



July/ August 2013



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The Editor reserves the right to edit contributions for reasons of space, clarity or libel.

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Essex CTC MG Trustees

Stefan Eichenseher, John Steer, Brian Penny

Closing date for the September / October 2013 edition is on **15 August 2013**

Editor's Foreword

In the middle of Riding Events, I had my own bit of experience: 0 to 100 miles in effectively 8 hours 23 minutes. From not doing a lot to fighting against heavy wind, I enjoyed my stint at the Tri-Vets ... leading a group of varied but obviously very fit veterans. I promise, I will be fully up to scratch in 3-years' time (!).

The Windmill Rides went pretty ok – due to being a hot day, one rider kept me waiting until 22:02, whilst Tom Deakins managed his 210km in a fabulous 7 hours 56 minutes... training for the *Mersey Roads National 24-Hour Timetrial Championships*. A full report will follow in the next issue.

It was good to see “old” faces at the veterans ride (no pun intended), but here is another option for a get together:

The Essex CTC Summer Meet
on **Sunday, 28th July 2013**
at the **Hurdlesmaker Pub, Woodham Mortimer**
from **13.00 hrs**

Contact Brian Penny for more information, details on page 4.

Having experienced the air of two wheels now, I am eager to go out and stretch my legs again.

Have fun cycling.

Your editor,
Stefan Eichenseher

Thinking of...

... well-known people who enriched the life of our cycling community:

John Copas from the Havering MG has not been seen on his bike for several weeks. Unfortunately, there is little information available about his absence. We know that he had several hospital appointments, so his condition might not be very good at the moment. We hope that he's making good progress towards a full recovery and that we see him out on his bike again soon.



The President's piece

I'm back on my bike and riding with the SEG's again. My operation seems to have been a success; the weather has been reasonable so far and I would imagine - like me - you're hoping for a hot dry-ish summer with plenty of downhill riding.

There are still plenty of events to come on the events calendar, which I'm sure that there will be plenty of support for them. The Tri-Vets event will be over by the time you receive this Spotlight, and I hope that the weather is warm and dry on the day.

I hope that you took part in one or two rides or more in Bike Week and encouraged new riders to join you.

The saga of the new Essex MG shirts is still ongoing. I hope to hear some news soon. The Mildenhall Cycling Rally is coming up and we could be hunting bargains of clothing, tyres, tools or whatever takes your fancy on the day.

Don't forget to talk to any cyclists that you see, as there might be the chance that they are willing to join a cycling group they didn't know of (like the CTC).

So far, June has been a letdown, as far as the weather goes, but there is still time for it to change before the nights draw in and winter gear comes out again.

Stay safe and enjoy your cycling where ever you ride.

John Steer

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Member Groups' Reports

Chelmsford Spring Tour 18th - 23rd April 2013

By Adrian Leeds

This year's event was based in the Norfolk Market town of Diss and it attracted a good turn-out with 20 riders; 16 at the extremely cycle-friendly Park Hotel and four in their caravans at nearby Scole.

The group assembled during Thursday morning and after lunch we followed Dave Russell, braving gale-force winds to a tea-stop at "Bressingham Gardens" by way of Shelfhanger (a village name – not a bracket!). For the evening meal, the group took a stroll into the town visiting the excellent sit-down chippy. It looked, as if we wouldn't all get in (un-booked as we were), so three of us opted for the curry house across the street. Good as that meal was, later that evening, on hearing that the fish was sourced from Lowestoft (my home town) - I vowed to return and sample some for myself.

Friday began wet. The hotel had very helpfully provided us with an indoor area to store our bikes overnight, so we mustered there and waited for a "weather window". Presently the caravanners arrived, (caped up and dripping wet) and shamed us into venturing out. The rain stopped after a quarter of an hour and we took a scenic route to the morning tea stop at Harleston. The café in the town centre catered for all 20 people without fuss and it was agreed there to split into 2 groups. Tandem-mounted Ken and Maureen led the "easy" group taking a ride past the primroses, snowdrops and daffs lining the roadsides, and back to Harleston for a pub lunch. They returned to Diss via Hoxne and Scole with threeses at Morrisons. I led the longer ride, venturing along the Waveney Valley for lunch at the "Locks Inn", Geldeston, which sits on the Norfolk bank of the Waveney and boasts a CAMRA pub of the year award. There we sampled good food and *Trawlerman* bitter, which was of such quality that we had to fight John to get him to leave. The afternoon route took in the picturesque towns of Bungay and Beccles; then back along the Suffolk side of the river via Hoxne. Some said it was a 62-mile ride but I wasn't counting. In the evening the group ate at the hotel, whilst I sought out some Lowestoft fish for myself.

Saturday was a bright, warm and sunny day. Brian and Jan led on their tandem through the very pretty village of Mellis, whose daffodils lined our

route past the village pond. We threaded our way onwards to Cotton, where we found a very nice “Garden Centre Café” for elevenses. At this point, I was very grateful to Ken for carrying cone-spanners in his toolkit, (also oil!) as my front dynohub required surgery to keep its bearings alive. The group lunched at Stowmarket, mainly in the “Pickwick Café”, (Fox Yard) – well worth a visit – then via farms and lanes back to the Cotton café for threeses. Saturday’s evening meal at the hotel was one of those occasions when you realised that you were actually in Norfolk, not Essex. The hotel was full to bursting and the restaurant bar had attracted a small group of binge-drinking youths. Eventually one individual became foul-mouthed and loud and there was a reported (I didn’t see it) trouser-dropping incident. At this point, the equivalent Essex venue would have produced a burly skinhead doorman. However, in Norfolk, the diminutive but fiery blonde bar lady fulfilled this function; “Roight!” she yelled, pointing her finger at the exit and in a voice sharp enough to crack walnuts, “Git him OWT!” with which the problem was solved.

Sunday breakfast was accompanied by a certain amount of map studying, after which there were again 2 rides. Ken took the option via Mellis to Thornham Walks (Thornham Parva) for 11ses at “The Forge Café”. Lunch had been planned for Debehham, where “The Angel” pub wasn’t doing food (on a Sunday!) so food bought from the local Co-op shop was eaten with permission in the pub garden. The group was warned about the “wobbly table” which in return for the pub’s hospitality, they repaired. At lunch they were joined by an alcoholic thespian sporting a face, which he had had painted, child-style at a nearby fete. Threeses was taken at “The Queens Head”, Eye – a really fine old pub, before returning via Palgrave.

The (much) longer ride option was to the historic Suffolk town of Framlingham, mainly using the route I had previously ridden whilst completing the *Silly Suffolk* Audax last year. We had lunch outside in the courtyard of the superb “Crown Hotel” and Threeses at Harleston, using Budgens supermarket car park for an improvised picnic. Dinner was once more at “The Park” and we rounded the day off with a visit to the “Country and Western Club” hosted there, giving free entry to residents.

On **Monday**, the 5th and final day for me, Dave led us out via Old Buckenham airfield, where we discovered that the café was closed (despite being advertised on a board at the main road). So after carefully inspecting the ack-ack gun, we went on to New Buckenham, where the lady in the village shop made us coffees which we consumed outside at

the picnic tables, accompanied by some very nice locally made chocolate biscuits. For lunch we went on to Wymondham (pronounced "Windum") – and the very interesting "Railway Bistro". I enjoyed the homemade soup whilst others commented "they don't know how to make cheese on toast".

Threeses was at the "Tibenham Greyhound", a historic pub adjacent to the RAF Tibenham WWII American bomber air base. During the war, this pub was frequented by airmen including presumably, Hollywood star Jimmy Stewart, (it's my age, I'm sure, but I find myself saying his name using my impression of his voice) - whose signed portrait photo adorns the wall. Stewart was a bomber Squadron Commander serving both at Tibenham and later New Buckenham. Amongst other missions, his squadron attacked the German U-Boat bases. Also displayed are a collection of pictures of the USAAF planes, which flew from the airstrip, and other memorabilia. The locals at the bar were chatty and delighted to see us for another reason: the landlord had evidently been about to lock up for the afternoon when we arrived, but stayed open, enabling them to continue drinking a little longer. We rode back to Diss via Gissing, finishing off an excellent tour, enjoyed by all who rode it. ☺

Colchester Member Group

June 2, 2013 - Kersey/Hadleigh - Ten riders met up by the skatepark container at 9-30am. Two of the riders were new to the group, for one it was to be his first all day ride. The ride would take us over the Suffolk border to Assington our elevenses stop at the farm shop. We left Colchester via Stanway, Copford, Fordham, Wormingford and crossing our first ford of the day at Arger Fen.

At the elevenses stop, we met up with John and Margaret with their tandem trike and Ken Rickwood.

After 11ses, Ken left us to return to Colchester - we were by now 12 riders. The route to our lunch destination would take us through the Suffolk valleys of the Box & the Brett. We rode out via Hagmore Green, Stone St, Boxford (crossing the Box) to Little Waldingfield, where two or three miles on, the leader Paul was alerted of a mechanical problem further back. A stoppage was promptly made at a green triangle junction, where all sorts of repairs and adjustments were made, tyres inflated seats adjusted, cranks tightened. Our journey on would take us through Monks Eleigh (where we joined the Brett), Chelsworth, Linsey to Kersey. Our planned lunch stop (after crossing the ford) was to have been "Little

Treats Coffee Room", but that was closed when we arrived (due to a wedding party), so plan B was swiftly put into action. Hadleigh was 2 or 3 miles up the road, where we went to "The George" to be well catered for there.

The ride back to Colchester would take us through Lower Layham, where John and Margaret left us to continue their journey back to Halstead. On from Lower Layham we had to climb Higham Hill on route to Higham. This hill was well remembered. Leaving Higham we crossed the Brett for the last and fifth time before entering Thorrington Street and crossing the Box for the second time. We turned off left to Boxted to cross the Stour and back once more into Essex.

Thanks to Paul and Caroline for an excellent ride well thought out. Caroline was acting as back marker doing a very important job by keeping the rear up and the group together. **Alan Palmer**

Havering Member Group

Sun 15th April - Leigh on Sea - 10 Riders started: S Ingall, G Peel, D Rowlands, Neal Wright, Mick McManus, Norice Dasgupta, Gary Sherman, Steve W, Bernard McDonagall (IMPS) and Chen Kwan.

Gordon leading took us through the Fens to Horndon-on-the-Hill then up the dreaded Old Church Hill but taking the much longer but less steep South Hill road, which thankfully was easier than the last time I tried it.

We made our way through Dry Street to Pitsea then up through Thundersley to get off the main road coming back into Leigh-on-Sea, where we ate fresh seafood, which we finished just in time before a short shower. We took a similar route back though going straight to Pitsea and this time going down Old Church Hill Road. **Stephen Ingall**

Sun 21st April - The 7 riders Starting were George & Bernard from The IMPS, S Hale, S Ingall, D Rowlands, G Peel. We took a long route to North Weald Historic Railway station taking in the bike route that goes through the line of parks in Romford starting from Carlton Road that eventually comes out on Lower Bedfords Road, where we then passed through Havering-atte-Bower and Toot Hill. One member what very pleased – NOT(!) at how much I had managed to add on to the ride to 11ses.

We had 11ses while looking at the old trains coming and going from the railway station at North Weald on the restored Epping-Ongar railway. Lunch was at the always good "Cock Inn", Hatfield Broad Oak. 5 Stars for lunch.

It was a fast ride back as the football fans in the group needed to get home to watch the match. **Stephen Ingall**

Sun 28th April - Alex, Barrie and myself rode to Blackmore for our coffee stop and then on to Writtle for lunch. A very easy relaxing ride today, 40 miles in total. **Gordon Peel**

Sun 5th May - 8 riders today: Alex, Steve, Chan, Bernard plus new riders Roy, John, Aaron and me.

Coffee at "Blackmore Tea Rooms" where Alex, Steve, John and Aaron returned home whilst four of us set out to ride to Andrews Airfield but after taking a wrong turn we settled for lunch at the "Queens Head", Fyfield before returning to Upminster. **Gordon Peel**

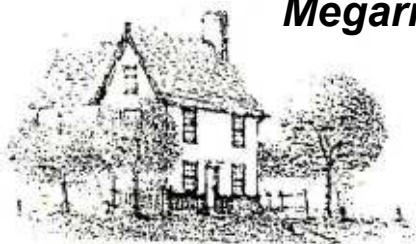
12th May - No ride from Upminster, as most were doing the *Dot Sharp Memorial Ride* starting from Mountnessing, where we had the fab five completing the event: Gordon, Alex, Dave R, Chen and Steve H.

19th May - 5 riders started: Stephen I, Gordon, Steve H, Ray and Chen. We were meeting SEG at about 11 at "Blackmore Tea Rooms", so we added in a few extra turns in going via South Weald, Navestock & Kelvedon Hatch to Blackmore, where we got a prime seat in the sun outside. Once the SEGs had arrived and fuelled up, we followed them to a Pub near Papermill Lock. Gordon, Steve H & Cheng needed to get back earlier so stopped at a pub further up the hill for a short break before heading back. Ray and I stopped at the "Admiral Rodney" with the SEGs. **Stephen Ingall**

26th May - 5 set off on a day sent from heaven. Warm, sunny with only a hint of a breeze. The countryside was lush with deep greens and sparkling yellows of the chest high fields of rape. Andy Dakeen, Arun Sharma, Mick McManus, Ray love and Alex Kornfeld (L) were the chosen ones for the ride. Pleshey was our final destination, with lunch at the "Leather Bottle", where lunch scored between 3 and 4 out of five. 50+ miles covered at about 11mph. Great day out and home by 3.30pm. **Alex Kornfeld**

2nd June - Six out on this glorious sunny day. Straight to Writtle for 11ses, where the Puncture Fairy struck yours truly. Then a drag up to Willingale where three turned back. "The White Hart" at Moreton for lunch. Two took a direct route home whilst I couldn't resist the call of the cakes(!) at "Blackmore Church Tea" for the last leg. Alex, Gordon, Arron, Steve (not Steve H), Dave. **David Rowlands**

Continued on page 15



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9th June - The Blue Egg - Alex, Barrie, Chen, Ray, Aaron, Mike, Steve and Gordon. There was also Jeffrey for the first 5 or 6 miles. We met with 7 Herts CTC riders at Norton Heath. A total of 15 riders arrived at the "Blue Egg" at 1pm for lunch. We left at 2pm arriving at "Writtle Tearooms" at 3.45. We arrived back in Upminster at 6pm. Total mileage 80 miles.

South East Essex Member Group

21st April – Shotley Peninsula - Fourteen met at the "Harvest Moon Café" in Capel St. Mary for breakfast at 9am and then drove to Alton Water just outside Stutton village, where we were to depart on our voyage of discovery around the Shotley Peninsula. This was to be a special day for Paul H, as he was celebrating his 21st birthday (my mistake the 2 should have been a 5 or 7) and he was also reminiscing about spending his youth (along time ago) at scout camp in the area.

This auspicious occasion was marked with a birthday cake and candles (so many to fit on top, hence the guessing of age). Thankfully, the old boy appreciated the gesture and it hadn't melted in the sun by the time we got back to the car in the afternoon.

From the car park (£3 all day charge, café open 10am – 4pm & toilets) we joined the main road and passed the home of the impressive buildings of the Royal Hospital School. We were following the Suffolk Coastal Cycle route and after a short climb were on quiet country lanes towards Erwarton. Legend has it that the heart of Queen Anne Boleyn was buried in the church after her death in 1536 and a heart-shaped casket containing a quantity of dust was found in the south wall in 1836. It was placed in a vault which is now under the organ. We re-joined the main road into Shotley and swept downhill into Shotley Gate where the estuaries of the Stour and Orwell meet. After a short ride around the marina and a view of Harwich & Felixstowe docks, we climbed back up the hill to take a side road to Church End before continuing onto Chelmondiston. It was here that we took another side road to Pin Mill and a refreshment stop down by the River Stour. Heading inland again we passed through Harkstead and Lower Holbrook before climbing (John S said, "not another hill") to Holbrook and our lunch stop at "The Compasses" pub.

The route back took us around Alton Water to Tattingstone, where we passed the 'Wonder', apparently the local squire objected to the view of workers cottages and altered them so they looked like a church complete with mock tower. We had intended in having afternoon tea at the café in the car park, but upon our return discovered that a local marathon was in

progress and so decided to head back to the “Harvest Moon” in Capel St. Mary and so endeth the voyage of the jolly SEG.

28th April – Bunsay Down to Kelvedon - Twenty-two riders met at Wickford and included the welcome return of Neil & Jane N and newcomers Karen B & Hayley B-S. We split into three groups with John S leading the returnees and newcomers, Ian M leading the middle of the roaders and Peter W the whiz kids. Ten went onto the “Railway Tavern” in Kelvedon.

5th May - Southend Airport to Paglesham - For a change I rode out to the top of Coventry Hill in Hullbridge instead of going to Wickford ready to meet Brian P bringing the group from Wickford. I arrived there at about 09.40 expecting them to arrive about 09.50/10.00. At 10.10 I phoned Ian C to find out what was wrong. It turns out Brian had put in an extra loop thinking that one of the new ladies would like some extra miles (she didn't - until she arrived home and found that she had ridden her biggest distance ever of 36 miles). When they arrived at the top of Coventry Hill, Ian C was pushing the young lady in question. There was also another new rider out making 3 new riders in 2 weeks. The group was met at the airport by Ken W, Peter H and Dave B turned a little later. The ride out to Paglesham was event free. On our arrival, a couple made room for us on a table outside. They turned out to be one of our group's parents, who I had met before. They said that their son Michael was walking in Kent instead of riding with us. After lunch, the group split up to ride their separate ways home.

12th May – Maldon to Tolleshunt D'arcy - Two groups left Wickford to make their respective ways to Morrisons supermarket in Maldon, where we found Dave B waiting for us. Seven went onto the “Queen's Head” at Tolleshunt D'arcy via Tolleshunt Major and this route was used on the return journey. Unfortunately, due to the run's leader racing off the rear riders took a slightly different route to Maldon's promenade park, where we stopped to have ice cream (humble pie in my case). **Ian Mather**

12th May - Maldon to Tolleshunt D'arcy - Ian led the ride out to Morrison's through the Hanningfields, Gay Bowers, Danbury, Runsell Green then right onto the Old London Rd and into Maldon. At Morrison's we found Dave B and another waiting for us. On leaving 11ses, we returned up the shared cycle/footpath only to lose Ian, our leader, as he had sped away thinking that the group was behind him. He was eventually found in Maldon waiting by the “Victoria Pub”. There were no further incidents going to lunch.

Continued on page 22

Forthcoming Events



Organisers: please advise me of anything you wish to be included

Date	Event	Organiser
14 th Jul	[EMG] Peggy Thorndike Memorial 100m/100km , start from Wickford Market Hall Café	Stefan Eichenseher
28 th July	[EMG] Summer Gathering	Brian Penny
11 th Aug	[EMG] Colchester 40/40 , start from Copford, The Alma PH, at 9:30	Brian Penny
8 th Sep	[EMG] Rough Stuff , start opp The Cricketers Pub, Mill Green, at 11:30	Brian Taylor
29 th Sep	[EMG] Colchester 100 , start from The Bricklayers Arms, Colchester	Malcolm Mitchell 07531 511112

If not stated, please see the *Impressum* (p. 4) for organisers' contacts or see our website at <http://www.essexcycling.co.uk/events.htm>.

Easy Rider Meets



Date	Pub	Destination
14 th July	Three Compasses, West Hanningfield	
11 th Aug	Prince of Wales, Mountnessing	
8 th Sept	Ingatstone and Fryerning Community Centre	
13 th Oct	White Swan, Bicknacre	

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

Alternative Events (organised by MGs)



21 st Jul	[MG] French car assisted day trip Cassel to Leper	SEG's: John Steer
4 th Aug	[MG] London Ride	SEG's: John Steer
18 th Aug	Birthday Rides	CCMG: Adrian Leeds
25 th Aug	[MG] Viking trail on Isle of Thanet	SEG's: John Steer
1 st Sep	[MG] Leukaemia Ride	SEG's: John Steer

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

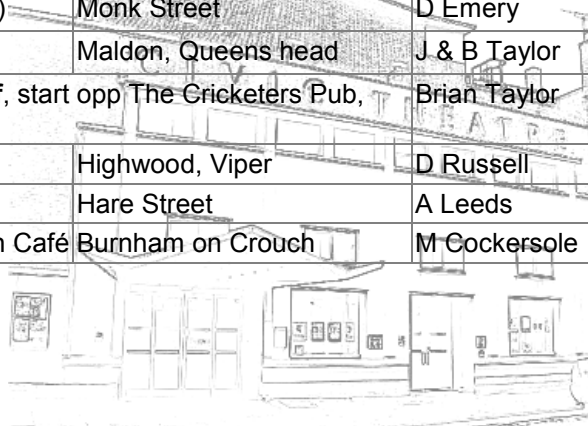
Rides Start: Sundays: Bus Station at the end of Fairfield Road
(near the Civic Theatre) 9am for 9.15am

All day rides start **9.15am**

For Tuesday evening destinations

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

Date	11ses	Destination	Leader
14 Jul	[EMG] Peggy Thorndike Memorial 100m/100km , start from Wickford Market Hall Café		Stefan Eichenseher
Alt:	Coggeshall, Dutch Nursery	Bures	TBA
21 Jul	Maldon, Tesco	Rowhedge	D Southin
28 Jul	Billericay, Witherspoons	[EMG] Summer Meet , Hurdlemakers Arms	A Leeds
4 Aug	Thaxted, Poppys	Little Walden	M Cockersole
11 Aug	[EMG] Colchester 40/40 , start from Copford, The Alma PH, at 9:30		Brian Penny
Alt:	Coggeshall, Dutch Nurseries		TBA
18 Aug	Birthday Rides		
Alt:	Greenstead Green	Lamarsh, Lion PH	A Leeds
25 Aug	Raine (Station Café)	Monk Street	D Emery
1 Sep	BHN Rettendon	Maldon, Queens head	J & B Taylor
8 Sep	[EMG] Rough Stuff , start opp The Cricketers Pub, Mill Green, at 11:30		Brian Taylor
Alt:	Hastingwood	Highwood, Viper	D Russell
15 Sep	Elsenham Golf	Hare Street	A Leeds
22 Sep	Purleigh Roundbush Café	Burnham on Crouch	M Cockersole



Havering Member Group – Runs List



Secretary: Stephen Ingall

ctchavering@gmail.com or ☎ 07890 386984

www.ctchavering.btck.co.uk & www.essexcycling.co.uk

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

All rides meet Sunday 08:45 for 09:00 start unless otherwise stated

Date	Destination	Leader
14 Jul	[EMG] Peggy Thorndike Memorial 100m/100km , start from Wickford Market Hall Café	Stefan Eichenseher
Alt:	Much Hadam, Hertfordshire	
21 Jul	Sights of London (with 40 Plus CC) See website for start time & place.	Pre registration necessary
28 Jul	Essex CTC Summer Meet, Hurdle Makers PH, Woodham Mortimer	Brian Penny
4 Aug	All-comers ride	
11 Aug	[EMG] Colchester 40/40 , start from Copford, The Alma PH, at 9:30	Brian Penny
Alt:	Andrew's Airfield, 65m	Gordon Peel
18 Aug	100 Mile Ride – Bradwell-on-Sea; 7.45 - 8am start; Picnic lunch; possible train option part way for shorter ride. See website	Kelvin Dane
23-26/08	Ride to Mildenhall Cycle Rally, See website	David Rowlands
25 Aug	Waltham Abbey via River Lea	Stephen Ingall
1 Sep	All-comers ride	
8 Sep	[EMG] Rough Stuff , start opp The Cricketers Pub, Mill Green, at 11:30	Brian Taylor
Alt:	North Fambridge, 60m	Gordon Peel
15 Sep	Dane End, Hertfordshire. 8am Start. Long ride	David Rowlands

All-comers ride –

Catering to new cyclists;
regular members can continue
for full ride as normal

* = Destination to be decided on the day

The group out on a bright sunny winter's day



South East Essex Member Group – Runs List



Secretary: John Steer

☎ 01702 529 638– e-mail segssec@btinternet.com

Runs start: from the Market Café in Woodlands Road, Wickford SS12 0AL,
Sundays at 9.15am for 9.30am, unless otherwise stated.
Club Nights are the 2nd & 4th Friday of the month
8.00pm @ St Laurence & All Saints Church Hall,
Eastwoodbury Lane, Eastwood, SS2 6RH

Date	Elevenises	Destination for Lunch
July 2013		
14 th	[EMG] Peggy Thorndike Memorial 100m/100km, start from Wickford Market Hall Café	Stefan Eichenseher
Alt:	Maldon (Morrisons)	*see note
21 st	Bunsay Down (Golf Club)	Kelvedon (Railway Tavern)
28 th	[EMG] Summer Gathering, Hurdle Makers PH, Woodham Mortimer	Brian Penny
Alt:	Blackmore (Tearooms)	Ramsden Heath (Nags Head)
August 2013		
4 th	Great Baddow (Bringey Pine)	Bicknacre (Brewer's Arms)
11 th	[EMG] Colchester 40/40, start from Copford, The Alma PH, at 9:30	Brian Penny
Alt:	Mundon (Roundbush Café)	Tillingham (Cap & Feathers)
18 th	9am start - Tiptree (Woodlands Tea Rooms at Toms Farm Shop)	Rowhedge (The Anchor)
25 th	Billericay (Lake Meadows Café)	*see note
September 2013		
1 st	Bicknacre (Horseshoe Nursery)	West Hanningfield (Three Compasses)
8 th	[EMG] Rough Stuff, start opp The Cricketers Pub, Mill Green, at 11:30	Brian Taylor
Alt:	9am start - Chelmsford (Secret Garden Tearooms)	Stebbing (Andrewsfield)
15 th	Margaretting (Saddlery)	Stondon Massey (Bricklayer's Arms)

Note: * When **EMG** or **MG** events take place, the local ride will include a booked Elevenises venue, but not a specific pub for lunch, unless otherwise stated. This will enable members to make their own choice.

Check out www.velocipede.org.uk for GPX and TrackLogs TCX files of our rides.

Colchester Informal Member Group – Runs List



Secretary: Alan Palmer
 ☎ 01206 792929, mob 07939 395067 or
alanpalmer@phonecoop.coop
 All rides meet Leisure World Container
 by Skatepark at 9-30am

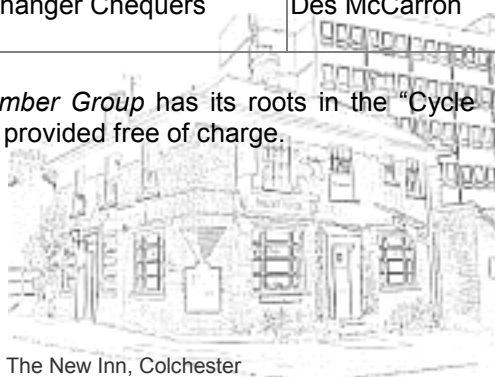
Date	11ses	Destination	Leader
Jul 14	[EMG] Peggy Thorndike Memorial 100m/100km , start from Wickford Market Hall Café		Stefan Eichenseher
Alt:	Stanway Barnplants	Wickham St Pauls Farm Shop	TBA
Jul 21	TBA	TBA	Malcolm Mitchell
Jul 28	[EMG] Summer Gathering , Hurdle Makers PH, Woodham Mortimer		Brian Penny
Alt:	Stisted	Great Bardfield, Blue Egg	Alan Palmer
Aug 4	Aldham, Millrace	Clare, Country Park picnic	Alan Palmer
Aug 11	[EMG] Colchester 40/40 , start from Copford, The Alma PH, at 9:30		Brian Penny
Aug 18	Coggeshall Dutch Nursery	Woodham Walter The Cats	Alan Palmer
Aug 25	Mistley Place Park	Stutton Gardeners Arms	Des McCarron
Sept 1	Aldham Millrace	Castle Hedingham The Bell	Pam Nelson
Sept 8	[EMG] Rough Stuff , start opp The Cricketers Pub, Mill Green, at 11:30		Brian Taylor
Alt:	Aldham Millrace	Halstead	TBA
Sept 15	TBA	TBA	Paul & Caroline Avison
Sept 22	Coggeshall Dutch Nursery	Goldhanger Chequers	Des McCarron

Note:

Since the *Colchester CTC Informal Member Group* has its roots in the “Cycle Champions”, bikes, helmets, etc. can be provided free of charge.

Members are welcome to attend Bike Drinks, for all local cyclists, held on the 3rd Monday of the month, 8pm at “The New Inn”, Chappel St South (CO2 7AX).

Check our website for further information:
www.colchesterctc.co.uk



The New Inn, Colchester

On our return towards Maldon, I rode with Peter H, as he had set off up a different road from the main group. As the main group sped away, Peter and I seemed to drop back even more. Even Claude A dropped back to join us and eventually, we had lost the group, as they had turned off but left no member as a marker. After a phone call to Ian, we arranged to meet in Maldon Park, where Ian treated me to an icecream as compensation. When we got to Purleigh there was another parting of the ways, when Peter H and Ron S carried straight on instead of going up the hill to Cock Clarks. But they rejoined us at Bicknacre. After all this Peter had a puncture just before the "BHN Garden Centre". Waiting at the bottom of the hill at Rettendon was Jim C and Claude A, who rode back up the hill to give Peter a hand to repair his puncture, while Ian and I rode on home. **John Steer**

19th May - Blackmore to Paper Mill Lock - Two groups rode out to Blackmore this morning. The slower group had two new riders: a husband and wife. While riding out to 11ses, it was plain to see that they could have gone with the faster group, which they said they would try next time. On arriving at Blackmore, outside the café it was heaving with cyclists and bikes, which had me worrying about the speed of the service. I needn't have worried, as they dealt very well with the large numbers. The Havering MG was waiting for us, when we arrived and I showed Stephen on his map my intended route. Ron S knocked over someone's bike with his back wheel – luckily, no damage was done. We set off for Paper Mill Lock by cutting through Writtle, Gt Baddow, Sandon and Danbury. I had already asked the group, if they wanted to go to the Cafe or to a Pub for their lunch. Apart from two from Havering, everyone else chose the pub. The pub we went to was the "Rodney" on North Hill. Never again: very slow service without a smile. The baguettes were not much bigger than finger rolls and as for the filling (OMG!). Stephen's omelette looked like it had spent too long in the frying pan. Next time I will try the other pub up the hill unless anyone knows bad reports about this one. We had a good run back from lunch via Bunsay Downs, Woodham Walter and Lubbards Farm 3ses at the "Butterfly's Café" before going our separate ways home.

26th May - Writtle to Littley Green - Once again two groups set off going their chosen routes. We had the new couple (Lee and Mel) out again going with Peter W's group and Teresa, who had joined us a couple of weeks ago on her brand new bike (bought by her husband and as she said, he hopes that she won't like it and he can then have it himself). On our way down Longstomps Ave, we came upon a Damsel in distress. We all thought that maybe she had a puncture. But no, she had shipped

her chain between her stays we released it for her. With our duty done we set off again for 11ses. When we arrived at the "Secret Garden", the first group had arrived along with Andy and Margaret Q, Colin B and his wife Julie. Colin's left arm was in a sling after an incident, while riding with the 40+ and Peter H having an argument with a bollard, then Colin riding over him. After 11ses, seven went on to lunch, where we were joined by Norman B, John S, Margaret & John Davis. On the return I put in an extra loop, which was well received by the group, as it made a change from the usual route through the Leighs. We made our way to BHN for our afternoon cake stop on what might have been the hottest day this year - it was certainly a sunny one.

2nd June - Lake Meadows to Stondon Massey - The ride to 11ses seemed to have 3 runs leaders all in one group, which then split into 2 groups at Ramsden Heath going our own separate routes to 11ses. "Lake Meadows Café" was busy as usual, as it was a warm sunny Sunday. After 11ses, we set off for the "Bricklayers Arms". On our arrival at Wyatt's Green, we noticed that we still had half an hour to kill. So as not to arrive too early for lunch, a decision was made to take in a couple of miles detour... and off we set. I think it was the biggest couple of mile detour that I have ever been on - it was about 9 miles, I think. (We were joined for about a mile of this ride by Graham Dallow, who was out for a spin). We rode through Hook End, Kelvendon Hatch, Navestock Hall, Navestock Heath to Navestock Side then headed back towards Kelvendon Hatch before turning onto the A128 and taking the first left (Frog St). Working our way on the outskirts of Kelvendon and into School Ln, I recognised the lane on our right that leads straight to Tipps Cross. This put us back on track for Stondon Massey and lunch. Our ride back took us through Blackmore and Ingatestone. "Hanningfield Nature Reserve" was our 3ses stop before we headed for home. We were joined on the ride today by two members that have been off sick for a few months, Dave Walton and Mike Skinner. Dave only rode the morning ride while Mike went for the all-day ride. He must have been well and truly shattered when he got home, as he was riding his new bike for the first time at a distance. Still he made it back to mine, where he had left his car still smiling. **John Steer.**

9th June – Margaretting to Pleshey - Mike Sk & Mike St turned up for their first rides in a long time and some newbies returned for more exciting adventures with the SEGs. Peter W led a group via Ingatestone and encountered few problems, whereas Manchurian had a flock of geese crossing Downham Road and other cyclist's taking part in the Orchid Ride. The staff at the "Saddlery Café" waited until we were all

seated before taking our orders, which seemed a much more sensible idea than doing it in drips and drabs (northern expression). Eight went onto the "Leather Bottle" at Pleshey, where Jon C took some snaps of a classic Rolls Royce in the car park. Afternoon tea was taken at the small "Garden Centre" near Sandon, which is under new management and had a good range of sumptuous cakes. Mel managed to get four good sized cups of tea out of his £2 pot. **Manchurian**

He, who would valiant be - continued

By Chris Mills

We carried on undulating to a drink stop at Melide, where both Enrique and Gregory turned up and they rode on with us on the main road to Arzua. We had hoped to meet them in the evening but our hotel was some way out of town so we ate there. On the edge of the town was an amazing gypsy horse fair ranging from trotting horses to



magnificent thoroughbreds ridden at high speed by young wild looking gypsy men, we had to watch out to avoid being mowed down as they weren't going to stop for anything. The hotel rooms were in a recently and expensively converted stable block of

a large farm house where we ate in a very elegant room. I think we may have been their first visitors as everyone was a bit nervous, including the owner who fussed over us. The meal of traditional local dishes started with a salad followed by potato and bean soup and a choice of a lamb and sausage stew or steamed cod main courses. Then came local cheese with quince jam and finally Santiago tart [an almond cake with a cross on top] all accompanied by a strong local beer and wine. I actually found it all rather bland and stodgy, but my



comrades all enjoyed it. The experience was probably worth the 20 euros. We went to sleep to the sounds of croaking frogs after 51 miles.

Monday was to be our last day on the road and we had a slightly later start after a breakfast, which included some super toast, which we thought had olive oil applied before toasting. Prior to leaving, we had a look round the lovely garden of this delightful place and the misty coolness soon gave way to sunshine. We left the Camino route to follow a more southerly minor road with gentle grades and the fragrance of the eucalyptus trees. While we were enjoying our coffee in Touro another friend arrived, Volker the very tall German. We took him with us through more wooded terrain with palms, hydrangeas and even bananas and cacti by the roadside to the outskirts of Santiago where we had our picnic in a bus shelter. Not quite what we'd planned, but the town came onto us before we expected it. Volker didn't have any food on board so, as we had plenty, we invited him to join us, which he did. I really enjoyed these little international meetings.



Last picnic with Volker

Once in the town we said goodbye to Volker who was continuing to Portugal and checked in to our hotel at 3.00. The satisfaction of completing the challenge was balanced by the sadness that there'd be no more lovely days on the road. So we had a drink and went off in search of bike boxes and packing materials, which proved to be quite easy and by 6.00 all our bikes were safely boxed up. In the evening we

walked round the town, which was much nicer than I'd expected with lots of imposing buildings and intriguing looking alleyways. We even heard a couple of gaita [the Galician bagpipes] players, something I'd been looking forward to.

We ate in the Restaurant Camilo, as recommended by yet another charming young Spanish lady at the hotel. We had things like fish or peasant soup, salads, tortillas and lamb with artichokes. And so to early bed after a easy final day of 32 miles. We'd done 595 miles since leaving the Bike Bus.



Dinner after arrival in Santiago

We had given ourselves a day off on **Tuesday** and were enjoying a leisurely breakfast, when the absence of Bully was noticed. I went and



knocked on his room door and a washed-out Bully appeared, he'd been up all night with a nasty case of tummy trouble. I got him a big bottle of water and left him to recuperate, while we went to the Camino office to get our certificates, which came in two flavours, religious [for some] and secular [including us]. As Bully was unfit, Alan volunteered to go back [to a different window] to get his certificate, but he is just too honest and said it was for his friend who was ill. Mistake, they refused point blank. So it was left to the less fastidious Charles to go and impersonate Bully and he soon emerged brandishing the certificate. We

felt that we ought to go to the noon pilgrim's mass. The cathedral was huge with an incredibly ornate altar, but I really couldn't connect with the service. Partly, because it was in Spanish obviously, but also because of the crowds of people were wandering all around, confessions taking place all down the side of the nave and priests storming around telling people off for taking photos. We soon left not realising that if we'd stayed we'd have seen the swinging of the immense incense burner, which hung from the ceiling. Beer and tapas in a little bar followed – patatas bravas, tortilla, sausage, crab salad anchovies etc., splendid. I spent the afternoon buying presents to take home and doing some photography, before we went to eat at the recommended "Restaurant Central". This was probably the best meal we had and it was sad that Bully missed our final evening. I had fish soup and then octopus in garlic butter – fantastic! Others had tortilla, paella, large prawns in garlic etc. It was early bed for an early start homewards next day, no miles cycled!

We were up at 5.30, too early for breakfast, to lug our bikes and luggage to the airport bus stop, which luckily was only a couple of hundred yards from the hotel. Bully was up and about, but excused carrying duties. We checked in early at the airport and had some expensive breakfast before the flight, which was fine except when there was an appeal for a doctor to help a sick passenger. Fortunately, one came forward and the passenger seemed to recover. At Stansted Bully was collected by his wife, and Charles by his son.

Continued on page

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ANNUAL TRAINING CAMPS

February, March, April and September

The other three of us unpacked our bikes and reassembled them to ride home. The only damage being my slightly bent front mudguard. It was quite warm, but windy and I arrived home in the early afternoon having done 17 miles, the total for the trip being 636 miles.

I can recommend this trip with varied countryside, some challenges and the camaraderie of other pilgrims. Spain really impressed me with modern infrastructure in good state of repair, good roads, brilliant food and above all so many charming and helpful people, I'll be back. 🚲

My What we can do to promote Essex CTC

By Brian Penny

Since 2008 it has been a formal requirement for each member group to nominate a Promotions Officer to help advertise the CTC, as an organisation, and to help promote membership of local groups within their catchment areas. As a long serving CTC member, I happily volunteered to take on this role in the absence of any other volunteers although there is a limit to how much time I can put aside.

Nevertheless, there are some basic things that the Essex CTC and its MG can be doing, as part of our routine organisation of club events.

The simple actions that we can all do are:

- Submit short articles to local newspapers indicating ride destinations
- Organise the occasional *Invitation Ride* with a particularly low mileage (perhaps 5 miles round trip) with emphasis on it being at slow speed.
- Leaflets/business cards for all MG riders are available from the CTC HQ.
- Specially devised leaflets to carry for whenever they meet non-club riders that describe their local CTC MG
- Sending letters to new-members based on the latest membership list received from CTC HQ.

In addition, as part of my role as the Essex MG Promotions officer I can support local efforts with a few props:

- Management of the Essex CTC MG website (thanks to Stefan Eichenseher), which includes some background for newcomers and member groups' runs lists
- Organise the manufacture of Essex CTC jerseys that includes the Essex MG website address on the back.

- The erection of a photo board that can be taken to local shows or charity bike rides that have pictures showing the Essex CTC in action.

I consider the above points to be the basic things that we should be able to accomplish. The refurbished website is now colourful and more attractive, although I will be working with Stefan to update it with photographs to make it a site that cyclists will want to visit more frequently. The design for the Jersey has been agreed and an order placed to produce a sample jersey.

The message here is that promoting the CTC is not rocket science and that by following the above actions we are probably doing as much as possible within the peoples' time constraints. However, as the Essex MG Promotions Officer I want to make sure that we are putting the above into practice and whether we can learn from other promotional work.

During the coming months I will try to get to the start of member groups' club rides to promote the new jerseys. That opportunity will also be a chance to find out what the MGs are currently doing and what more I can do to help. I am particularly keen to identify a location to make use of the photo boards at an event in each MG and to help organising a well-publicised invitation ride for newcomers.

As I said earlier, this is not rocket-science, but it is something I believe needs to be done to verify that we are doing what we can. 🚲

Nipping over to Holymoorside

By Adrian Leeds

“PLANNING” --- The weather has been a fickle thing lately. Monday March the 4th was a fine mild spring day, so I cut the lawn for the first time this year and made a few phone calls. They were to confirm my forthcoming attendance at Holymoorside Derbyshire, staying with friends over the ensuing week-end so that I could walk part of the “Grindelford Gallop” Fell Walk on March 9th - and to book up Spalding Travelodge for the night of the 7th.

I've done the gruelling 21-mile walk (including 2700 feet of climb!) a couple of times but this year I couldn't get sufficiently trained-up (foot trouble) - so opted to walk the last 8 supporting my mate. To sort of

compensate for the lack of walking, it was decided (over a “pint”) that I ought to cycle there - a journey of 198 miles, as it turned out.

Tuesday the 5th was another fine mild day. I finalised my route notes using Google and scanned, marked and laminated all sorts of maps. Our house was temporarily reminiscent of one of those episodes of Blue Peter, where they tried to show you how to make practical objects out of sticky backed plastic and household junk. My friends were transporting my main kit (Hiking Boots, Coat, walking gear) by car and I had planned to only pack a single dry change and a toothbrush. But the list of things I thought I might need sort of grew as I packed. “Off the bike” trousers, spare shoes, soap-bag, phone/charger, extra waterproofs, spare lights, head-torch, maps, (despite already scanning them!) food, water, tools, spares etc. all found their way onto the bike.

DAY 1 --- By Thursday, the weather was dull and cool and the forecast not brilliant. I made a 7:30 start, at a very conservative pace and told myself that the forecast was very probably pessimistic. Sure enough I took breakfast at Finchingfield after being barely dampened by the morning mists and noted that I was a quarter of an hour ahead of schedule. Castle Camps passed by in similar fashion and I was in Cambridge by about eleven, looking for the cycle path, which runs beside the Guided Busway. My mistake was assuming that this long, straight path, which goes all the way to St. Ives, would be obviously marked out, which (to me) it was not. In the city centre and realising that I’d missed my route, I stopped several cyclists, to ask for directions. These were all foreign students, of course, and the bewildering collection of opinions they gave me about, where “it” was and indeed more importantly, could be joined – defeated me time and again.

After an hour of blind alleys, I was finally on the cycle track regretting sorely my lack of preparatory research. This path is a joy to ride; you go straight through open countryside, no motors, no corners, no gradients, and a good flat surface. Busses, whose bio-diesel exhausts smell like a cross between a chip shop fire and a farmyard, do however occasionally pass you. I left the track at Willington and I began the job of crossing the flat, open Fenlands. The roads were wetter now and in places extremely muddy. But on the plus side, the drizzle was light and patchy and there were a few notably pretty villages. My route went through Ramsey and Pondersbridge avoiding Peterborough, but the long, straight roads had many muddy lorries on them. The rain eventually caught up with me and

by mid afternoon, I was sheltering outside a Spar Shop in Whittlesea, wondering if things would get any worse.

Further along the road I stopped to admire the magnificent Thorney Abbey Church, and cheered up a bit. The roads were now throwing up enough mud to clog up the mudguards and brakes so badly that a "maintenance scrape-out" was needed. At Crowland I turned onto "Clout Drove" which follows the Welland all the way to Spalding. It was a bleak, dreck, shelterless ride and the light faded to dusk as the last ten miles wore away.

Spalding has a very noticeable male migrant agricultural worker population, with their own shops and pubs (they would appear to get rather thirsty at their work). The situation reminds me of the 1980's when young men from the UK (Auf Wiedersehen, Pet) went abroad to make money and send it home.

Nobody in Spalding seemed to have heard of the Travelodge, sending me up and down the dark streets, until at last I located it 2 miles from the town centre. I can definitely recommend this place. The facilities are very plain, but functional. I stored my cycle in my room, where I found tea making gear and plenty of space and heat to clean and dry my kit. The speedo showed I'd travelled 108 miles. I showered, changed, had dinner at the pub next door and soon after, slept. Perfect.

DAY 2 --- I rose early, ate the supplied four quid's worth of cardboard "pain chocolate" washed down with OJ then cornflakes a-la-HT milk and set off. The morning struggled to appear through the fog, and I had my lights on from the off, hoping to be seen. Bucking my recent navigation trend, I soon found Pinchbeck road and headed out once more onto the bleak, foggy fens. Until that point, I'm not sure that I'd experienced fog and rain mixed, but suddenly there they were, together. Under this mizzle, the Lincolnshire droves, lanes and bridges looked like the set of a 1950's Dickens movie, as odd black-and-white shapes loomed out of the fog only to be recognised as barns, trees, cows etc. The traffic was mercifully light on the small lanes against, on which there was plenty of mud to keep me focussed. After repeated "steaming up" incidents, I consigned my glasses to their case and donned my big cape to which kept me fairly comfortable.

The road layout of long straight lines is easy to follow in these parts, so at least I didn't get lost. Fog lifted but traffic eventually increased as I

neared Newark, where I had intended to stop. One way or another I didn't, instead finding myself (as planned) on the god awful A617. This road is to be avoided in future! Unfortunately, it's a pinch-point running out to an ancient narrow bridge across the Trent. I'd assumed that it would be a simple 3-mile A-road stint, but it was instead an assault course, where heavy trucks continually buzzed past me. The only pedestrian route along this road is the narrow debris-strewn footpath, on the other side of the road (i.e., facing the traffic).

Fearing for my life, I crossed the road and after cycling for a bit, walked, pushing the bike over the bridge and on into the elegant mud spattered village of Kelham. I turned off and took the quiet road via Fiskerton to the beautiful little town of Southwell. By now I'd done 50 miles and was partly mad and more or less starving. To my immense pleasure, I discovered that Southwell has a beautiful cathedral called "Southwell Minster" definitely worth a future proper visit. I paused briefly in awe then further into the town found a simply cracking tea-shop. I ate the best scrambled eggs on toast I've ever tasted, downed 2 large coffees, warmed up and dried out.

The rain held off, as I travelled towards Mansfield. After my earlier experience with the A617 (which has a side-mounted cycle track), I'd decided to divert through Blidworth using Route 6. Here I came unstuck or to be exact, more stuck than I had been. "6" takes in New Lane, which begins on tarmac then just as you pass a sort of point of no return, it rises steeply as a roller coaster rutted dirt track. This may be fine when dry, but otherwise it's really suited only to off-road machines. I was on the wrong track in the wrong weather, after the wrong amount of rain for a loaded road bike wearing Gatorskins. I pressed on against the mud, rocks and ruts, dismounting several times before reaching the top at "High Park". This exercise gained me a mile in travel but took a good half an hour.

After crossing the A60 and A611 through Sutton in Ashfield the hills became progressively more challenging. I made the climb up to Hardwick Hall, and then for several miles shadowed the M1 past Tibshelf Services.

Eventually, I found the rolling country, whose fabulous views should have been all around me, shrouded in fog. I passed Grassmoor and Hagg Hill before at Wingerworth, I almost literally stumbled across the "Smithy Pond". I was cold and wet by now, so needed a dry out and a hot drink. I'm not sure how long I stopped but enough to regain my composure and

rearrange my kit. Whilst munching through a fish finger baguette, I heard a loud tapping at the nearby glass patio door and, looking up, saw a large goose, (which from the knobbly outcrop on its head, I took to be a male) - craning his neck forward to tap on the glass and evidently trying to get someone's attention. I pointed him out to the man behind the bar. "Oh, I know" he said, "Please do not let him in". I had no intention of doing that.

To a flatlander such as I, Derbyshire's hills can appear to be steep and long. I learned to change down to a comfortable gear and just grind away at them, then don't let the speed build up too much downhill especially in the wet! Eventually, the finish hove into view at the top of a 200-foot climb just past the 220 M contour. (Not exactly the Alps, I hear you say.)

My hosts were very welcoming and hurried me indoors to drip gently onto their stone floor. "You look soaked through." "Had an adventure?" "Wet trip?" "Which way did you come?" I slumped into a chair. I went to speak but nothing happened. Eventually my voice emerged: "I'm totally knackered," I croaked. 🚲

Useful Website Links

Essex CTC Member Group

www.essexcycling.co.uk

Cyclists' Touring Club

www.ctc.co.uk

Our Advertisers' websites

(a to z)

API Resprays (Cycle Shop)

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www.chrisregan.co.uk

Ciclos Uno (Cycle Shop)

www.ciclosuno.com

Cycle Cellar (Cycle Shop)

www.cyclecellar.co.uk

Herongate Cycles (Cycle Shop)

www.herongatecycles.com

Hopleys Garden Long Barn (Café)

www.hopleys.co.uk

Kings Road Cycles (Cycle Shop)

www.shedbornbikes.com

Megarry's Antiques and Teashop (Café)

www.megarrysteashop.co.uk

Richardson Cycles (Cycle Shop)

www.richardsonscycles.co.uk

The Cycle & Toy Centre (Cycle Shop)

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