

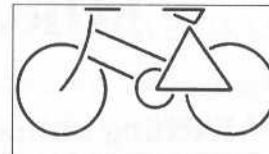
NORWICH CYCLING CAMPAIGN

Newsletter 47

December 2002—February 2003

50p where sold—free to members

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.



RIDE and PARK

New cycle racks have appeared in various locations in Norwich City Centre which should help to ease the parking problem for the thinking person. We will of course, continue to campaign for more.

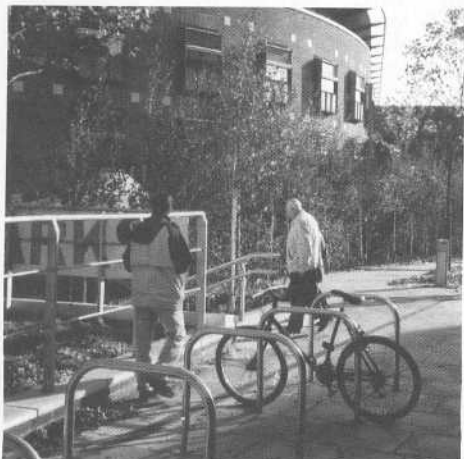
Photos by Mike Savage



Left: Much awaited Sheffield stands at the Forum

Right: Specially designed racks outside City Hall (there are more around the corner in Bethel Street)

Bottom left: These stands, on Theatre Street at the back of the Forum, also serve the Theatre Royal and The Assembly House



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HIRE SALES REPAIRS



“CYCLE RECYCLE” FOR SALE

**Exciting business opportunity
- and a chance to indulge your
passion for bikes all the time!**

Norwich Cycling Campaign is selling its trading arm, Cycle Recycle. If you are a cyclist, wishing to run your own business, and with some knowledge of bicycle repairs, this is an excellent opportunity to acquire all the stock, information and expertise to set up a self-employed business.

Please telephone 07812 904652 or
email info@norwichcycling.fsnet.co.uk
for an information pack.



GREEN & WORTHWHILE



SEE ARTICLE ON PAGE 8

For Sale

Lady's Edinburgh Cadence 400 mountain bike

**18" Frame, 24 gears, mudguards
& road tyres.**

2 years old, as new.

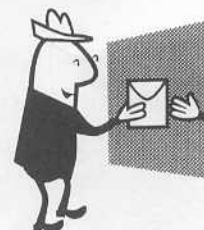
Cost £300, accept £160.

Sorry!

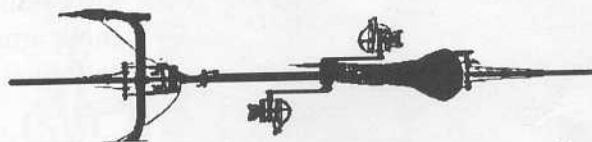
Norwich Cycling Campaign apologises to any members who have paid excess postage on previous newsletters and will send you a refund if you wish.

The weight is borderline and sometimes just using a different envelope moves it into the next band.

There shouldn't be a problem with this bumper issue as we are taking them to the Post Office to be weighed first!



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Editor's Info.... by Mike Savage

BATTERY OR DYNAMO?

L.E.D.s are now much brighter and use much less power than filament bulbs, so battery lights are well worth consideration. L.E.D. headlamps are now available which actually illuminate the road in front of you. They use four L.E.D.s, are made by Cateye (EL300) and cost approximately £33.

The main objection to dynamo lighting was that the lights go out when you stop. "Stand lights" overcome this problem, they stay on for a few minutes when stationary. This is achieved by means of a built-in capacitor which charges up when you are on the move. Although beautifully engineered bottle dynamos are now available, I prefer hub dynamos. They are silent and virtually frictionless. Unfortunately they do not come cheap since they have to be built into the wheel.

A word about re-chargeables. In my experience they suffer two disadvantages: When they reach the end of their charge they die quite rapidly - much quicker than alkalines. The other is that they do not hold their charge when not in use, especially as they get older. If you do opt for battery lights, in my opinion alkalines are the best option. A full review of the latest lights is in the October/November edition of "Cycle" available from the CTC (£3 to non-members).

CAMPAIGN ACTIVITIES UNDER THREAT

Due to soaring public liability insurance costs, it may not be possible to continue some campaign activities, such as Dr. Bike, unless the main organiser of the event, such as a fete or street festival, is able to provide cover.

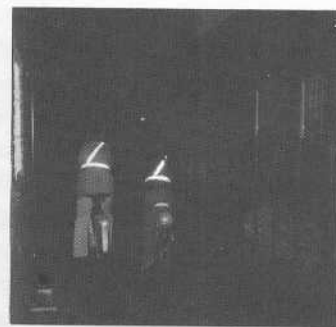


Dr. Bike (aka Nigel) at Norwich Union

LIGHTING-UP time

REFLECTORS & REFLECTIVE GEAR

A rear reflector is obligatory. A front reflector must be clear - i.e. not coloured. Moving reflectors, such as pedal and spoke reflectors are very effective. "Sam Brown" type reflective belts are my favourite. They can be slipped on over whatever clothes you happen to be wearing and are very conspicuous.



(Reflective vests and jackets are excellent too - available from cycle shops and work clothing outlets from about £10—*I.M.*)

VANDALISM AT UEA

An area of what was beautiful greensward at the UEA has recently been bulldozed to make way for a car park. Never again will you see children tobogganing on this slope from the mound near Bluebell Road.

Apparently there's a terrible hoo-ha going on at the UEA about car parking—should charges be made? Who should have priority? etc. Cambridge University has no such problem. Students and staff there travel by a much more civilised form of transport. I am sure we will never see sacred turf such as Parker's Piece or Jesus Green scraped away to make room for car parks.

Considering there are departments at UEA dedicated to environmental studies and climate change, I think it's about time the university learned to practice what it teaches!

Footnote: One car park space takes up the same area as six sheffield racks—12 bicycles.

Chairman's Chat

By Phyll

Much has happened in the cycling world since my last Chat. I'll try and comment on it in chronological sequence.

On the day that Christine Wilson and I took the train to Newcastle for the start of our ride on the Coast & Castles route (Newcastle to Edinburgh section of NCN Route 1 – wonderful!) the furore broke out in the press over the proposed Directive harmonising motor insurance laws across the EU. One of its proposals is that it would be compulsory for motor insurance to include cover for a victim's injuries in any accident, whether or not the motorist was at fault. This law is already in force in France, Belgium, Germany, Holland and Scandinavia, while in the UK pedestrians and cyclists are only covered by the driver's insurance if he or she is found liable for the accident. The law would apply also to pedestrians and children, but it is towards cyclists that the media frenzy has been directed. Some terrible things were written – 'Lycra Nazis', 'Bicycle guerillas', 'Already taken over one third of the road with their green cycle lanes', 'smug gits', 'make a bonfire of every bicycle in the land', etc, etc. If such gross defamation and incitement to abuse were directed towards other minority groups, the newspapers concerned would be liable to prosecution. Why not when it's directed towards cyclists? Perhaps all bicycle users, along with the National Cycling Strategy Board, which attempts to get more people on bikes, should unite to pursue damages for these offensive comments.

A similarly hysterical reaction takes place when a proposal to close a street to motorised traffic is mentioned, even if that closure is for one day only, Car-free Day (22 September). Drivers are becoming increasingly jittery and defensive. Knowing that with ever more cars causing congestion, some sort of limiting measure will eventually have to be taken, they intend to fight for their assumed rights for as long as humanly possible.

Car-free Day in Norwich this year seems to have been very much a last-minute decision, with Sustrans East being the first to inform us that Tombland was the favoured option. I had already arranged to attend the Wells event, with the added attraction of getting there by 'buscycle' from Cromer. This vehicle, up from Ipswich for the day, consisted on a 16-seater midi-bus with a trailer carrying 9 bikes. It was being trialled to see how it performed on the narrow lanes

of north Norfolk. If it worked well it was hoped that a regular service could be started there. (It worked fine and we've now heard that a buscycle route is likely to be launched in the Broads area.)

I found Wells Car-free Day disappointing. The event was held on the Buttlands, a sort of village green in the middle of a residential square. It may have been (moving) car-free but it certainly wasn't (parked) car-free. When we arrived there our buscycle couldn't get anywhere near it. A request to move a few parked vehicles did allow us access but the day's events were, for me at least, marred by the sight of a sea of parked cars. Maybe for future Car-free Days the residents could be politely requested to remove their cars, just for a few hours.....? It would be really good to see what the day is surely all about – a 'reclaim the streets' of the town/city centre so that people can walk / cycle / play / perform / stop and chat unrestricted by the dangers and inconvenience caused by cars.

On 21 September our first Great Norfolk Brompton Ride took place. The idea for this came from the outings with my family when my father was a member of the Morgan 3-wheeler Club. If a procession of 30 or so of these little cars could turn heads all those years ago, what would a similar group of small-wheeled folding Bromptons do for the onlookers? Following publicity in local papers and A2B Magazine we had 29 riders turn up at the Forum at 9am. This included two who had come up by train – 6.30am from London – very keen!



A Fold of Bromptons

Matthew Williams

Fortunately we had a lovely sunny, warm day for our ride to Wymondham, arriving in time to enjoy the farmers' market in the central Market Place. We did indeed receive some interested stares and

