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CYCLONDA

THE BI-MONTHLY MAGAZINE OF NOTTINGHAMSHIRE CTC



August/September 2020

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Cyclonda is the Bi-Monthly magazine of Notts CTC, the local group in Nottinghamshire of Cycling UK.

The views of the contributors do not necessarily reflect the views of Notts CTC.

The next Notts CTC Committee is booked for Thurs 6th Aug at 7:30pm in the 'Goldings Room' of the *Vat & Fiddle* PH, 12-14 Queen's Bridge Rd, Nottm, NG2 1NB.

We welcome your contributions to the magazine.

Copy for the next *Cyclonda* by 1st September please.

Here we are again, no printed *Cyclondas* as yet (sorry!), but some ease up of restrictions regarding riding in groups, thankfully.

We've put up PDFs of recent *Cyclondas* on the Notts CTC Website. If you have friends who don't have access to the Internet, perhaps you could print off a copy for them?

The cover photos are from two of the ladies-only rides run as part of the CTC's 'Women in Cycling' festival, all done to government-approved standards. I joined the ride to Cotgrave and Ruddington, which was really enjoyable!

Sadly, probably our oldest CTC member (or former member), Hilda Smith (Janet Metcalf's mother) has died at the age of 107: she had been a very keen cyclist in year's gone by.

We have a wide variety of articles this time, as well as our regular contributions: Richard shows his passion for wildflowers and Doreen points to some things of interest to see on your local rides. And ... did you know how many 'Langar's there are?

Please keep the articles (or ideas for articles) coming in!

*Keep safe, keep cycling,
Cathy*



Diary Dates

As I am sure you are aware, all the usual events, club rides etc. have had to be cancelled until further notice, so there are no Evening Ride/Pub Nights, Wednesday Pub Meets nor Club Runs advertised in this issue.

The **East Midlands Rally**, at Beaumanor Hall, due to have taken place over the August Bank Holiday weekend, has been cancelled.

The **Raleigh Rally** at the Nottingham Industrial Museum (Wollaton Park) has provisionally been moved to Saturday October 3rd 2020.

In the event that things improve sufficiently to resume normal group activities during August and September, there will be something put up on the Notts CTC Website, Facebook and Google Group.

An update on the Charnwood in the Spring Audax

The Charnwood in the Spring Audax has been rearranged to take place next year on April 24th 2021. The Hall at Trowell is booked for next year and funds are available to run the event. Fingers and legs crossed this should all work out successfully. Thank you to all those who agreed to volunteer and to the people who have helped me to organise the event.

Keith Barton

Cyclonda's Continuing Articles...

Thank you to everyone who has sent in material for this out-of-ordinary Covid issue of Cyclonda.

The continuation of the three on-going articles:

- The Camino de Santiago by Bike
- Tour of the Sierra
- Coast to Coast by Bike June 2001

will be held over until we are able to produce a printed *Cyclonda* again. Not everyone has access to the Internet, so I feel it would be unfair on those readers who are unable to read the next instalments on-line.

*Cathy Melia,
Editor*

100 Women in Cycling

Local cyclist ***Susan Young*** has recently been named by Cycling UK as one of its 100 Women in Cycling for 2020.

As part of its campaign to persuade more women to take to a bike, Cycling UK names 100 inspirational women each year, who are encouraging others to experience the joy of cycling.

Susan has been chosen as part of this year's list because of her involvement across many aspects of cycling. Not surprisingly, she uses her bike for most of her own local journeys and also cycles for leisure with Notts CTC and others. However, Susan also helps to give others the confidence to cycle in her role as an instructor with Ridewise and she has played an active role for many years with local cycle campaigning group Pedals.



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TOP TOURING	Jeff Burton (details above)
INTERMEDIATE	Jeff Burton (details above)
SPORTIVE	Terry Scott (details on page 7)
THURSDAY RIDES	Stewart Foster (details on page 7)
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Newark Notes

Light at the end of the tunnel?

Little surprise that this is going to be shorter than usual. With the loosening of lockdown regulations, most of us began going out, or meeting up, with one other rider, and later on, in groups of up to six, with suitable social distancing, of course. I joined some of the members in fine weather in early June for a Saturday ride, which visited a farm shop with a coffee machine as a lunch stop. Unfortunately, the machine was out of action, foiling our cunning plan, but there was seating in the area, which we were able to use while eating the food we'd brought with us. Some of us have long been taking weekday rides, but as these have, by agreement, been run outside the auspices of Cycling UK, I haven't listed them in *Cyclonda*, and these rides re-started on much the same basis.

I did attempt to re-start the regular Sunday rides at the end of June. With a blustery south-westerly wind, we headed off for East Leake, where one of the cafés was offering take-aways, so we at least had coffee to go with our sandwiches. Looking back in my ride book, I noted that the last ride before the lockdown was to the same destination and the wind a blustery south-westerly, so apart from probably being a little warmer, not much had changed in three months. A week later, the wind was even stronger, and we rode to Clumber Park, not far but enough in the circumstances; fortunately the route is fairly well sheltered so the wind wasn't too much of a problem. And more take-away coffee with our sandwiches! As I write this, the weekend forecast is for more winds, Sundays seem to be getting the short straw at the moment...

Continuing with café stops, as I'm sure most of you will have found, an increasing number of places began to offer 'take away' services as the month progressed. I visited one (which will be known to many of you...) with a friend and found it almost Business As Usual; with a large outdoor area, the main difference seemed to be the serving of food in take-away cartons rather than on plates. The next time we visited, they'd obviously had a visit from the authorities, for the chairs were all packed away, and although take-aways were still being served, we had to sit on the grass and make do as well as possible. Full marks for trying to stay in business and in satisfying an obvious demand.

Our 'virtual pub' on Zoom had a regular clientele with the usual lively discussions about almost anything except cycling, well, actually including cycling or at least its increase during the lockdown. With the government having been spurred into action, Newark is in line for some cash from the 'Towns Fund' and we've set up a meeting with the council to try to ensure that any money for cycling gets spent on projects that will actually be of benefit to cyclists. Our initial submission was picked up by the local paper, which has hopefully resulted in some good publicity.

With the news that more restrictions are to be lifted soon, we hope that something closer to normality will resume shortly. Maybe we'll even have some actual pub meetings...

Mike Graham

Rights and Amenities Update

One consequence of lockdown is that I have received only a handful of traffic regulation orders (TROs) to comment on, although they are now picking up with a vengeance. Readers will recall most TROs provide incidental benefit for cyclists, though they are rarely proposed for our specific advantage.



There's a lot happening nationally, not least the astonishing statement by Transport Secretary Grant Shapps that "*Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.*" This Damascene conversion was

tucked away in the Government's consultation on decarbonising the country, published without fanfare or press release back in March. Hot on the heels of this came news of an Active Travel fund available for local Highway Authorities to bid into immediately to mitigate the expected impact of Covid 19 as we emerge from lockdown, which will be far fewer journeys by public transport and many more by car, particularly for commuting. Applications for the first tranche of money should have been decided by Friday 19th June.

The City Council has submitted a detailed and costed bid and, assuming they are successful, we will see a bundle of temporary measures across the city: all to be completed by August, such as pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors. This is in addition to the scheduled work funded by their successful 'Transforming Cities' bid which, jointly with Derby, is worth around £6m. One thing that caught my eye was a proposal to create a temporary inbound cycle lane on Trent Bridge, which will delight active commuters from south of the river. Although I have asked more than once, I have no idea what the County is bidding for, if at all, and I know even less about the other Highway Authority areas we routinely cycle through, such as Leicestershire and Derbyshire.

I try to keep an eye on all this for Notts CTC, principally through involvement with the CAWAG (Cycling and Walking Advisory Group) which is a useful conduit to the City Council Cycling Team and comprises stakeholders (please forgive me using this word, but at least it says what it means) like Pedals, Sustans, Active Nottingham, Ridewise etc. I'm also active on the Local Access Forum, a statutory body, and it is through that I get to see planning applications which have implications for cycling, of which there have been a few recently. Oh, and just for information, the City Council experiment allowing motorcycles into bus lanes on Mansfield Road has concluded it would cost far too much to roll out across the city for very little gain.

Edmund Hopkins

Notre Dame des Cyclistes

What's the oddest thing that you've stumbled upon, when out and about on your bike? Well for me, I think that it's probably *Notre Dame des Cyclistes* - near Labastide d'Armagnac in Les Landes Department of France. It's a disused chapel that's been converted into a Museum of Cycling - almost a shrine to the world of cycling. I came across it one afternoon in 2014, when travelling with Lionel and Steve Cliff *en route* to the Semaine Federale. According to their article in *Cyclonda*, Colin and Rosy Grey also passed by on one of their trips - but, in their case, it was closed and they weren't able to take a closer look at it.



I'm always keen to find interesting places to visit, when I'm touring away from home - and I generally put a bit of effort into researching what might be worth a look. In the case of *Notre Dame des Cyclistes*: however, I'd come across nothing in my researches to suggest that there might be anything to distract us on this particular day's route. So it was a complete surprise when, soon after leaving the small town of Labastide d'Armagnac, we came across a huge arch which proclaimed 'Notre Dame des Cyclistes' over a small track that led away from the quiet country road on which we were cycling. It was early afternoon and we weren't particularly pushed for time - and the sign over the archway was too intriguing for us to simply pass by without exploring further. So it was, therefore, that we turned up the small track and didn't return for at least another hour or so.

Notre Dame des Cyclistes has existed in its current form since 1958, when a local priest sought permission from the Pope to turn an old chapel into a National Sanctuary of Cycling and Cyclists - under the protection of the Virgin: Our Lady of Cyclists (Notre-Dame des Cyclistes). Inside the chapel, nowadays there are a



number of old bicycles and all sorts of cycling memorabilia - much of it associated with cycle racing and the Tour de France. In particular, the walls of the body of the chapel are lined with scores of cycling jerseys - many of them donated by past champions from the world of cycle racing.

Outside the chapel, wrought iron gates are decorated with Penny Farthing bicycles - and one of the chapel's stained glass

windows was actually designed by a past rider from the Tour de France. It celebrates an apparently famous incident from the 1952 Tour de France, involving Fausto Coppi and Gino Bartali. The Tour de France has passed Notre Dame des Cyclistes on five different occasions - in 1985, 1989, 1995, 2000 and most recently in 2017 - and, in 1989, the day's stage actually started from the chapel. That day, many Tour heroes - including that year's eventual winner, Greg Lemond - left behind their jerseys and some of their past trophies.

If you have no interest in cycling then it's unlikely that you'd find this site particularly interesting. Even if you do have such an interest, then you might not want to travel too far out of your way to pay a visit. However, if you are a cyclist - or have an interest in cycle racing and / or the Tour de France - and you're somewhere in the vicinity of Labastide d'Armagnac, then a visit could well be worth a bit of your time. The chapel does actually get a mention on Trip Advisor, where Notre Dame des Cyclistes is ranked Number 1 of 2 'Things To Do' in Labastide d'Armagnac. So, there you have it!! The chapel is open in the afternoon from May to October, morning and afternoon in July and August.



Dave Griffiths

How I plan a ride or how to navigate beyond the mistakes

Firstly, a bit of background, I have been a member of the Notts CTC for just over 38 years. Starting off with Sid Standard and the Junior Section in July 1981, my first few months were very much spent following wheels and picking up a variety of landmarks which would prove useful in future years. This was reinforced by my own curiosity about where I'd been as I'd look at maps when I got home and see if I could find the same route. Sid had maybe eight routes around and about Nottingham, which never really changed. His philosophy was one of ensuring that the youngsters who rode with him could get back if they were accidentally dropped by the group, so repetition allowed them to learn safe routes home. This in turn provided me with a good knowledge of many routes within about 25 miles of Nottingham.

After Easter '82, I moved onto the Inters which at the time was led by Doreen Leheup. She was very much of the opinion that if you rode with the group you should be actively involved in the rides. Consequently, there were regular meetings, about every two or three months to discuss where we would go and who would lead. This meant of course you had to look at maps and try to find somewhere of interest to go to.

OK - so now I have some basic skills to start leading rides. Now, like any novice, there were errors in navigation. It's great fun to be somewhere in the Derbyshire wilds attempting to work out where I am whilst being 'assisted' with helpful comments such as 'Does the map show the flock of seagulls on the left', or 'there's a cow in that field, can you see it on the map?' On the other hand, no one was ever allowed to go badly wrong, as more experienced riders would give genuine help when necessary.

So, how to actually plan a route? Initially, make sure you have the correct destination. I have made the somewhat basic mistake of heading for what I thought was the correct place, only to be questioned late in the morning where I was going. At which point we realised I was heading for the Witham near Grantham, when I should have been going to the Lincoln area, a difference of some 20 odd miles. Whoopsie.

Secondly, where are the cafés? This is vital when you belong to a group which goes Café To Café, also known as the CTC. Sorry for the bad joke. Also, they need to be open. Having met up at Easter this year and discussed how supermarkets would be closed, going to Sainsbury's in Melton Mowbray was a bit stupid. Luckily, I knew of an alternative less than a mile away which was open.

Having got those two very basic requirements in hand, it's now possible to plan the actual travel bit and to join the various dots. Obviously, this is something that shouldn't be done at the last minute, so I normally give myself at least half an hour with a map to plan a basic route.

So, what to take into account at this point? How hilly is the route likely to be, can I go off road at all and, in either instance, am I likely to get much earache from anyone in the group? I do try to give myself alternatives, if I feel that the terrain or weather could be unsuitable on the day. Obviously, most of the time there are no real issues and I will just have accept any griping as, hopefully, being in jest.

Whilst some people may doubt this, I do approach going off road with some caution. Having been on one route which was succinctly described as being ‘worse than the B....y Somme’ due to the glutinous mud jamming up wheels fairly quickly, I do try and see if the route has been used before and if so, was it OK. Unfortunately, this doesn’t always work - and there is, of course, the thrill of heading off into the relative unknown and be damned to the consequences, usually done on my own but on occasion with the group.

As a third, and more serious, element in the process there is a need to try and take into account the busyness of various roads. Obviously, not all busy roads can be avoided, but many can be mitigated by either using lanes or going off road. For example, if I need to cross the A1, I do my utmost to find a bridge to cross it, as most road-level crossings are nigh-on lethal, especially if a large group is out. Having seen some near misses, and unfortunately on one occasion being a cause of one, caution is now most definitely at the forefront of my planning and riding when I know busy or difficult roads could be involved.

I have yet to use a GPS of any sort, so I can’t advise on their use. However, what I can say is that having been on rides where they have been used, I’ve had new ideas for routes opened up to me. Some I’ll never touch again, such as the cycle route from Mickleover to Sinfin which I found terrible. Alternatively, a recent ride opened my eyes to a good variant on one of my Derbyshire routes.

So how to summarise the above:

- ♦ Make sure you’re going to the right place, don’t go to Harby Leicestershire instead of Harby Lincolnshire. Or vice versa.
- ♦ Make sure the cafés are roughly equidistant and more importantly, open.
- ♦ When major roads are involved, what can I say other than plan safe.
- ♦ Don’t be worried about being adventurous. In recent years I have started to use Google Earth to research off-road routes, if only to see how the ground looks when compared to the map. It’s a useful additional tool, but by no means fool-proof.
- ♦ And finally, I can’t remember the last time I got lost. I’ve been misplaced on any number of occasions, by which I mean I know where I am, but it’s not where I’m supposed to be. At which point, if I’m on my own, I may need to get the map out and go to explore the locale: if I’m with a group, I’m sure some wag will tell me ‘There’s a flock of seagulls over there’. Thanks folks.

For what it’s worth, Thursday rides are usually planned ‘on the fly’. I look at *Cyclonda* on the day, see how many people have turned up, check the weather and then use my own personal memory map to connect the dots to lunch and back with hopefully a safe and enjoyable route.

Stewart Foster



Happy cycling one and all
Stewart Foster

News from Ian Prince

I have just re-joined the CTC/(Cycling UK as is now), after a twenty year break, this time as a life member. It seems they still have me on the books and have retained my old membership number I had for nineteen years before that. Gosh that makes me sound ancient...I ain't! Some with long memories though may recall me as Publicity Secretary and co-author of the DA Centenary Booklet produced in 1997 by me and Pete Gifford. I was pleased to see it still partially features on the website - I have an original still somewhere!

Back in the late 1990's, my twin boys used to come out with me on Easy Rides in a yellow Cannondale trailer for a few years until they outgrew it. Sold that onto to someone possibly in the DA, when they outgrew it. We did get a slot being filmed for Yorkshire TV and getting interviewed on TV for National Bike Week one year - when we moved to Retford in the north of the county though.

I then bought a second-hand Cresswell U+2, tandem trailer trike that I attached to the seat post of my bike, and we were able to venture out together for longer rides. I was quite fit then but would sometimes be puzzled why I was slowing down? Only to turn around and find two six year olds with their feet up on the crossbars, thinking it was a huge joke!

We once even rode on backroads and bridleways to my father's place in Yorkshire. He was shocked when we turned up having done twenty miles plus and insisted on taking the boys back in the car but I still had to ride the ensemble back home solo.

Luckily, all that cycling obviously stuck well with one of my twins. He now lives in Leeds with his girlfriend, but leaves the car at home and cycles into the centre of Leeds daily (except in the recent weeks of home working). We just need the rest of the country to do the same! Lockdown in some bizarre way has been bliss for cycling, despite the otherwise tragic consequences for health.

Right, I must get out on my new steed; for years I have used the same road bike (the one I had in Nottingham), but had a moment of madness recently and went to three wheels, but its a bit different. Lots of aerospace aluminium, titanium and carbon fibre too. Whoever thought you would change gear on a bike electronically!

Graham Lansdell used to have a 'proper' trike if my memory serves me correctly or am I imagining that? (*Yes, he still does!, Ed.*)

It's fabulous and very fast too!

Anyway, just thought I would say hello and best wishes to all....quite a few names I recognise and pleased to see Reg Tuckwood has fought off the dreadful 2020 disease.

*Kind Regards
Ian Prince*

Hilda Florence Smith

Notts CTC were very sorry to learn of the death of Janet Metcalf's mother, Hilda Florence Smith aged 107, in May, sadly due to Covid. Janet's mother was born Hilda Florence Craig. After marriage to Janet's father (Victor Glen Smith), she became a Smith - and it's by that name that she'd be best remembered amongst the cycling fraternity. Janet's father died at just 42 and Hilda remarried after about 10 years - to Arthur Sykes - taking up his surname. Hilda's sister Doris was secretary of Derby DA at one time. Doris' son is David Rhead who is still involved with the cycling community.

Janet had originally been planning a very small family funeral at the crematorium, followed by burial at Radcliffe on Trent cemetery. However, due to the Covid situation, she was buried with just a few members of family present. However, I managed to join with 20 or 30 friends lining Vicarage Lane, or sheltering under trees in the council grounds behind, in Radcliffe on the day of the funeral to say farewell. Everyone was maintaining a good 'social distance' and gave Hilda a good round of applause as she passed by.

Janet's talking about the possibility of some kind of memorial service post lockdown - and Janet's looking forward to the day when she might be able to ride her trike again! Currently, she's having to isolate and wouldn't be allowed to ride until the medics give her the all clear - following her two hernia operations.

Janet lent me quite a few photos of her mother - and I've heard quite a few tales - and even had a viewing of Hilda's treasured Paragon bike (built to measure in 1953 and re-enamelled fairly recently). She sounds to have been quite a woman. The best photos of Hilda were all from the era of one of her featuring on the front cover of the 'Teach Yourself Cycling' book, when Hilda would have been about 26.



Dave Griffiths





Langar

I wonder if anyone realises how many Langars there are, we know the Wildflower farm and Aerodrome at 'our' Langar but there are many other in the world!

I was reading a free Kindle book (*"Every Inch of the Way; My Bike Ride Around the World"*, by Tom Bruce) and noticed the writer went through Langar in Afghanistan, so I wondered how many Langars there were...

One is in Punjab in Pakistan

One is in Tajikistan

Six are in Afghanistan

Langar, Badakhshan

Langar, Bamyar

Langar, Faryab

Langar, Herat

Langar, Wardak

and Iran has 13 places called Langar (or Langar-e)

Langar, Kerman, Kerman Province

Langar, Rabor, Kerman Province

Langar, Rafsanjan, Kerman Province

Langar-e Jadid, Khuzestan Province

Langar-e Qadim, Khuzestan Province

Langar, Kurdistan, Kurdistan Province

Langar, Mazandaran, Mazandaran Province

Langar, Bojnord, North Khorasan Province

Langar, Maneh and Samalqan, North Khorasan Province

Langar, Khoshab, Razavi Khorasan Province

Langar, Torbat-e Jam, Razavi Khorasan Province

Langar, Torqabeh and Shandiz, Razavi Khorasan Province

Langar, Sistan and Baluchestan, Sistan and Baluchestan Province

Furthermore, in Sikhism and Sufism 'Langar', is the term used for a community kitchen where a free meal is served to all visitors, without distinction of religion, caste, gender, economic status or ethnicity. The free meal is always vegetarian. People sit and eat together, and the kitchen is maintained and serviced by volunteers.



(Looks just a little bit like the Belton Mince pie event! - Editor.)

Iris Foweather

Minorities

Dear All, I enclose some comments I wrote to BBC Rethink concerning cyclists as a minority in the transport system:

“We all need to learn more of respect for minorities of all kinds. The greater the vulnerability, the greater the need for protection and respect. The greater the power the greater the responsibility. This, of course, should be true about life, but it is certainly true concerning transportation. Motorised vehicles need to respect the vulnerability of cyclists since they have half a ton of metal around them and can travel at considerable speed. Cyclists need to respect pedestrians, who are more easily injured by the small amount of weight and momentum in the bicycle. But the same should go the other way round as well, with pedestrians respecting people higher up the danger scale and cyclists too developing a respect for the needs of motorists where they share the same space.”

Also, part of a letter to the *Sunday Times* for the eyes of Rod Liddle, who wrote a rather nasty article decrying cyclists:

"I do appreciate the difficulties there are concerning bikes - they seem to mix poorly with motor vehicles, though most drivers and cyclists are considerate. They have a difficult relationship with pedestrians, though this can be managed with proper respect on both sides. Even horses don't always cope with bikes!

Cycling needs to be encouraged and made safer for all concerned, which requires investment - lots of it - and a sea change in attitude. Why can't we all foster a much greater respect between motorists and cyclists and pedestrians? They do in France. Motorists need to learn how to overtake cyclists, and especially groups of cyclists, safely. We all need to learn and practice the Dutch Reach to prevent Car Dooring. Cyclists need to show motorists due respect and be aware of the dangers they may put themselves in. Ideally, cyclists need to have dedicated lanes away from motorised traffic.”

Also a part of my note to James May of *Top Gear* renown:

"Thank you for your consideration. I am not a seasoned campaigner but I, like you, just love bike riding anywhere anytime and with anyone or no-one. It is important that cycling becomes normalised in our society, like it is in Netherlands and elsewhere.”

I began to think about how we as cyclists might consider more the needs of motorists, no - actually how I might do this. I do try, if safe, to give motorists a thank you wave when they have waited patiently behind me or our cycling group and finally have the courage and wisdom to overtake. I used to encourage cars to overtake when I could see it was safe, until I was informed in a leadership training course that this is illegal and unwise. I wish we could more often pull into a safe space to allow motorists to overtake us when cycling as a group on narrow roads. I have begun to question some of my cycling habits of manoeuvring within city traffic. I mentioned the wave, often not done in friendly manner, to motorists who behave badly towards us and had a piece of wisdom from Susan Young, one of our '100 women in cycling' that we thank good driving and avoid confrontational behaviour - maybe a thumbs up or down approach. All this is only if it is safe to do so - the most

important thing is we all ride as safely as possible for ourselves and our group.

I am wondering if all three Nottingham '100 Women in Cycling' could, between them, write a regular blog or article in the City Council's *Arrow* or some council website, giving hints and tips for cyclists, motorists and pedestrians for safe and considerate travel and encourage more cycling for ordinary journeys as well as for pure joy.

I am just thinking that we all, as cyclists, are in a minority, but also that there are minorities within our cycling community which we do - and need to - respect in the way we ride, talk to each other and plan. People with disabilities of various kinds, different races and sexes and orientations.

Concerning the Black Lives Matter campaign, I wish to thank Jasmine, Lionel's daughter for sharing her courageous and cogent presentation on Facebook. I wondered how the whole issue might effect change in myself and I heard one argument on the radio that for many of us who don't protest on the street, our contribution might be to 'call out' racism when we recognise it. I thought maybe reconsidering what we might regard 'harmless' or 'non-PC' comments which those on the receiving end might indeed perceive to be offensive? even in opposing some automatic, culturally determined thoughts that might enter my own head at times.

Back to the end of my Rethink article:

"Surprise, surprise, the majority of cyclists are also regular car drivers. Maybe soon the majority of car drivers (and non-drivers) could be regular cyclists. Active transport could, no - should, be set for an exponential rise which could outstrip and outlast the rise in the Corona virus Covid 19. This requires a sea change of thought, personal consideration, courage maybe for some, ongoing high profile government support, promotion and investment together with local business, charities, community support groups, education and maybe even a Cycling Tsar! Cycling, as I have said before, should not be the preserve of the enthusiast, but the opportunity, nay privilege of most.

The benefits to us all and to our cities, our country and the world could be enormous."



What if cyclists were no longer in the minority? We would remain more vulnerable than motorists, though maybe less than pedestrians. We would still need to maintain considerate relationships with those who share our travelling space including other cyclists!

Richard Wilson

Women in Cycling Festival

This year Notts CTC ran a variety of rides to celebrate the Cycling UK's Women's Festival of Cycling: <https://www.cyclinguk.org/womensfestival> These rides offer all women the opportunity to experience the pleasure of cycling in a small friendly group. Women were able to meet up with female members of Notts CTC, who cycle regularly for utility and for pleasure. These are social rides and were led at a conversational speed, by experienced ride leaders from Notts CTC.

Four rides were arranged, one on a Weds morning which was an easy ride with children being welcome. A Saturday ride from Daybrook Square (to Blidworth), including stopping off at a lovely bakery for drinks and cake, on an interesting and varied route led ably by Lois. On the same Saturday, another from Wilford Bridge out on the former Cotgrave railway route and on to Ruddington Country Park. Decent weather was a good bonus on these rides. The final women-only ride was an evening ride from Aspley Library

We kept to Government advice and Cycling UK guidelines, which state we can currently have a maximum of six in a group, keeping two metres apart at all times. We have several ride leaders, so are able to take more than one group for any ride. We asked people not to attend if they had tested positive or have exhibited symptoms of Covid-19 within the last seven days, or if anyone within their household had done so within the last 14 days.

Caroline Smith



Café News

Covid News - All cafés not subject to local lockdown should now be open. If you find any have permanently closed please let Iris know on:

iris.foweather@gmail.com

Redhill Marina Café will be closed until September at least.

The Bike Lounge, New Bike Shop/Coffee Shop,
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Open: Mon, Tues, Thu, Fri: 8:30 - 5:30; Sat 8:30 -
5:00. Closed Weds and Sun.



News of Barrie Hodges



I had a brief chat with Barrie Hodges recently, on my way to our Carlton Square Ride start point. He sends greetings to his old friends within Notts CTC.

Just as the previous CTC group was setting off, I saw someone approaching and thought to myself 'that could almost be Barrie Hodges'. Since I've bumped into Barrie a couple of times on my way to Carlton Square starts, I decided to take a proper look. Sure enough, it was Barrie - thinner in the face than the last time that I saw him, and, sadly, a lot less mobile

He was his old self to talk to, but he is now pretty frail. Apparently, he had a fall (walking) in Scarborough last year, *en route* to the Youth Hostel there. He woke in hospital. Nothing broken as far as I know, but still far from back to normal.

Dave Griffiths

Pushing 63 - a Bob Chadwick Classic!

This is another of Bob's poems, written for the "A Hundred Years of the CTC's Nottinghamshire DA" booklet produced in 1997.

When riding out each Sunday morn -
What are you? Fixed or free?
Of such a choice I'm never torn -
It's pushing 63.

The 'tuggo' heaves on 90-odd
With strain on back and knee.
We twiddle past with just a nod
When pushing 63.

When winter comes we never pause,
We still ride far and free.
We never feel the cold because
We're pushing 63.

Press on, press on, with joyous sounds -
It's 40 miles to tea.
We'll conquer that in leaps and bounds
When pushing 63.

The motorist scowls through heated screen.
"Two abreast", yells he.
Poor man don't know just what we mean
By pushing 63.

And when we make that last sad ride
With pain of seized-up knee.
We remember former days with pride
And pushing 63.

If a cycling heaven is no-go,
It's not the place for me.
I'd rather be down there below
And pushing 63.



No .. Neither of these chaps are Bob

Bob Chadwick (RIP)

Richard's Wildflowers

During Lockdown, Richard Wilson has been increasing his knowledge of local wildflowers spotted and identified during various cycle rides. Here are a few of his photos and notes.



Common Mallow

On the way back from Hickling - there's the Common Mallow in its pink delicacy and the crazy rusty red dock. More reds seen today as ever - there's red (and white) clover and of course the red (and white) campion. all of which have been around a good while.



Dock

Lois found me the first flowering burdock - remember the sticky bob plant with large rhubarb-like leaves. The bobs themselves are purple as you see with the thistle-like flower just poking through. This one was at the bottom of that awful bridge over the A52 in Spondon.



Flowering Burdock



Himalayan Balsam

Then the old dry canal track returning to Breaston from Borrowash is loaded with good stuff. The bullrushes are seeding dramatically, there is the tall Himalayan Balsam just starting to flower - it seems to love damp areas and I gather can take one a bit - has a largish pink flower, and we saw my latest favourite Redshank. I looked for this having seen it in the flower guide and finally found it in the pavement on Church St just round the corner from us and now Lois got a good photo on the side of this canal track. It has symmetrical blotches on some of the leaves said to be pinch marks from the virgin Mary or the devil - take your choice! Some of the lower stems have a reddish colour which I think does look a bit like the Redshank bird's legs. Deadly nightshade was loitering nearby too.



Knapweed

Also the Knapweed was out in glorious purple bunches.



Redshank



Never mind Elon Musk's rockets (they should be e-rockets by now!) we have found Aaron's Rod at last! No not the real one, the flower! I'd seen it in the guide and was waiting for it to show up somewhere. Well, I pulled up sharp onto a rough bit of land today at the bottom end of Longdale Lane where it meets the main road at the roundabout (A614). There were several Aaron's Rod pointing to the sky and they were not the only rocket like structures either - there was Weld, otherwise named Dyer's Rocket, which I had not known till now. There were other wildflowers that I did not know on that same patch, so maybe worth a visit if you are passing that way. There was Musk Mallow with a lighter pink flower than the frequently seen and previously mentioned Common Mallow and has a more delicate leaf. There was another plant I didn't and still don't recognise.

We were out on the first Inters ride since the lockdown on Sunday - no that's wrong, I think Jeff has probably been doing them all on his own! - but the first 'group of six' Inters ride and we got out into Derbyshire. What a treat! Some good hills though, especially Holly Lane out of Ambergate. We ended up on the High Peak Trail where I saw my first orchid of the year and many lovely blue Meadow Cranesbill flowers. But what I wanted to mention was a bank covered with the classic red Field Poppy mixed with lots of Oxeye Daisies. Tim took photos, which no doubt are on his Facebook pages. We found a whole field of the same poppies in Locko Park a few days ago on the left just before you hit the lake heading down the track - wonderful.

Just one final comment - you must have seen the Green Alkanet, which has been obvious for months. Actually, it has a little deep blue flower like a speedwell but there is lots of greenery making it look rather bushy and up to 1 metre tall.

My daughter, Anna, sent me a book "Food for Free" for Father's day so you never know what may happen now - still not picked my 1lb of Mallow leaves, but I have the recipe supplied by Esther Gladman, fellow GP (who is not brave, or stupid enough, to try it herself!). I've already learned that Cowslips were named after cowslop since they seem to like mucky fields. And there is an old Welsh saying that "He who sees fennel and gather it not, is not a man, but a devil!"

Well, a week later and the hedgerows are still not disappointing, with new wonders appearing as the early showers are bowing out. The Teasel which most of us might recognise with the spikey heads typically seen in dried flower displays can be really tall, taller than me or Edmund! Tim noticed the flowers on some recently which I have not seen as yet.

The Willowherbs have been waiting their time for a while and now the Rosebay Willowherb is out in it's tall pink glory, often in crowds along the bigger hedgerows. The multiple pink flowers come to a point towards the top giving an unmistakeable shape. The Great Willowherb is just starting to show a few scattered pink flowers which will increase in number but they are more scattered around the tall stem. Other names are Codlins and Cream, Apple Pie and Cherry Pie - who knows why! They are of similar heights up 1.5 metres. Great these old stories.

Pippa and John Hand have written some notes about Wormwood, following online discussions: *“Have not checked this, however, Absinthia is distilled into the yellow liqueur spirit favoured by Oscar Wilde, Shelley and others. Wormwood was also used medicinally to kill intestinal worms should it not have killed the patient first. All GPs should take note...”*.



Common Melilot

What is the latest good news apart from the reopening of Cycle Saviours? It's Birdcage Walk, and a MUST SEE it is at the moment. I was cycling back home from Graham and Cathy's place in the Meadows, when I was arrested mid-cycle by some huge plants along the side of the tramlines. Now I might need some help with these but I think some were those rockets I mentioned previously Weld, but they were huge! Then there was a big bush of the yellow Common Melilot and nearby the White Melilot for good measure. I did so much stopping and turning back and taking pics with Lois' phone on that journey home.



Flowering Teasel

The reason I'd really come was to take pictures of the teasel in flower. Tim had told me he'd seen them already, and I noticed them as Mark Whittle and I tandemed past a couple of days earlier. Of course, we were going far too fast to stop! They are absolutely exquisite and I don't think I've ever seen them before in flower. They remind me of an old gas lamp or Tilley lamp just lighting up with the flame flickering around the mantle before it gets hot and incandescent. Anyway they are on Birdcage Walk right now, some towering over your head. And that Walk is absolutely loaded with the biggies—several Aaron's Rod, the tall spindly purple-stemmed prickly lettuce with its small yellow flowers, the yellow multi-daisy-type flower Ragwort which is everywhere at present, and even some yellow mustard type plant. And there's more about to come out which I'll be wanting to ID and enjoy.



Lady's Bedstraw

Also on Birdcage Walk is King's Meadow and there is a meadow field absolutely loaded with meadow flowers - it is blow your head beautiful! Wandering on up the River Lean past QMC were the Himalayan Balsam and also Lady's Bedstraw which you'll see more and more in the hedgerows.

Further up through the Uni Raleigh site are wonders I've not yet sorted along the stream there - maybe next time! Meantime must find an excuse to revisit Birdcage Walk!

Happy hedgerows
Richard

A useful online guide can be found at: wildflowerfinder.org.uk

‘Pounds’, Pinfolds and other Interesting Village Features

This is an historic article, compiled by Doreen Leheup many years ago for Graham (Lansdell) when he first started up the Beginner’s Rides (now called Easy Rides) and gives details things of interest that you can see on cycle rides within the local area.

A **Pound** or **Pinfold** is a structure built to confine stray stock or any animal found grazing on land for which their owner did not have permission. Once confined a Pinder, usually appointed by the Manor Court, was responsible for the care of the animals until the owner had paid the fine imposed by the court. The name ‘Pinfold Lane’ can frequently be spotted in villages in the UK.



Plumtree

Near the church, but on the opposite side of the road (look over the wall). The church has, what I believe to be, a Norman arch. Parts of the church are reputed to be 9th century and is the oldest church in Notts.

Epperstone

On the same side of the road as the pub, walk a

short distance looking over the wall all of the time and you will see what I believe is the remains of the village ‘pound’. There is also a Dovecote opposite the pub.



A **Dovecote** is a structure intended to house pigeons or doves. Dovecotes may be free-standing structures in a variety of shapes, or built into the end of a house or barn. They generally contain pigeonholes for the birds to nest. Pigeons/doves were an important food source historically in the Middle East and Europe and were kept for their eggs and dung.

Sibthorpe

Very fine Dovecote in a field at Sibthorpe - not locked and no entrance fee.

Barton in Fabis

Another fine example large and round, like Sibthorpe. If riding down the hill from the main road (spot height 44), it could be seen in the distance on the left - but the last time that I looked



for it, I could not spot it, so it was either my eyes or trees or buildings have blocked the view. I suggest that you nose around the village and ask. (*Note from Editor: I have found references to a Dovecote Farm Shop and Café, so I wonder if this is on the site of the old Dovecote? I would welcome any update or news, if anyone is cycling out that way!.*)

Small dovecotes can be spotted in a number of villages.

Doreen Leheup

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