

Letters

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This month: cycling aged 100, digital mapping, riding LEJOG, an end to cycling tribalism, road justice, cycling in the wind, and a folding recumbent

Century riding

I'm writing to tell you about Les Brown, who is determined to be on his bike on his 100th birthday this year. Les got his first bicycle 90 years ago, just short of his 10th birthday. He joined CTC in 1938.

Les left school at 14 to become an errand boy. He loved getting out into the countryside, and was an early member of The Bolton Workers Sporting Club. He married Jess in 1937. They rode club rides on fixed-wheel solo bikes, but toured on their handbuilt,



bright red Merlin tandem – including through Germany in 1938.

Les volunteered for aircrew in 1941. His ability with maths meant he was trained as a navigator on a Mosquito. He specialised in high altitude, photo-reconnaissance, flying 40,000 feet in unpressurised cabins with oxygen. After the war, he trained as a teacher working with children with special needs. He continued to cycle, and acted as an official observer for the Road Records Association. He and Jess swapped the Merlin for a new Claude Butler tandem. Les remains a member of the Tandem Club.

Jess died in September 1994. Over the past 18 months, Les has had failing eyesight and is less steady on his feet. But with a life-long interest in photography, video editing in cine and digital-video, sketching, poetry, and being a raconteur, Les still has a full, independent life.

Tom Hanley

**Letter
OF
THE
MONTH**

off, gloves off, map out of bag/pocket, find the correct section, read the next few miles, then repeat the whole process before I can set off again – promptly forgetting most of the details. That's time I could be spending in a café drinking tea and eating cake.

Tony Hardwicke

STARTING AT THE END (TO END)

Having walked across the country (Wainwright's route), I decided I'd like to go End to End. The only feasible way was by bike. After planning to cycle solo, I met a CTC member who suggested I join for the obvious insurance benefits. On joining, I browsed the website and chanced upon the LEJOG tour. I signed up for the May tour. What luck!

The group was a mixed bunch, aged from their mid-20s to mid-70s, and from many different backgrounds. All got on well. We were led by Chris Ellison on a route through some of the best parts of Britain: Devon, Cornwall, the Peak District, the Yorkshire Dales and Moors, and Scottish glens.

All in all, an excellent tour and definitely recommended to anyone wishing to cycle End to End. I'm now looking forward to booking my next CTC cycle tour.

Peter Morley

BUILDING TRAILS – AND BRIDGES

I was disappointed to see the letters criticising the off-road-focused issue of Cycle. I'm mostly a mountain biker. Friends and I are members of CTC because we see the professionalism of the group as being the best hope for cycle campaigning in the future, and because we think the best results can be achieved for all by working together.

I thought the mag was great. Having recently ridden down the Ranger's Pass, it brought back the excitement of our ride. I also volunteer as a trail-builder with SingletrAction. I look forward to other off-road and on road features in the future!

John Light



SEEING THE DIGITAL LIGHT

Like Peter Thorne (Q&A Cycle June/July 2013), I was inspired to purchase a Garmin eTrex20 after reading the review in the February/March issue. I had been against GPS. I enjoy reading maps, and I did not want to spend large amounts of money on features I did not need.

While it took some hours to download and install on the eTrex 20 the mapping I needed, I can now ride all day giving the impression I know where I am going and then eventually finishing up there!

I got fed up using paper maps – stopping, helmet off, riding glasses

JUSTICE FOR CYCLISTS
Bad driving wrecks cyclists' lives, often with impunity. CTC Road Safety Campaigner **Rhila Weston** outlines CTC's Road Justice campaign.

Justice for cyclists

"THE DEFINITIONS OF 'CARELESS' AND 'DANGEROUS' DRIVING IN THE CPS CHARGING AND PROSECUTION GUIDELINES ARE UNCLEAR"

As the recommendations of the All-Party Working Group on Road Safety (APWS) are implemented, the CPS charging and prosecution guidelines are unclear. This is a problem for cyclists who are often caught in the middle of a dispute between a driver and the police. The guidelines are unclear on what constitutes 'careless' and 'dangerous' driving, and this can lead to inconsistent charging and prosecution. The CPS has a duty to prosecute where there is sufficient evidence to do so, but the guidelines are often vague. This can lead to cyclists being charged with offences that they do not understand, or being charged with offences that are too serious for the circumstances. The CPS should be clearer on what constitutes 'careless' and 'dangerous' driving, and should provide guidance on how to charge and prosecute cyclists. This will help to ensure that cyclists are treated fairly and that the justice system is more transparent.

ROAD JUSTICE

I am a lifelong cyclist but I also sat for 16 years as a magistrate and so know only too well the frustrations all cyclists feel with the current situation. From my perspective, only a substantial change in both the current laws and their interpretation will obtain justice for cyclists. Perhaps placing a greater onus on the driver to prove their innocence would help change the current mindset.

One last thing is that neither the police nor the courts set the level of any prosecutions. It is solely the responsibility of the CPS, who as I mentioned earlier are under tremendous pressure to secure the most convictions for the least possible cost. Before I retired as a magistrate, I sat on many cases where offences had been downgraded, leaving me and my colleagues frustrated with the derisory sentences the law allowed us to pass.

Good luck with your campaign.

Peter Alker

WHEN THE WIND BLOWS



Retirement provides plenty of cycling time, but my muscles and joints constantly remind me of my age if I push too hard while cycling. So I use a simple guidance system

to make training easier.

I fashioned discarded plastic bottles and cable ties into a device that revolves and indicates wind speed. The device is used in conjunction with my garden weather vane to help determine the direction and extent of my trips.

If the device is motionless or turning slowly, I cycle in any direction. If it's spinning rapidly, I ride out into the wind and have a tailwind home. If it's whizzing around alarmingly, I stay in bed and read about cycling!

My training methods would not help Bradley Wiggins win another Tour de France, but they certainly help the aged!

James Stronach



ICE PACKING

We're really pleased with the review of our ICE Sprint in the latest edition of Cycle magazine, and the adverts for ICE and our dealer Laid-Back Bikes look great. However, the image of the trike folded is misleading – the trike can be neatly folded in less than 30 seconds without the use of tools: simply remove the seat, loosen the quick release levers and fold. There is no need to remove the rear wheel, and no need for tools. I have attached a different image which shows the fold process more clearly.

Lois Leonard, ICE

Obituaries

Brian Anthony Braybrooke: 8/1/48-4/2/13

A kind and able administrator and enthusiastic cyclist on two and three wheels, Brian died the day of his mother's funeral. For 20 years, a member of the Icknield Road Club, he held trike records from 15 to 100 miles. He served as Secretary, Treasurer and Runs Leader, and was Club Person of the Year in 1971-72/74 and 1979. A long time CTC member, from 1990 to 1995 he was Secretary of the Thames Valley Region of the Tricycle Association. Despite many ailments (which he never complained of) he cycled an amazing 440,000 miles in 53 years. *John Lewis*

Leo Brown 1925-2013

Died suddenly, to the dismay of friends. Days earlier he was considering a new electric bike. Born in Leeds, at 11 he received a roadster for passing the scholarship exams. He joined the Leeds St Christopher's Catholic Cycling Club in 1944, racing, and serving as treasurer and racing secretary. Work as a pharmacist took him ultimately to Bishop's Stortford. He joined Bishop's Stortford CC and the East Anglian Vets. As he got older, he enjoyed riding the lanes with the Stort Valley CTC. His health failed after a hip replacement; his cheery disposition remained. *Ray Asser*

Lyn Barnett 1959-2013

Lyn cycled with various CTC groups and friends whilst she lived in Waltham Abbey. She would always scour the CTC Holiday list with great enthusiasm and went on several tours. She moved to Worthing in October 2012 with her mother and was planning various cycle trips on which her mother could join her but soon became unwell and sadly died of inoperable stomach cancer on 18 May 2013 at St Barnabas Hospice, Worthing. *Christine Kemp*

Vivienne de Vries

Died 16 May 2013. The funeral was at Boston Crematorium on 28 May. I want to thank my family and friends that have supported Vivienne and me through the many happy times and the recent difficult experience. I also want to thank the Marie Curie and Saint Barnabas Trust staff because the caring daily attention to Vivienne has been exemplary, as was the support they gave me. *John de Vries*

JOIN THE CONVERSATION

Get immediate feedback from other CTC members on the CTC Forum: forum.ctc.org.uk. Here's an abridged extract from one popular thread before Cycle went to press (see tinyurl.com/pgvgogg).



YORKSHIRE TDF BACKLASH STARTS
graymee: I saw this link recently – tinyurl.com/bzltcxc. They're on about groups of irresponsible cyclists causing mayhem. One place they mention, Embsay, must be on a pretty steep slope as they mention cyclists hitting 50mph. Reading the comments, it would appear that everyone believes this piece to be rubbish.

anti-socially is an issue! Riding at high speed in a group through a village TdF style certainly isn't a good idea.

thirdcrank: It's a while since I've been but the café at Embsay station (steam trains to Bolton Abbey) used to be nice.

NATURAL ANKLING: You don't have to go far from where I live to hit 48.5mph, without trying, so on its own is nothing. I can believe groups of people can cause antisocial behaviour, whatever form of transport they use.

reohn2: Having read the article and cycled in the Craven area myself, I think that the councillor and police chief are utter twits.

Ayesha: Hundreds of cyclists visiting your village = hundreds of opportunities to sell cake. Use your brain!

Mark1978: I don't like the tone of the article, which tries to say that the mere presence of the cyclists is an issue. Whereas them riding

is the issue. The answer to this is simple, avoid Embsay, especially during the Tour. Nose, face and cutting spring to mind. In the aftermath of Le Tour maybe the business people of the village will realise what they missed out on.