

# Letters

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CYCLE LETTERS,  
CTC, PARKLANDS,  
RAILTON ROAD,  
GUILDFORD GU2 9JX,

**OR EMAIL:**

CYCLELETTERS@CTC.ORG.UK

**This month:** CTC's cycling agenda, **pothole reporting**, a ringing endorsement of bells, **lightweight locks**, in praise of trikes, **eyesight issues**, and cycling on footpaths

## The bells, the bells

It seems that compulsory bells on bikes are being phased out just when they are needed most for shared space. Many towns are bringing in this concept. It means that pedestrians are wandering about all over the road, instead of staying on the pavement. There is only one way of warning a pedestrian that a cyclist is coming up from behind and that is to use your bell!

I am afraid that shared space will work only if cyclists are given their own routes as part of the scheme – whereas if it is badly implemented, then pedestrians will keep getting a shock at meeting a bike or other vehicle unexpectedly.

**L BLACKBURN**

Bells are indeed useful, but it wasn't compulsory to have a bell on a bike in any



case, only for the bike to be sold with one. And if you don't have a bell, calling out a greeting – or even just 'cyclist behind!' – works well for both pedestrians and horse riders. Turn to page 10 for more on segregated cycling. **EDITOR**



## It's my CTC too

I joined CTC because I am a cyclist and CTC is the National Cyclists' Organisation. I am proud to be associated with an organisation that does so much to promote and protect cyclists' safety on our roads and campaigns for us to continue to have access to our national forests, bridleways and byways.

Cycle contains articles about all sorts of touring, from fully-loaded expeditions to tackling 100 cols on a road bike with an improvised seat pack, and forays by mountain bike on trails overseas. I am going to France in the summer to ride my road bike over a number of famous

climbs. As far as I am concerned, that is a touring holiday.

I would respectfully point out that CTC is also my club and the club of a lot of other people like me who pay their subs and want to have a voice.

**Paul Dickinson**

Some people are never satisfied. So Brian Griffiths wants more racing coverage in Cycle? I would like to point out that this is the magazine of The Cyclists' TOURING Club. I suggest that he buys Cycling Plus magazine. As an ex-racer and now a happy tourist I, and some of my friends of similar vintage, feel that the organisation itself has lost some of its original purpose. We see various organised 'Challenges' in the magazine. Why should cycling be a 'Challenge'? It's just for pleasure. I find it enough of a challenge just getting my leg over my saddle these days.

**Bob Brown**

## Pothole reporting

Thanks to your article on 'Roads to ruin' (Dec/Jan 2011-12), I was motivated to report my first pothole. I used the CTC Fill That Hole website and found the whole process straightforward. Having filed the initial report, a URL link was then provided to allow images of the hazard to be added to the case file.

Although I know where the hazard is, the article made it clear that others may not and are therefore at risk of injury. I'll be interested to see how long the repair takes, and whether or not the lesser holes along this road are filled at the same time.

**Brian Topping**



From top: a CTC Challenge rider, by Phil O'Connor; Chris Juden; iStockphoto



CTC Vice-President Josie Dew with her family transport: a Nihola trike plus a trailer cycle

Photo: Mark Waters

### Three wheels good

We often read of the high road accident rate for cyclists and motorcyclists. Paramedics report that a bike simply hit a large stone or an uneven road surface and the rider fell off their bike and was injured, sometimes seriously. This can happen to even experienced, careful riders. Two wheels are very unstable, so why don't more cyclists and motorcyclists buy tricycles? These have much better stability and would still provide the freedom that bicycling gives.

#### A Wills

Some do, and not just those with balance problems; cornering a trike at speed takes nerve and skill! I guess the main barriers to trike popularity are cost, weight, size – and the fact that most cyclists simply enjoy two wheels. If you're trike-curious, see [tricyclesassociation.org.uk](http://tricyclesassociation.org.uk). **EDITOR**

### Eye to eye

I am trying to make contact with fellow cyclists who, like me, have Age Related Macular Degeneration or AMD. It can cause anything from fuzziness, distortion and colour loss to total central vision loss.

I have been able to keep on cycling. I like to believe that

peripheral vision – which is unaffected and detects movement – combined with the 'road sense' accumulated from a lifetime of riding keeps me out of trouble. But I do know that trouble can find you on the road, however careful you are.

I am keen to contact others with AMD (or similar vision impairments) to share experience and tips. It might result in a useful large print booklet to encourage people to keep riding – and keep riding safely!

If you have a story to tell or advice to give, please contact me, tel: **01704 832923**, email me [pyotr1@btinternet.com](mailto:pyotr1@btinternet.com)  
**Pete Latarche**

### Bikes on footways

I read with interest the 'Safety factored' article in the Feb/Mar issue. I would like to offer the following suggestion: that the offence of cycling on the pavement should only apply on roads where the speed limit is 30mph or less. On roads with higher speed limits, there should be a presumption that cyclists may ride on the pavement. At all times, pedestrians would have priority so that in any case of a cyclist colliding with a pedestrian, it should be presumed that the

## Obituaries

### ▶ Jeff Wade

Jeff was a leading light at Chelmer Cycling Club. He was best known for helping make Bikeability the gold standard for cycle training in Essex. Hundreds of children there now receive this professional standard of training, and Jeff's Cycle Training East company employs many people. Jeff maintained a long voluntary association with Little Havens Children's Hospice. He did everything with commitment and the engineer's eye for detail and accuracy. CTC recognised his huge contribution. **Richard Monk**

### ▶ Jim Long: 1948-2012

James (Jim) Long lost his five-year battle with cancer in January this year. Jim joined the Suffolk DA in 1965 and his list of official posts was impressive. He was at various times Suffolk Secretary, President, Event and Rides Secretary. He represented Suffolk at the National BCTC Final and was honoured with the National CTC Certificate of Merit in 2004. But perhaps Jim will be remembered most for his cycle trips to Europe, introducing many to the delights of foreign touring and his companionship. He leaves behind his wife Judy, two sons and two grandchildren. **Ken & Maureen Nichols**

### ▶ James (Jim) Skelding

Chester and North Wales CTC founder member, Certificate of Merit recipient, Jim (88) died of a stroke in December 2011 after a long cycling career. War service in the Middle East saw him lead members of the Buckshee Wheelers on a 100-mile ride on Army cycles from Basrah along the Euphrates to Ahwaz in Persia (now Iran). Post-War he toured extensively in Europe and America. Instrumental in starting the C&NW's Vets 100, he was DA President (1990-1999), overseeing the 1999 Nantwich Birthday Rides, part of the C&NW's 60th Anniversary celebrations. **Michael Cross**

### ▶ Frank Mackey: 15/09/1925-25/09/2011

Frank died suddenly at the end of a ride, where he was the 'engine-room' of a recumbent tricycle with a handicapped passenger. He was Chair of the local 'inTandem' club and was active in rebuilding/repairing bikes for anyone in need. Frank got into cycling in his 60s when a damaged tendon ended his jogging days – and he was struck by the obituaries of cyclists in their 80s and 90s. He made three solo cycle-camping trips from the Midlands to Santiago de Compostela in North-West Spain, the last time when he was 82. **John Catt**



A £5.95 BBB Microsafe lock like Igor's, available via Windwave. 'The cable is just thick enough that you can't break it with your teeth,' says Igor.

cyclist was at fault. My observation of roads around Winchester with higher speed limits and pavements showed that there were almost no pedestrians.

**John Fairbrother**

### Lightweight security

Igor Kovse (Less is More, last issue) makes me doubt the validity of 'The weight of a bike is constant' theory. This maintains that riders of lighter (expensive) bikes have to carry heavier (more secure) locks than riders of heavy (cheap) bikes – and the overall weight being pedalled remains the same. Please provide details of Igor's 48g lock.

**Chris Bell**