

NORWICH CYCLING CAMPAIGN

SEPTEMBER 1998

50p where sold – FREE to members

Norwich cycling campaign was formed in 1990 to promote cycling in Norwich and to lobby for better cycle facilities. It is affiliated to the National Cycle Campaign Network.

IN THIS ISSUE:-

Editor's column
Co-ordinators column
Meet your news chairman
Techno-corner –
electrolytic corrosion – has your bike got it?
Latest news on cycling facilities

EDITOR'S COLUMN

According to National Reports, *Bikeweek* was an all time success. As far as Norwich was concerned it was very much a mixed bag. *Bike to work* was well supported thanks to a big entry from County Hall, mustered by Rob Marshall, council cycling officer.

The biryani evening was also well supported with several late comers having to be turned away.

The VIP ride was very well attended, this of course was by invitation. Sadly, the Ashwellthorpe ride was abysmally badly supported, as was the treasure hunt.

For this issue there have been no letters and only one press cutting from members, so please let's have more entries for the Christmas issue.

Mike Savage

INTRODUCING YOUR NEW CHAIRMAN

Hello! I'm Phyll and I've taken over the chairmanship of Norwich Cycling Campaign following the departure of Andy to the (possibly) wetter climes of western Ireland. Let me introduce myself. I am an 'older' woman (yes, in spite of my name which seems to cause considerable confusion, I am female) a housewife and mother of two grown up sons. I am also a supply teacher/EFL teacher/maths tutor/exam marker/garden designer/ CATI rides co-ordinator/cycle routes deviser, as and when called upon to do so. I have been cycling ever since my dad taught me to ride a bike by running along holding onto the back of the saddle, at the age of seven or so (no stabilizers in those days!). Thereafter I always cycled to school, a distance of two miles through all the 'back doubles'. During my grammar school days I used my mum's bike, even teaching a school friend to ride it by the same method as my dad had used. When she went out and bought a new bike, joined a club and started cycling what I then considered to be a prodigious distance, I felt really humbled. Within a year of leaving school and getting my first job I'd bought my own new bike, a Raleigh Lenton Sports, which I still have and ride occasionally. I also joined the YHA, having been inspired by a fellow pupil's hostelling activities while at school. I'd always been interested in exploring the countryside, possibly due to my father's being a motor-cyclist who did shift work. His days off allowed us as a family to go out frequently, taking picnics into the nearby Chiltern and Surrey Hills, while going further afield, to the west country, for our holidays. My mother rode pillion while my brother and I rode in the swallow sidecar. Being the older child I was required to navigate, which made me a competent OS map reader from the age of ten or so (why do so few children today get the opportunity to develop this useful skill?). So, with my new bike and my YHA membership card, I was off and away for weekends and, eventually, for longer trips to Devon and to Essex and Suffolk. Marriage to a non-cyclist and the arrival of a family caused me to limit my cycling to occasional trips out alone, but I'd married a walker and that became our principal activity. Every Sunday we did long walks, pushing a pushchair along all the local footpaths and exploring the local streams and rivers. One of these, the Yeading Brook/River Crane, we explored from its source to its confluence n

the Thames; I see this is now a designated long distance footpath. I had also introduced Bob to the YHA and our sons went hostelling from an early age, Alastair as soon as he was five, Gordon from the age of three. The YHA was not geared up to family hostelling at that time and I was active in promoting it - but that is a story that deviates from my cycling activity. As you can see, exploring the countryside by one means or another has always been one of my passions. We moved to Norfolk twenty four years ago and right from the start thought it an ideal county for cycling. Joining the Norwich local group of the YHA has added to my cycling activity in Norfolk and beyond, but it always puzzles me as to why more people don't cycle in the Norfolk countryside. Is it that they just haven't discovered its potential? With this in mind, five years ago I started the CATI group (come and try it, Norfolk Countryside Cycling Group). This continues on fortnightly rides between April and October and we have a small but regular group of enthusiasts. But trying to get more people to come and try it seems an impossibility just now. I suppose my city cycle campaigning started around ten years ago when I had a letter printed in the Evening News suggesting that, since so few pavements were being used for their intended purpose as so many pedestrians were now driving around in cars, why couldn't they become shared use with cyclists. This elicited a stupid response in which a picture was painted of little old ladies and toddler being knocked about like ninepins by killer cyclists. It was a relief to find that other cyclists had ideas similar to mine when the Norwich Cycling Campaign was started. In those early days the principal campaigning issues which would make for safer and more convenient city cycling and also, through Critical Mass rides, to demonstrate to motorists that cycling is a serious means of transport which should be catered for. Now, with so many cycling facilities in place - albeit in a very piecemeal fashion, but hopefully one day they'll join up into a comprehensive network, and greatly helped by having the National Cycling Network passing through the city - I thin the tenor of our campaigning activities needs to take a slightly different direction. This is to bring about a change of attitude, to get people to give up using their cars for every little journey and to walk or cycle when it is more sensible to do so.

A recent trip to Freiburg and Basel (reported on in the last newsletter) showed a far more rational approach to the use of transport modes, while the people I spoke to regarded our car culture with some amusement. Getting schoolchildren on their bikes, both as transport and for enjoyment and stamina building, is another issue we need to campaign for. Eventually, my formerly non-cycling husband took up cycling upon his retirement and he is now as keen on it as I am. We both ride Nigel Dean tourers and, a recent acquisition, a Brompton folder. We are CTC members and Sustrans supporters. Two years ago we joined Sustrans trailblazing ride, which took four weeks to cover the 1000 miles from Belfast to Lands End. We joined the Bristol to Plymouth leg, riding each day with up to 200 other cyclists. The friendships we made on that trip are still having repercussions. We have also cycled in France (twice), Cornwall and on various sections of Route 1 (Hull to Norwich) of the NCN. Bob very much regrets having waited so long before starting cycling, especially missing the tours with the YHA group. But he does demonstrate that it's never too late to start cycling - an excuse we've heard many times for people not to cycle. Within the last two years I have become an arthritis sufferer, which has caused cessation of my walking activities. I can still cycle though, and obviously now find cycling much easier than walking. This is something I can now advise on, from my own and other sufferer's experience. This should be promoted as it has implications for allowing cycling I pedestrianised areas by disabled people. I could go on and on, but let me end by saying that Richard, as co-ordinator and I as chairman, together with the other committee members, have a wealth of experience which can be drawn upon by our own membership as well as outside enquirers. We must go forward with optimism that things really are happening out there. When the Cycling Campaign folds it will be because it is no longer needed. Will such a time ever come?

Phyll Hardie

BIG BIKE SALE ROAD SHOW SEPTEMBER AND OCTOBER

All proceed to Norwich Cycling Campaign

Prices from £20 to £75

All bikes reconditioned and ready to go

Three month guarantees over £40

Tuesday 15th Wednesday 16th and Wednesday 23rd
10.30 to 2pm Norwich City College, student's
union portakabin – weather permitting

Thursday 17th 9.30 to 4.30, UEA freshers fair
(LCR/square). Information only – no bikes for sale

Saturday 19th Saturday 26th September and
Saturday 3rd October 9.30 to 4.30 Leopold Road
(corner of Waldeck Road) weather permitting.

Phone

502188 or 621834 to check.

Tuesday 22nd and Friday 25th Sept Norwich Art
School, 10.30 to 2pm. Elm Hill car park entrance,
weather permitting.

Thursday 24, Tuesday 29 Sept, Thursday 1 and
Tuesday 6 Oct 10.30 to 2pm at UEA square or
LCR, with Whippet cycles. Phone 502188 or
612834 to check

Nigel's Smalls

All profits to Norwich Cycling Campaign
(via the Cycle Recycle Scheme)

DELUXE FOLDING
COMMUTER BIKE
(Traditional type) 20
inch alloy wheels, 3
gears. Reconditioned by
cycle recycle. £50.
Tel: 502188 (Nigel)
Three month guarantee

V frame three speed
bikes
26 inch wheels, traditional
town bikes.
Choice of three available
(19, 21 and 22 inch frames)
Prices from £40 to £50.
Tel Nigel (502188)
Three month guarantee

TANDEM FRAME
Donated to the Campaign.
Bare frame only with forks
separate. Suit enthusiast
with time and patience to
obtain parts and assemble.
Offers around £20.
Call Jane on 621834

 **Family
cycles** 
*Lots to choose from at the
Leopold Road Big Bike
Sales.
See Autumn Bike Sales
listings*

✕CO-ORDINATOR'S COLUMN✕

Well, the long hot summer was with us briefly for a day or so this year, even in this driest region of the UK we have had enough rain for the garden to look halfway reasonable in August.

Several members have been out on their bikes for the cause since the last newsletter, namely our entry in the Lord Mayor's Procession on the 18th July and the Treasure Hunt on the 25th July.

In the former, seven members on varying types of bicycles, journeyed extremely slowly between Newmarket Road and Tombland, advertising the existence of the Campaign to the good citizens of Norwich. Whether or not it was worth the effort is a debatable point, if anyone has some good ideas for next years event please come to a meeting to share them!

The latter event attracted no more entries than the washout it replaced during National Bike Week. I think we have concluded that without wider publicity these activities are a waste of time and effort.

Our new 'event' will be the monthly meeting on Wednesday September 16th at 7.30pm at The Greenhouse when Phyll Hardie will show some slides of her recent trip to Freiburg and Basel. Please do come along and also bring any suggestions for future meetings or events. We can only put on what you want if we know what it is!

The City Council planners have been busy recently with schemes proposed for Westwick Street and public consultations about the about the Pottergate area of the city. Both have implications for cycling and I encourage you to express your views to them as individuals, as well as the 'official' response from the campaign. Details of all the schemes we are told about are kept on file in the office, or contact Matthew Williams who formulates most of our responses.

Last week saw the launch of the Government's white paper on Integrated Transport and on July 24th Matthew and I had the opportunity to appear on Anglia tv's new discussion programme 'Heroes and Villains'. Well, what can I say? Live or semi-live tv is an entertaining experience to participate in, and if you haven't seen it yet I do have the recording and will threaten to show it next time the speaker doesn't show up for a meeting!

At the Greenhouse BIKEWORKS is now no longer operating on Saturdays, as the yard at the back is being refurbished. Perhaps it is the time for the Campaign to reinvent self-help repair workshops where our more experienced members pass on their skills to the keen and less mechanically minded amongst us? Is there any demand for this? Is there anyone willing and able to do it? Nigel has been busy hiring out re-conditioned bikes during the summer, our thanks to him and all the helpers who assisted him at The Greenhouse.

News has reached me of a Transport conference day on Saturday September 12th organised by SERA at the Labour Club in Bethel Street. Registration forms and more information is available from the Greenhouse information desk. Also, don't forget our members meetings on October 21st, November 18th and the AGM and party on December 16th.

Richard Bearman

IMPORTANT DATES FOR YOUR DIARY!

12 th September	S.E.R.A. conference
16 th September	Members meeting – slide show with Phyll Hardie
21 st October	Members meeting
30 th October	SPECIAL MEETING – Norwich MP, Mr Clark
18 th November	Members meeting
16 th December	AGM and Christmas party. Venue to be announced.

TECHNOCORNER ELECTROLYTIC CORROSION

When two dissimilar metals are in contact in the presence of dilute acid or salt water an electric current flows from one to the other. At the same time one of the metals corrodes and this is known in scientific terms as the 'sacrificial anode'. Unfortunately on a typical bicycle there can be as many as six places where this phenomenon occurs. Alloy seatpin to steel frame, alloy handlebar to frame, alloy cranks to steel axle and to steel pedal spindles are all potential troublespots. After a few years of exposure to salty water off the road and a little bit of acid rain these components can seize solid and become impossible to remove! The most vulnerable things are the pedals and a broken pedal can mean a new crank or chainwheel! Similarly a seized seatpin or stem can mean hours of labour to remove or even a new frame! As there is no easy cure the only option is prevention. An insulating layer between the two metals when the bike is assembled is what is needed. Rather than oil or grease I prefer to use either wax-oil (from motor accessory shops), or lanolin (from Boots). Don't forget that the left pedal is a left handed (footed?) thread!

Mike Savage

FIRST CYCLE CONTRAFLow!

Work will start soon on what I believe to be the city's first contraflow cycle track. This will link Coslany Street to St Benedicts via contraflow track along Westwick St and St Swithins Rd, then a left turn into St Margaret's St. This scheme will create the added advantage of restricting traffic flow in Westwic St. To make it easier to cross Westwick St there will be a central refuge near the Coslany St junction.

Mike Savage

HALL ROAD RAILWAY PATH – WORK BEGINS

Work has actually started on what wil be one of the city's biggest cyclepath projects. Machines are busy in Brazengate working on the approaches to the path. In the meantime an exhibition of photos and drawings has been set up in Sainsbury's store to explain the scheme to locals.

Unfortunately, funding for the scheme is much less than required, so I have written to the planners insisting that the function features of the path are given priority. A leaflet on the project has also been produced and is available at City Hall

Mike Savage

URGENTLY REQUIRED!

*YOUR ARTICLES (200 WORDS MAX). LETTERS, PRESSCUTTINGS ETC, FOR DECEMBER NEWSLETTER
DEADLINE NOVEMBER 21st*

ADVERTISEMENT

For sale – flacon cheetah MTB boys' bicycle, purple, new in 1995, 19" frame/26" wheels, suit 10-13 year old. £75. Tel: 403415