

# CAMPAIGN

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This newsletter is published by NORWICH CYCLING CAMPAIGN, which 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.

## Get into the festive spirit !



The run up to Christmas will, this year, see gridlock the likes of which Norwich has never seen before - so beware cyclists! As you breeze along the inside lane passing hundreds of frustrated motorists, you are quite likely to become a victim of road rage!

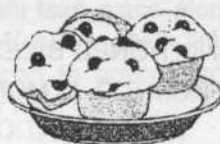
Don't put a foot or wheel wrong and always be ready to fend off any irate out of control motorist with your pump!

Don't be tempted to ride on the footpath - remember a lot of the pedestrians will have spent hours queuing for a parking space for their cars and will be in no mood to put up with errant cyclists.

On a brighter note, our AGM this year will be at St. Andrews Tavern on Wednesday 15th December. Please arrive by 7.30pm, so we can start the official business at 7.45pm sharp. This will include the election of committee members for the forthcoming year. Our speaker, Roger Hopkinson, will then address the subject of cycle parking. As previous years, there will be a 'bring-and-share' buffet, so if you can bring some food to share, please let me know beforehand.

See you all there !

*Mike Savage*  
Editor



### Marriott's Way Closure

The city end of Marriott's Way from the Dolphin Bridge to Barn Road roundabout is closed until February 2000.

The wooden foot bridge crossing the Wensum has already been removed and is to be replaced with a steel bridge designed to give a full width flat crossing. I understand the new bridge is also designed to be quite an architectural feature and is due to be craned into position fairly soon.

Unfortunately, during the closure the alternative route via the Dolphin, Heigham Street and Barker Street is very busy with fast moving traffic and parked vehicles all over the place - so take care.

### 'Bike Best'

'Bike Best' has opened a small workshop in Mountergate manufacturing a completely new form of cycle best described as a tandem hybrid. Instead of the customary 'stoker' or passenger on the rear of the tandem the machine has a low slung cradle which can carry either goods in a container or a child in a secure backward facing seat. Check it out for yourself - for details or a test ride, ring 'Bike Best' on 01603 405918.

### In this issue:

Chairman's chat ....	3	A cycling paradise ....	5
Ride the Net in 2000 ....	3	A weekend away in Wiltshire ....	6
And a good time was had by all ....	4	Mike talks balls ....	7
100km - no problem! ....	4	Important dates and places ....	8

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# Chairman's chat



Three articles which all appeared in the Daily Telegraph during one weekend seem to answer each other's questions.

**'Why is everybody losing their cool?'** was the question posed by one, which gave examples of road and air rage, fights in hospitals and supermarkets, even on the golf course. The average speed in London, we're told, is 10mph, 2mph slower than in 1945. A 1995 AA study reported that 90% of Britain's drivers claimed to have experienced 'road rage' incidents in the previous year - this has become a blanket term for everything from dangerous driving to bad manners.

David Lewis, a stress management psychologist, identifies components to outbreaks of road rage: (i) how frustrated and angry driver feels before even getting into the car; (ii) driving conditions e.g. traffic congestion; (iii) how the behaviour of other road users is interpreted; feeling safe within their own little cocoons, drivers register disapproval of others' behaviour in ways they would never do elsewhere.

Clinical psychologist, Oliver James, believes we as a nation, though richer than were 50 years ago, are a lot unhappier. We are infected with feelings of unease, insecurity and disenchantment, expressed as depression and aggression. Since 1950, we have moved from a collectivist society to an individualist one in which people are judged not by who they are but by what they achieve - a society of 'winners and losers'. One consequence is that we tend to put ourselves before others, barging them out of the way to put ourselves first.

**'The Roads to Nowhere'** was a diatribe against John Prescott's transport policy, saying that he advocates 'millions more of us happily pottering about on bikes' while 'the car has transformed one of the basic conditions of life .... We like the independence it confers, the choice the privacy, preferring traffic jams to the enforced unpleasant intimacy with our fellow citizens in buses'.

**'Now go out and buy a sports car'** castigated traffic planners: 'Rather than making roads easier to use, planners conspire to make driving as unpleasant and time-consuming as possible, in the hope we'll give up our cars and take the bus instead'. Referring to Flora Robson's 'Lark Rise to Candleford', in which the impact of bicycles on the villagers a century ago is described - 'For the first time it was possible for everyone, not just the rich, to travel and extend their horizons. If bicycles had this effect, how much more liberating are cars? They allow freedom of movement for everyone and, for women, independence - true symbols of democracy'.

The car might give us independence (hardly freedom of movement) but it hasn't increased our happiness and community spirit. Instead we have become a more isolationist and self-centred society, affecting our ability to act as rational social beings. When will the media realise, and advocate, the bicycle as a serious mode of transport, likewise giving freedom and independence but lots more, such as fresh air and exercise, improvement in mood and energy levels..... Meanwhile, we can only hope that, at some time in the future, the government will actually do something rather than just talk about it.

*Phyll Hardie*

## RIDE the NET in 2000

The Hull to Harwich Festival on Sunday 25 June 2000 will be the east of England's contribution to RIDEtheNET, the millennium event of the National Cycle Network. The Festival will take place along Route 1 of the National Cycle Network which links Inverness to Dover and be open to anyone and everyone, whether they cycle or not.

Phyll Hardie and Christine Wilson recently met Graham Elliott, Sustrans' Regional Event Manager, who is extremely keen to set up zones with a 'co-ordinator' for each. Phyll and Christine are busy contacting people between Loddon and Burnham Market, but would like to hear from anyone who

would take on a chunk of this route or of the route either side of it. The publicity for this event, and the events of the week preceding 25 June, will be enormous and co-ordination will be local, regional and national.

Will you help make this east of England event a huge success? Can you help co-ordinate the programme? If so, please get in touch with Christine Wilson (01603 451015, e:mail ccwilson@waitrose.com), Phyll Hardie (01603 435547) or Graham Elliott (01502 714661, e:mail barsham@compuserve.com). Further info will appear in our March newsletter and can also be found on [www.ridethenet.co.uk](http://www.ridethenet.co.uk)



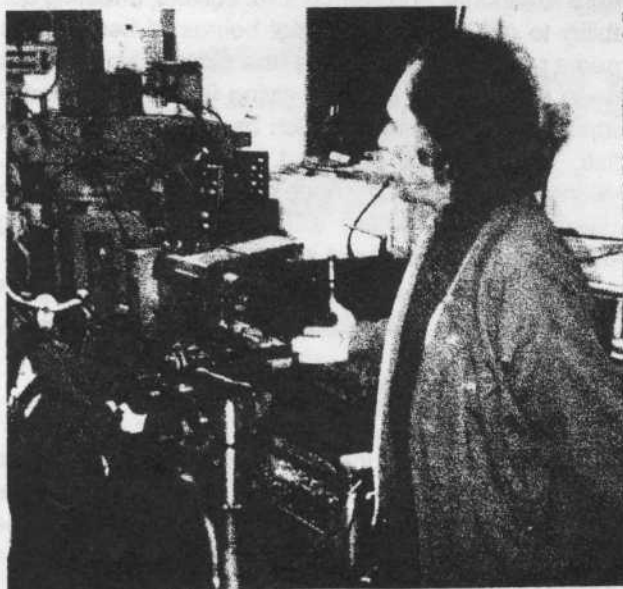
# The guru's den

On a cold wet evening on 4th October, a dozen or so members made their way to a bleak corner of Rackheath Industrial Estate, by invitation of the Norwich's own celebrated international bike designer, Mike Burrows.

Most attendees rode out from the city, and a few of us also had the pleasure of making the return journey in the company of the great man (he lives in Thorpe St Andrew) who was riding one of his carbon fibre creations.

It was indeed a fascinating evening listening to Mike's story and views about bicycle design, all delivered in his usual uncompromising style. He is the definitive expert on bike technology, but also has his views on the importance (or otherwise) of design for the mass market, perhaps summarised by the expression 'horses for courses'.

He allowed us to look over his two storey unit - huge ancient lathes (one a year older than Mike himself), power presses and drills downstairs, and a large collection of original bikes hung up around his drawing board and desk upstairs. A Sinclair Zike nestling against a 'Lotus' bike emblazoned with Harrods livery! Metal swarf everywhere, the sign of an active engineering operation, because although Mike is officially a designer, he is an intensely practical engineer and can only do the job by actually making the things he sketches.



*Mike speaks to his audience in the workshop*

Mike was born in the 1940s and grew up in Shipdham where his father was a skilled cabinet maker. His flare for machines led him to making packaging machinery and the genes have also been passed onto his son who is now doing advanced engineering at university. Mike has not always been mad on bikes - originally it was motor sport - and he took up cycling fairly late, inevitably soon starting to question the ubiquitous traditional upright 'safety' design of all post-war bikes. In

the 1980s he developed his amazing recumbent trike, the Speedy. Some members may remember early versions being entered for the annual 'Gasp Up Gas Hill' races and the fully fared version has often been seen whizzing around the Norfolk lanes. After the success with the Lotus Superbike with Chris Boardman winning the Olympic Gold in the early 1990s, Mike cut free and left his successful packaging machinery company to his business partner and was headhunted by Giant Cycles of Taiwan, the largest bike manufacturer in the world. He is now paid an annual retainer to design new bicycle technology for them.

Clearly, this new existence has suited him down to the ground, although only a small fraction of his ideas have eventually found their way into production, for commercial and cultural reasons which he says are sometimes hard to fathom. He has to travel to Giant's European base in The Netherlands fairly frequently as well as Taiwan, but he is allowed to carry on his practice in sleepy Norfolk, and has developed numerous innovations. Not just monocoque bikes, but new suspension systems, disc braking (he predicts we'll all have them soon), recumbent bikes and even an aluminium a folder which will shortly be coming into production. Giant's linkup with the ONCE racing team means he gets to mix with some of the Tour de France greats like Abraham Olano, riders who are virtually worshipped in Spain and elsewhere.

Mike fielded probing questions from the more knowledgeable of his audience and rattled through with obvious enthusiasm the principles of a new elegant double suspension system (unusually not one of his!) which he claims is about to cause yet another revolution in bike design.

After two hours had passed in a trice, I proposed the vote of thanks for a most generous offering of an evening by a busy man - but not before Mike gave a plug for his new book on bike design, being published by Open Road (as in Bycle magazine) and hopefully in the shops for Christmas. So if you missed this unique Norwich Cycling Campaign opportunity, you know where to get yourself genned up!

*Matthew Williams*

## Norwich 100km ride

Congratulations to all those who took part in the Norwich 100km sponsored ride in September. The event was designed to raise funds for Norwich Cycling Campaign and The Greenhouse Trust. Special thanks go to George Prior, Rob Conway, all the children who completed the 33km circuit and to everybody involved in the organisation of the event. Thanks also to the landlord of Lakenham Cock PH for use of the car park.

The first person to complete 100km was Andy Mitchell, who had arrived back and was in the pub before 2pm!

# Paradise in Hanoi

*Virginia Greasley is a Campaign member, who is currently working for VSO in Vietnam.*

"As I cycle out almost daily to go to a shop, or the conservatory, the bank, the VSO office or just to relish being on a bike in this city, someone frequently cycles alongside me to ask where I'm from. "Guess," I say. "America", "No"; "Russian", "No", "Sweden" (Sweden was one of the few Western countries to recognise the Northern part of this country during the war with the Americans), "No", "France" (its former colonial boss), "No". "Where?" "England". They are surprised they didn't think of this country whose language and even its accent they have been trying to learn since close economic ties with the former Soviet Union weakened almost a decade ago.



*Virginia at the Lakenham Way opening in July*

I am, of course, in Vietnam; in its beautiful capital Hanoi. Nothing could have prepared me for the delights of cycling in this city. In Norwich and foreign cities where I have worked, I have always cycled to work and to the shops. I had become used to abuse from car drivers, exhaust fumes from motorised vehicles, the constant worry about accidents. I expected the same here. How wrong I was. There is no road rage; people accommodate other road travellers, weaving around them or cutting in front of them. Of course, one shouldn't wait for others to give way; one has to take the plunge and go forward, with eyes not only in the back of one's head, but at the sides too. In the 2 years I have been here, I have seen only 3 accidents, one caused by drunkenness.



*Andy Mitchell (left) receives his 100km certificate from Campaign Treasurer, Richard Bearman*

They ride or cycle very sedately. Cyclists go at little more than a slow jogging pace and most motorbikes at a jogging pace. People advance 2,3,4 abreast, carrying on a conversation the while. Motorcyclists and car drivers pip their horns, not in anger, but to warn the cyclists or sedate motorcyclists that there is someone behind and that they should move over. Cycling at this speed means that as well as being able to conduct a conversation, one can also look at the multitudinous activities that take place on the pavement: haircutting, eating, repairing of all kinds of articles, selling.

Because of the isolating of Vietnam by Western countries after the Vietnam War, the country was not 'developed' as other Asian countries were. The centre of Vietnamese cities was not razed to make way for anonymous, traffic attracting highways, as in Bangkok, Manila, Jakarta, Kuala Lumpur. There are broad French avenues in Hanoi, but there are also so many small streets which are much too narrow for cars. People have built beautiful houses down these streets, so it is unlikely that they will be destroyed to make way for motorways and highrises.

Because of these small streets and the desire for an independent means of transport, families choose to buy motorbikes rather than a car. Thus many of my students come from 3,4,5,6 motorbike families. The lack of cars on the roads, compared to other countries, means that there are no traffic jams as we know them. If there is a standstill, its probably because two cars are trying to get past each other and hundreds of motorbikes and cycles are milling round them, impeding their progress. No traffic jams means none of the pollution than we have in the West or that we see in pictures of Kuala Lumpur and Bangkok.

The motorbike (and sometimes the bike) is used for carrying so many things: large sheets of glass, furniture, a dozen chickens in a cage, piglets or puppies, or a large pig trussed up and lying on its side. It also carries mother, father and two or more children, depending on their size. Cyclists feel no threat from motorbikes. The power of motorbikes is limited to 150cc. Only in exceptional cases, such as in the police, may more powerful motorbikes be used. And the police takes exception to people speeding. A year ago, some youths, were racing around the central lake, scaring slower riders and deriving fun from it. The government issued orders that such youths were to be stopped and their names and pictures shown on TV and in newspapers - no exceptions were to be made for the children of prominent people. This happened and there is no more racing around the lake.

The lack of danger and pollution, the interesting views from a bike and the chance to talk to others are some of the delights of cycling in Vietnam's capital. And there is another, the layout of the city. Almost all streets are tree-lined, providing shelter from the sun and perfume when they are in blossom. There are many lakes, large and small, all with trees around them and benches. I love cycling out for an hour or two, sitting by a lake, knowing that someone will sit by me, curious about my origins and what I'm doing in Hanoi. Loneliness is not common in Vietnam. If this sounds like a cyclist's paradise, it is.

So if you're wondering where to go for your next holiday, come to Vietnam. You can hire a bike very cheaply, the food is tasty and cheap, and the hotels are clean and reasonable; and the scenery is superb. If you want any further information about this delightful country, you can contact me on [virggreasley@hn.vnn.vn](mailto:virggreasley@hn.vnn.vn) (but not from mid-Dec. to mid-Feb when I shall be on holiday in Australia). Keep up the good work in Norwich."



# Salisbury conference ...

Any cyclist in doubt of the effects of cycle campaigning would have been inspired by the commitment, enthusiasm and range of expertise of speakers and campaigners from all over the country who met in Salisbury at the CTC/CCN network conference on 6 November. Thanks to the excellent organisation of the Salisbury cycling group, COGS, 150 people from as far apart as Cornwall and Edinburgh enjoyed a stimulating and entertaining day of talks and discussions on issues of interest to cyclists everywhere.

Ben Bradshaw, MP for Exeter and Chairman of the seemingly very active All-Party Parliamentary Cycling Group began by reassuring us (or trying to) that cycling is here to stay in transport policy and talked optimistically about increasing cycle use. (Charles Clarke, Norwich South MP, who is involved in improving travel to schools, is a member, but Ian Gibson is not!)

In a talk with slides on Bikerail, Jonathan Denby of Anglia Railways convinced me (along with practical examples of taking my bike on trains this summer) that AR, which won a Cycle Mark Award last year, is making concerted efforts to improve facilities for cyclists using trains in the region. Jonathan emphasised the importance of continuing funding partnerships, and the need to co-ordinate franchisers' policy, regulatory procedures and political will to invest in Bikerail, but he pointed out that developing rolling-stock was long-term.

Phyll Hardie, our Chairman, described and analysed a survey she had carried out among women of all ages and in various occupations to try and find out why women do not cycle as much as they could. Phyll first gave this paper at the Velocity conference in Graz this summer and would welcome suggestions from you as to how to address this important issue. Phyll said, rightly, that the media could and should do much more to promote cycling.

After a sandwich lunch, Don Mathew of the CTC (another East Anglian speaker!) spoke of local transport plans. Colin Langdon, a Liverpool campaigner, then described regionalisation and cycle campaigning. The groundwork for regional policies and strategies are now being set countrywide. Colin said that now is the time to address cycle campaign issues at regional level and that a lot of money is available. He outlined all the regional bodies being set up and urged campaigners to join Transport Activists' Roundtables which provide a mechanism to talk to the other regional bodies.

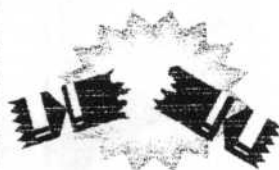
The paper on travel demand management by David Holladay, a Glasgow transport consultant, was fascinating, and very relevant to the cycle vs car issue. It looks at consumption of travel as a resource and at charges and costs, placing true values on modal choices which society at present ignores. (Car travel is very expensive and hides a multitude of costs, like provision and maintenance of parking spaces, which motoring

doesn't take account of.) Bike travel may be ideal for one journey but not for another so we need a transport portfolio to select the best option. Southampton University has a £250K deal with the local bus company and bus travel is part of the Soton student smartcard. There may be an example for UEA, so watch this space.

Neil Guthrie of the Transport Research Laboratory talked about TRL's recent and ongoing research: 'trip end' facilities like cycle centres and types of cycle parking are needed to encourage a shift to cycling and the development of a 'cyclability' index to show how suitable different roads are for cycling. Ongoing research includes cyclist and bus priority, and attitudes to cycling.

After tea, CTC's Policy and Campaigns Manager, Stuart Reid, talked about strategies aimed at reducing accidents. On cycle helmet use, it was noted that after Australia introduced legislation, there was a large drop in cycling, especially in the 12-25 age range. The British Medical Association here has, fortunately, rejected cycle helmet legislation. We also heard that an estimated 40% of London cycling accidents involve lorries. CTC has a Cyclists and Lorries Working Group which looks at things like how to improve drivers' views from their cabs.

Martin Aldam, a Salisbury DC transport planner, has clearly raised the profile of cycling in Salisbury by co-ordination and co-operation with different groups throughout the city. He doubled the number of cycle stands and shared use paths in the city within 18 months. His slides were informative and sometimes amusing (who had peppered a 'cyclists dismount' sign with shot and what are 'pedestrains'?). Finally, Pam Ashton of CTC asked those present what the CTC should do about fixed penalty notices (FPNs) in relation to cycling on the footway in such a way as to pose a threat to pedestrians. While it is felt by cyclists and cycling organisations that incidents inviting FPNs rank low on a scale of road traffic offences which cause harm to other road-users, the majority favoured a proposal that CTC should collect data on the use and threats of FPNs.



**DON'T FORGET  
AGM**

**WEDS 15TH DECEMBER  
7.30 FOR 7.45 START  
ST. ANDREWS TAVERN**

Christine Wilson reports...

The National Cycle Awards must be mentioned: one went to Devon County Council for its Bike Bus (brought for us to see). Norfolk needs one of these! The second went to Sciennes school in Lothian where an enthusiastic parent got everyone, starting with the head teacher, onto bikes for both social and school transport purposes. Anyone concerned with safe routes to schools and how to promote cycling in schools should read about this brilliant and exciting achievement on the Edinburgh group's excellent website [www.spokes.org.uk](http://www.spokes.org.uk)

The social side of this well-organised conference, including a choice of Sunday morning bike ride to either Stonehenge or around this fascinating city, gave us all more time to swap news and progress in our own organisations. Many questions, initiatives and ideas had been raised: a slot for cyclists in radio traffic bulletins, a non-motoring page in newspapers, companies offering cars, not the cars, should be taxed, the importance of partnerships in campaigning and planning, improving cycling facilities for shoppers and so on. It all showed how hard planners have to work to provide and improve cycling facilities when, despite what Ben Bradshaw said, cycling is not entrenched in political will or thinking to the extent it should be. Ever-changing institutional and other structures, new plans and strategies, financial constraints create work; planners deserve constructive support and cyclists' input. Altogether it was a stimulating weekend.

Christine Wilson

## A celebration of city life

Thinking of the current consultation on the transport strategy for Norwich city centre, Matthew Williams liked this quote in The Times from Patrick Field, a bicycle activist in London, about a recent street celebration of city life there:

*"The automobile is the enemy of cities - the whole point of living in cities is to have lots of people living around you, to have opportunities for cultural, commercial and social exchange without too much travel. The problem of living in cities is traffic, but it's only the victims of motor dependence that see other people as the problem. What we do is challenge the idea that the default setting of the street is to be full of cars."*



## TECHNO CORNER

***"If you are overhauling your bike this winter, then here are a few tips you won't find in most DIY books - even Richard Ballantine's", says Mike Savage.***

When dismantling the bearings use two containers and keep the cones, balls and cups together in the original sets. If one ball is faulty, replace the whole set. The reason for this is that the component will have run in with use. If you mix up the balls, cones and cups the component will run very rough until it has run in again. If you overhauling top quality components (e.g. Campagnolo, Shimano etc.), remember that these were manufactured using matched sets of precision ball bearings. If worn or damaged they must be replaced with the same. In recent years good quality components have been made using sealed captive ball races of the type used in the automotive industry. These bearings are "sealed for life". Unfortunately their 'life' can be somewhat shorter than one would expect; they are expensive and I think replacement is best left to a professional.

Castrol recommend "CL" grease for bicycle bearings. Over the years, I have had excellent results with this lubricant. It does not harden and resists water. A 500g tin lasts for years; far more economical than the small tubes of grease sold in bike shops. I use an icing syringe with the plain nozzle for squirting the grease into the bearings - much better and less wasteful than using your finger. Don't borrow the one out of the kitchen, your birthday cakes will never taste the same again!

Older bikes sometimes have oiler holes in the hubs, bottom bracket shells and in the end caps of the pedals. For these I use thick gearbox oil with added molybdenum and pump it in with a good oilcan. The big advantage of this system is that the bearings very seldom need stripping down since the new oil going in displaces the old oil and dirt. Care must be taken to keep oil off the rims!

## Helmets obligatory in Spain

Worried by escalating casualty figures among touring cyclists, the Spanish government is about to introduce a new law making helmets compulsory on interurban roads. This is a major step for a country where, until recently, even moped riders did not need helmets or insurance. If you hire a bike whilst on holiday in Spain, make sure the hirers provided a helmet, or if you are touring in Spain, you'll have to wear one and put up with the discomfort! How long will it be before Brussels imposes this law on all EU countries?

## Contacts



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## DIARY DATES



### Norwich Cycling Campaign meetings

All members welcome

#### Wednesday December 15th Annual General meeting

St. Andrews Tavern, 7.30pm for 7.45pm start.

'Bring and share' buffet.

Speaker: Roger Hopkinson  
on the subject of cycle parking

#### Wednesday January 19th 7.45pm

Phone Pam on 01603 512014 for venue

#### Wednesday February 16th 7.45pm

The Greenhouse, 42-46 Bethel Street

### Closing date for items for the March 2000 newsletter is Friday 11th February

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E&OE*