 to put up the CTC banner and the "A" board and make sure that the hall was open for the riders and my helpers/marshals to start arriving at 07.30. It is the same for all the events in the DA member groups: someone has put in an effort for you, the members, to get out there and take part. Ok, I don't want a medal I just would like to see more riders in the events that are organised for their benefit as well as trying to get new members to join us.

***Perhaps next year it could be arranged on a different Sunday to the London to Southend Event?***

**July 26<sup>th</sup>** - This morning was to be an early start for some (Charlotte and I left Shoeburyness at 07.45) for Wickford as we wanted an early departure for Morrison's in Maldon. At Wickford there were about five or six members waiting for the departure to Maldon but as only three of us were going onto lunch. We left first to take the shortest route to 11ses so that we could get done before the main group arrived. Just as we were about to leave Morrison's we met some 40+ers. A quick word established that no one of them wanted to go on, so we left only to pass the other group coming in from the centre of Maldon direction. Our ride out to Rowhedge went very well with very little traffic on the main roads. I was using some of Brian Penny's 40 mile event route and we arrived at about 12:20 to find El Presidente with a pint and a book on a new PC system for work. While we were having our lunch Chris G's niece arrived to keep us company - she lives in Rowhedge. During our conversation I told her of a French trip that I was planning and she asked whether she could join us on the trip. Brian joined us for some of the return trip on his Mezzo folding bike, then left us at Birch Green as his car was at Marks Tay railway station saying that he would try and meet us at Tiptree Jam Factory for 3ses which he did. Charlotte only agreed to go on to lunch after Lynda had promised her a lift home from Woodham Ferrers to which we headed after Charlotte had consumed a scone, cream and jam while Lynda and I had just a scone and a coffee. (I think that Charlotte should have cycled home to burn the cream off. ☺)

**August 2<sup>nd</sup>** - This morning once again saw two groups (17 riders) leave the start only this time the slower group had three new riders in it (two sisters and a friend of young Ross) all three did very well riding over 35

miles on their first ride out with the group. We were also joined for the first time in about ten years by Mick Dodge who was given a welcome back by Brian P, Mary F, Dave H and myself as we were the only ones in the group to know him from the past. I led a direct route to Bringey Pine with enough hills and quite back roads to give everyone an appetite for our 11s stop, our ride out to lunch saw 16 going on to Purleigh which meant that I had to phone ahead to warn of the large number. We were joined by Keith S at the pub bringing our number back to (17) as there was only one member of staff behind the bar serving it was a little slow. Only one puncture was had all day and it still had to be mended by one of the group as the rider with the puncture still has no idea of how to repair one or change a tyre yet (extra club night training required by him) **J Steer.**

**August 9<sup>th</sup>** - This morning saw two more new members at the start and two of last weeks new members turned up in new cycling clothing - converts already! We set off from the start only for Pam to puncture within half a mile of the start. This was duly mended and off we went again only for me to be told about a mile up the lane that two members were missing again. Back I went while the rest of the group went on to 11ses. It was Pam again and she was to get another puncture making three within a mile, this time I found two pieces of flint in two places and dug them out. Result: no more punctures for Pam. When we three arrived at 11ses all the other rides from the other two groups had arrived. This meant 19 of us took over the outside tables. After we had eaten, all of the riders took the route through Chelmsford Park and followed through to the A414 before we split groups. I lead one group to Nounsley and "The Sportsman" by a direct route, as we had lost so much time in the morning with punctures that we were running late. Guess what? It was then Martin's turn for the puncture. Brian stayed with him while we carried on. after we had placed our orders the daughter of the landlord was going to close the kitchen. I informed her that there was another two cyclists on their way and she then kept it open just for them.

As we were still running late we took 3ses at "The Butterflies Café" in Woodham Ferrers as I didn't think that we would make the CFC at Battlesbridge on time. **J Steer.**

By email I received a suggestion that "Hopley Garden" has a nice café with its nursery. Perhaps riders from all member groups would like to have a go: Hopleys Plants Ltd, High Street, Much Hadham, Hertfordshire, SG10 6BU, Telephone: 01279 842509



## **Cyclist's etiquette**

### **Essential etiquette – Safety First!**

- At all times keep to the left and obey all traffic rules
- Wear bright clothing when riding during the day to maximize safety.
- Point out and call out any road hazards ahead. These include potholes, drain grates, stray animals, opening car doors, sticks, stones or glass, parked cars, etc.
- Make eye contact with drivers and pedestrians whose path you will cross. Pedestrians and horses always have the right of way.

### **Club-run etiquette – Consider others!**

- *Runs destinations should not be changed* by the members unless there are extenuating circumstances, like very bad weather, major incident, very bad breakdown (before reaching the venue).  
When a booking has been made by the secretary to a café or public house riders are expected to go to these places, otherwise we could be turned away in the future from these watering holes.
- On our rides we carry *mobile phones for emergencies*, not for friends to phone up and chat for ages while the group waited for them to finish. The ride is “me-time” (with the club), friends can wait.
- *Taking photos* of the moment of something happening can be accepted usually when it involves cyclists in at a special venue. However, please don't just drop of the back without letting the runs leader know that you are stopping to take a picture - then make the group ½ an hour to an hour late getting to lunch because they went looking for you. Just take a note of where the place is and come back later in your own time.
- It should be the riders' *own responsibility for the maintenance of their bikes* and of their tool kits (2 spare tubes, puncture kit, spanners where appropriate and screwdrivers/Allen keys). It is also advisable to carry spare break and gear wires as these can break at anytime, as well as enough money to get home by public transport or by taxi.

The list could go on and on, but then you would need a trailer. JS

Source: various from the Internet and John's rant.

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## **Bike Ride in and around Broxbourne**

*by Julie Fairbairn*

I haven't been out cycling for a while or written an article due to us being involved in a car accident back in May. Although our car was written off, we were lucky to have escaped with only minor injuries – a couple of fractured ribs in my case and bruises black and blue - so the thought of cycling over potholes or any sudden movements was a bit off putting to say the least.

After six weeks I was looking forward to getting back on the bike again but my fitness level was very low, so Lee and I decided to hire a car big enough to carry our bikes that little bit further out so that I could gradually build up my fitness again. The funny thing was we had our mind set on a Ford Focus sort of size car, but when Lee went to pick it up, he had a free upgrade and turned up with this monster truck – a Nissan Pathfinder. We certainly had no trouble loading the bikes into it but it looked like something out of the A Team. You could almost imagine BA Barracus climbing out of it. It was hilarious.

The weather was a bit mixed, hot and sunny one minute, then cloudy with showers the next but it was great to be on the bike again. We called in on a pub for lunch and fed the ducks by the river. There's nothing like that freedom you get on a bike – go where you like, park where you like, and just take your time. We explored lots of lanes and paths and avoided as much traffic as possible.

Talking of parking where you like? We rested for a while beside a car showroom. Lee had a quick look at the car prices on display. Within seconds a really eager and friendly salesman approached us and said "Come and have a look round, I can put your bikes somewhere safe where you can keep an eye on them" as he lifted my bike over the barrier – we did laugh!

PS – I was pleased to read in the last Spotlight that Charles Comport was given some good news from the CT scan that he had. I send him my best wishes.



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## **Strawberry Tea Report - 2009**

*from John Davis*

Held on Sunday 12th, July, this was a new venue and a new team providing the all important "TEA"(both the eating and the drinking kind). 32 members were present and at 3.00pm set about demolishing a plate of ham salad with a choice of white or wholemeal sliced bread and butter. Cups of tea were served from the "off" and constantly replenished.

The salad was followed by the "piece de resistance" i.e. a bowl of strawberries and cream and the tea was completed with an individual cake or two. The back room team were all members of the Purleigh Women's Institute and the team leader was Jean Hasterwayte. Who says you can't get the staff? Jean told us that any profit that accrued would be donated to the Maldon Carers charity and acting on a suggestion from Peggy Thorndike we placed a collection plate in the hall so that members could make their own individual contribution if they so wished and a plate full of coins was added to the total.

Peter Moor proposed a vote of thanks to myself for organising and in thanking him for that I in turn called the ladies from the kitchen into the main hall and suggested that the recipients show their appreciation to the providers with a further round of applause. Subsequently, some members took the trouble to tell me of their satisfaction with the tea and the service. And all for a fiver! (£3 for the under 10's) The cost of the hall was as usual met from D.A. funds.

A repeat is planned for next year so if you missed out this time, why not join us then? "You can rely on the W.I." makes a good slogan don't you think? 30 places are reckoned to be the minimum number to make the organising viable and we were dangerously close to that figure this time. When the Strawberry Tea was inaugurated we had some 60 or so attending. Now I know that those halcyon days are maybe long gone but perhaps 40 should be within reach? I hope so.

## **Armenia - In Search of Caucasus Rough-Stuff**

*by Steve Gregson*

We flew to Armenia looking for good weather, lonely roads and high mountain passes. We were not disappointed.

The three of us found all that... and more. We overnighted in good value-for-money establishments that ranged from a three star hotel in a ski resort to a 'flea pit' on a main highway. We found ancient religious locations, discovered little-known places of enormous historical importance and managed plenty of the rough-stuff riding that we love.

My wife summed up the Armenia we found in 2008: "It's almost the least threatening country we've ever cycled across - nearly as safe as Scandinavia."

Like most parts of the world, traffic, especially 4x4s, is now the greatest danger. Up in the mountains - watch out for the short tunnels. Since the typical foreign visitor in Armenia is a diaspora Armenian from America, riding in a chartered bus between Yerevan, the capital, and one of the many monasteries, we three touring cyclists were very rare creatures. Consequently, we were very well treated.

High in the mountains, the 'summer farmers' were so thrilled to meet us that they offered to trade cups of delicious coffee for the English lessons we gave their children.

In fact we only met one other tourist, a Russian-speaking woman member of the US Peace Corps who admitted to being a 'Soviet groupie' [whatever that is].

Our great excitement every day was the sprint training in the name of 'outrunning the dogs'. My wife fills out empty panniers with newspaper to keep them away from her legs should they get too close. In the end it was never a big problem and the result of the sprints was English cyclists 50 versus Armenian dogs nil!

It could have been much worse, there are bears in Armenia. On our first evening, we saw caged bears in a restaurant.

***Continued on page 32***

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## ***Armenia - Caucasus Rough-Stuff - continued***

We had planned a clock-wise circuit from Yerevan airport, and our overnight stops before we found the rough-stuff were:

- Ashtarak on May 31 via Ejmiadzin the spiritual centre of Armenia's Christians,
- Vanadzor via a steady 37 mile climb with magnificent views of snow covered Mt Ararat over the border in Turkey
- Haghpat Monastery where a Babushka look-alike owner cleared out her English speaking daughter-in-law's rooms for us.
- Ijevan, after riding excitedly and quietly through former Azerbaijan territory,
- Dilijan, 2 nights as we had a relaxing B and B with a beautiful veranda looking out over wooded hill-sides. There was tasty home cooking, an interesting town with Museum and a nearby National Park
- Tsaghkadzor was a ski resort with excellent hotels and a lift that ran in summer so we had a morning walk above the snow level. Our inaccurate Reise-Know-How map showed a short-cut road from near L. Sevan on this day but no-one even knew of a neither footpath nor bridleway.
- Gavar and Martuni followed with long sections alongside Lake Sevan, one of the world's largest high altitude lakes,
- Crossing the Serim Pass with its ancient 1332AD Caravanserai, it was a long free-wheel to Yeghegnadzor and another friendly B and B with delicious home-garden cooking.

June 10, we only found our rough-stuff towards the end of the 2weeks. Leaving Yeghegnadzor, a really steep asphalt road 5 miles up to 5000 ft and Tanahat monastery where bear droppings are sometimes noted! As we seemed to be in a different place than our inaccurate German map showed, we stopped the only car we had seen in a half-hour and pointed to a 2-lane track that we saw on the map lead back down into the valley. By sign language, the driver of the Lada agreed with us that it was the `road` shown on our map. I said to my wife Ann and our friend Helen that I would descend this steep and stony track carefully and estimate if it did indeed lead to where we wanted to go- 'If I'm not back in 20 minutes, its either the correct way or I've been eaten by bears, I'll bequeath you the strong Karrimor panniers'. It did indeed lead down and with great views over Nakhichevan (Azerbaijan). At the end of the day there was another tremendous climb 15 miles to a former Soviet Spa resort where we found excellent set of rooms behind the most rundown facade. It took time for a helpful resident to find the part-time janitor and later he saw us out walking



and invited us in to a going -away party for a new army recruit. Having just eaten we were sorry to have to refuse the sumptuous feast, BBQed meat, fresh vegetables including tasty red tomatoes. We also managed to refuse glasses of local Vodka- well most of them anyway. We were glad of the descent and cool air the next morning!

11 June and we were determined to find more rough-stuff and also to find the old river bed 'track' down from Jermuk which we had not used the previous day due to the landslides supposedly blocking it. I had noted a really steep, stony and hair pinned way dropping down into the Upper Arpa River valley , not shown on any map so once again headed off very slowly even walking in parts and stopping to take photos of the rocky cliffs with 3333mt mountains in the distance. Lots of photos taken, 2 sleepy guard dogs at some fish-ponds and we were down on the broken asphalt track and ready for lunch of fruit, honey, bread and butter donated to 'the cyclists' from last night's feast.

On 12 June, we were within 2 days ride from Yerevan the capital, so after a lively breakfast in Arpi (sausages, omelette, bread, coffee) with cheerful ladies running market stalls outside our hotel at the side of a transport cafe halt, we were off on the busy Iran- Yerevan highway but soon found a quiet parallel road that passed through small towns and villages. On the map it was shown as only entailing a short climb and then a long descent- and at least I could check the contours with misstate of the art altimeter, thermometer etc new computer. This roadways just west of the Tuhk Manuk I-tsk Pass and so we enjoyed along shallow descent on partly broken asphalt, partly gravel through Lusashogh. The scenery was almost biblical with old villages, hardly any traffic and hundreds of bee hives tended by their keepers living in tents for the summer, then honey collected by a wild looking man driving a Russian motor-cycle and side car. Unfortunately, we missed the only decent place to stay due to lack of signs (Armenia doesn't seem to put up accommodation names), and ended up in the only flea-pit in 14 days there.

We were not so keen on capital cities and it was so nice out in the countryside, so our final we rode the old road straight into Yerevan Republic Square, saw Government buildings, bought and sent some postcards and enjoyed a pavement coffee by the Cascade before cycling out through the suburbs for a last meal. At the airport, late at night, we wrapped up the cycles in 2m x 3m of clear polythene which the airline representative agreed was 'suitably packed'. A friendly worker invited us

to watch a European Cup football match (and doze in comfy chairs) until check-in time forth 0540 flight to Vienna/ London.

Daily averages were 40 miles at 9mph with 950mt of climbing on mostly well surfaced roads and it did not bankrupt us. Only 1 puncture on the whole trip- broken glass. Temperatures were ideal, one thinnish top sufficing for most elevations, only on the high passes did we need another top. Would we go again? Definitely yes, the next time to travel the north side of the Lake Seven and through to Nagorno Karabagh and on to the Iranian border.

Steve Gregson, CTC RSF, June 2008.

## ***Postscript - My "Things to do" List***

*by Dot Sharp*

Last week I crossed off an item on my modest "Things to do list". I saw an advert in a free paper and thought that is just what I have been looking for - so on the 'phone and booked. Within an hour we were into the Metropolis - it was just like being back in Brentwood High St. with the traffic noise and drills digging up the roads. However, I caught a glimpse of my objective as we boarded the boat for a cruise up and down the River Thames (dress code as per advert - "smart attire is requested, no jeans or trainers on board). We were served a very good 3 course meal accompanied by jazz music and intermittent history of important buildings and landmarks we were passing.

Ultimately we landed almost under the overwhelming structure of the London Eye. Although our 'flight' was pre-booked we were unable to take advantage of this privilege because of the overwhelming number of people, so we joined the queue and went up and down this way and sideways that way, then again up and down and surprise, surprise, sideways that way.

In all we queued for one hour & forty minutes, but were eventually there - it was like stepping on an escalator moving sideways. It took 10mins to recover from all that queuing but it was all worth it and we had a clear view- very impressive - but I think next time I will go when the kids are at school.

My next item is a tour of the Palace of Westminster...

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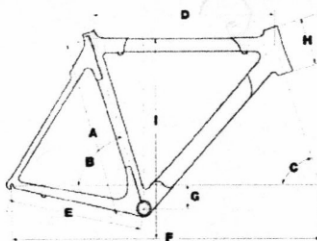
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