

# NORWICH CYCLING CAMPAIGN

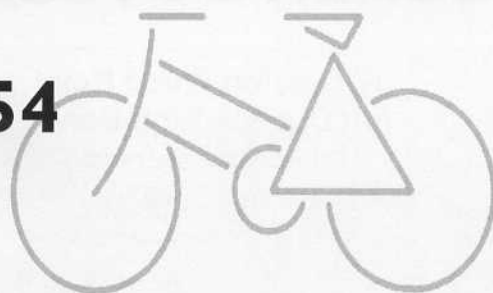
## Newsletter Number 54

September - November 2004

£1.00 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.

Norwich Cycling Campaign is affiliated to the National Cycle Campaign Network.



## We can but hope...



This photograph and headline were supplied by Andy Hurrell and I was wondering what witty comments to add when I heard some astounding news on the radio. The Conservative Party suggest that cars could use bus lanes if they are carrying passengers. What? We all know that the Government's Transport Policy has been derailed, or at best, shunted into a weed-covered siding where nobody can find it, but this idea from the opposition

proves that they really have lost the plot in spectacular style. Cars clog up the bus lanes = late-running buses = more people feel forced to use cars, etc. Would it follow that cycling would then be permitted on all pavements and pedestrianised areas? (when they are not littered with parked cars of course).

*I.M.*

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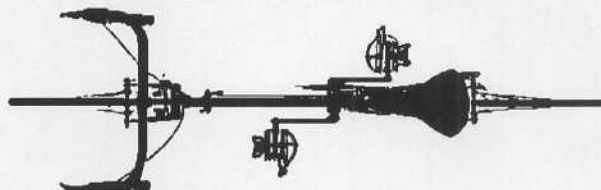
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**TEL/FAX: 01603 665668**

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**E-mail: specycle@lineone.net**

**Www.specycle.co.uk**

# Editor's Info . . .

by Mike Savage

After major resurfacing at the Ipswich Road/ Ring road junction, the bike logos still have not been replaced.

Perhaps that's just as well if this example at the entrance to County Hall is anything to go by!



## USEFUL WEBSITES

[www.cyclejourneyplanner.org.uk](http://www.cyclejourneyplanner.org.uk)  
[www.cyclehelmets.org](http://www.cyclehelmets.org)  
[www.cycleweb.co.uk](http://www.cycleweb.co.uk)  
[www.nationalcyclingstrategy.org.uk](http://www.nationalcyclingstrategy.org.uk)  
[www.whycycle.co.uk](http://www.whycycle.co.uk)  
(impartial advice for new and potential uk cyclists)

## BIKE WEEK 2004

Once again, the weather was mostly on our side during this year's Bike Week.

The events were well attended, with the notable exception of the Dr. Bike session in the City Hall Car Park on the Monday. Although this was mainly held for the City Council, not one of their staff took advantage of this facility! A breakdown in internal communications perhaps? However, a member of the public brought his bike along for a thorough going over and was so pleased he wrote a glowing letter to the press.

The Bicycle Biriani was as popular as ever, and about 100 people turned up for the Snowball Picnic, where we had the added bonus of the amazing BMX stunt riders.

I must also mention the excellent "Cycling County" feature every week in Saturday's EDP Supplement. Fantastic free publicity. I'm sure it has got more people out on their bikes this year. Thanks to Sue Bergin for all her hard work in arranging for this to happen and for feeding the paper with regular ride details. And thanks to everybody who helped out during the week. Well done. *Ian Maunders*

P.S. A few Bike Week pictures are on page 9.

**I**t's now 8 months since I became chair of the campaign and I am very pleased with the progress we have made. National Bike Week was very successful, thanks to the work of many members and we managed to involve several hundred people in cycling. The rides were popular, people made good use of the Dr Bike sessions and enjoyed the team Revel display and the activities on the Snowball Picnic. The cycling activity week at CNS was very popular.

Our stands have been seen by thousands of people at the King Street festival, Norwich City Football Club open day and the Mental Health Street Fair.

Many public and private bodies are now stating their commitment to the "modal shift" from car use to walking, cycling and using public transport. These include Norfolk County Council, Norwich City Council and Norwich City F.C. If we looked in detail at other organisations policies I think we would find similar aims expressed. This may be due to recognising the benefits to the community, or from self-interest and the costs of providing transport and parking.

I feel sure that many members of our campaign would be happy to be more involved, as people supporting recent events have shown. Thanks again to all who have helped.

In our campaigning we need to build on these commitments and try to ensure that organisations honour the commitments they have publicly made.

As an example to all large employers I was heartened to call at the Royal mail office on Roundtree Way this week. Seeing the rows of bikes in racks I ignored the notice "No unauthorised persons beyond this point" I walked further and came across the cycle repair shop. The mechanic there maintains and repairs 420 bikes in use over Norfolk, giving them an annual service and keeping each of them on the road for up to 6 years. The bikes cover thousands of miles heavily laden, rain or shine.

Lets hope one day all big employers will see the value of cycling and commit some of the enormous resources at present used to support driving, to a service like Royal Mail.

## CYCLE RECYCLE PEDALS ONWARDS

Cycle Recycle continues to metamorphose from its mothballed state last winter. The very evident need for people to see their old bikes reused (rather than dumped) has encouraged Nigel to continue to accept unwanted adult bikes for renovation or stripping for parts; all undamaged bikes needing more than 3 hours work are sent to Colchester for dispatch to Africa via the Recycle Charity. The stock of bikes is thus growing again but Nigel still hopes to set up a Ltd. Company by late Sept. to enable trading to recommence.

**HELP:** New storage is required to replace the old garages which are to be demolished in October. If you have space for at least a dozen bikes in your garden/garage/barn etc. and live west or south of the city centre please let Nigel know on 502188.

*Payment can be made by barter of recycled bike bits or discounts off used bikes.*

**THANKS:** To John Harris who recently donated a special folding bike with 24 inch wheels and 531 Reynolds tuding. This will soon appear (with photo) on the internet auction site E-Bay, and should make at least £80.

## WINDOW DISPLAY

Nigel is hoping to have a window display of almost new items donated to Cycle Recycle (e.g. brand new wicker childseat for £30 (new £55) at the Old Post Office at the corner of Leopold and Melrose Road (sadly closing on August 23rd). Subject to the owner's agreement this will take place from Sept. 1st until approx mid-Nov. All net profit from this scheme will go direct to the Cycling Campaign, so go and have a look or phone Nigel on 502188

# Cycling Carnival at City of Norwich School.

For the second year members of Norwich Cycling Campaign have been involved in a Summer challenge activity based at City of Norwich School on Eaton Road, Norwich. Under the scheme of the University of the First Age (UFA) the Community Education Worker at the school organises activities for students during the first week of the summer holidays, this year from 19-23 July. One of these themes revolves around cycling, and Thea Abbott contacted the Campaign in 2003 for help with this.

Activities on offer included basic maintenance classes, Dr Bike safety checks, daily led rides increasing in length and complexity during the week, circus skills including unicycles, and some indoor map reading theory. On Thursday and

Friday longer days out were planned, one day to Thetford forest to hire mountain bikes and practice our offroad ability, and in some cases test our limits! On the final day a coach trip to Minsmere with our own bikes to cycle some of the Suffolk coast minor roads and tracks. This year we were blessed with dry and sunny weather, although requiring large quantities of sun cream and water, this meant the waterproofs stayed firmly in the panniers!

In all 14 members of the campaign and their friends were roped in at some stage during the week, and I hope had an enjoyable time. Your efforts are greatly appreciated by Martin Sawyer (teacher), Chris Simmons (classroom assistant) and Thea Abbott (community worker). Most of the students were pretty responsive most of the time, but Martin and Chris were well able to deal with any disruptive behaviour. Also we had the support of 2

peer tutors (older students) and a couple of keen cycling ex-students. We hope that we have improved the cycling skills, and both on road and off road safety awareness of all the participants, I certainly took far more exercise that week than usual!

I suspect this may become an annual event, so if any other members wish to get involved during July 2005 please get in touch with me. Martin Sawyer also has plans

to run a weekly bike maintenance workshop during the Autumn term 2004, probably a one hour session on Tuesday afternoons, for a small group of students of a practical nature.

If you might like to help with this on a regular basis he can be contacted at the

school via Thea Abbott on 01603 274050(direct line) or email: [t.abbott@cns.norfolk.sch.uk](mailto:t.abbott@cns.norfolk.sch.uk) Or you can contact Richard Bearman on 01603 403415 for more information.

I am very pleased that Norwich Cycling Campaign is able to contribute to such partnerships with local schools, but based on our past experience the initiative has to come from the school to be successful, although without the volunteer helpers none of these activities could take place. So many, many thanks to all those who helped in any way, we have at least shown some young people that cycling is a healthy and fun activity that can be carried on throughout life whatever your age or ability.



# More Mutterings from Matthew

## Back to Basics

So that was Summer. Now those long evenings are fading away, the nights are drawing in, the children are back to school, the price of petrol is rising, the economy is in reverse, the oil is running out, the sky is falling in, and worse, there is the prospect of car parking restrictions being enforced in Norwich, it's surely time to take stock of our genuine bicycling needs. Away with the niceties of rear suspension, colour-coordinated panniers and digital cadence monitoring. Cast your solar-powered breathable dust caps to the wind, and get back to basics.

Let's look at what really works. And maybe what doesn't. We'll use some of Norwich Cycling Campaign's recent workload as case study material.

### Get off the road

If you'd been biking regularly up Earham Road from Fiveways for a few decades you will have noticed something of a progression. From country road in the 1960s to busy suburban radial during the 70s. A university village, a secondary school, and lo and behold, a cycle lane painted at the edge of the road. A pelican goes in in the late 1980s, complete with railings to pen the pedestrians in, then eventually a reduced speed limit and some central refuges further along, creating nasty pinch points where the wide vehicles try to push past you. A relentless increase in traffic, so thank goodness for your bike.

And then in 2004? Suddenly your cycle lane is painted out, the space saved is used for cross-hatching in the middle of the road, moving the vehicle running lane

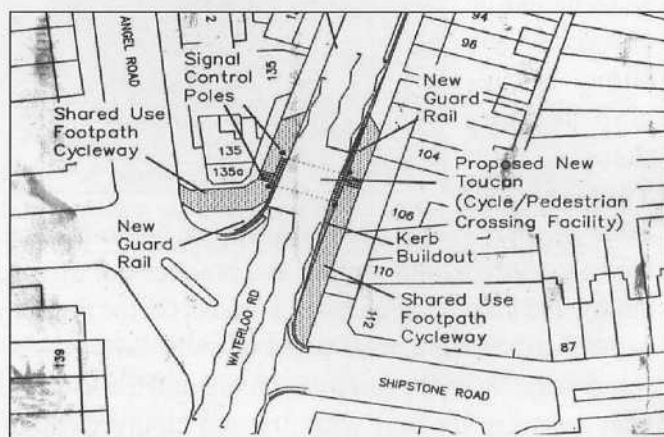


New off-road path at Earham Road. Note painted-out cycle lane and new central hatching.

tight against the kerb. Where are you supposed to ride? Why, on yonder strip of tarmac under the trees, there in amongst the schoolchildren and dogs, the wrong side of the road, the wrong side of the railings, the wrong side of everybody and being made to give way to every side access... It's for your own good. Be grateful for progress.

### Cross over the road

Trying to get bicycle users off the road isn't just something done where there happens to be space to put a cycle path along a grass verge. It's also being done where there most definitely isn't space, in already cramped urban streets. There isn't really enough space for people and push-chairs, let alone bikes. Yet here you are, in Angel Road, simply wanting to ride across Waterloo Road to reach Shipstone Road and the handy link to Heath Road. Why nip straight over when you can make a 50 metre detour, get onto the pavement, mix it with pedestrians, wait for the lights to change and be unable to return to the road because of guard rails and parked cars? The reason, because it helps spend the cycling budget.



Plan extract showing proposed new Toucan crossing of Waterloo Road. This scheme is not supported by Norwich Cycling Campaign.

### Read the runes

Finding your way there has always been a challenge for some people, even those intelligent enough to ride bikes. Therefore a little guidance is welcome in places, and that's why it behoves our masters to put up signs, to warn, encourage and illuminate us. I must have in the past shared with you my favourite sign in Norwich, the one in Earham

Cemetery confidently directing 'Burial Chapel and Cyclists' – it's recently been renewed, so clearly it is vital. But



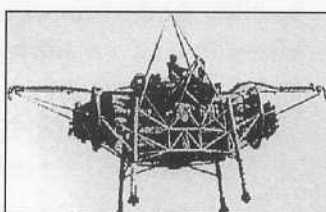
here's another one worth thinking about... and then thinking about a bit more. (So which way are we meant to go?).

*Answers on a postcard, please.*

Whilst on signs and markings, I couldn't help snapping this example of a cycle logo enscribed upon the tarmac between the words 'bus and' and 'lane'. There must be a whole PhD waiting to be done on the geometry of these freehand designs. The super-long crossbar and vertical forks reminded me for some reason of a flying bedstead...



*Spot the difference.*



## Find the missing link

Continuity isn't an aspiration just for mega-budget Hollywood movies, it also happens to be what we need for cycle networks, if you're into that sort of thing. Which our city planners evidently are, because they asked the developers of the old Norfolk & Norwich Hospital site (re-christened Fellowes Plain) to include cycle paths to link across the residential site between St Stephen's Road and Union Street. For the last year or so we've been asking the City Council precisely how it is intended that the path connects to St Stephen's Road. It would be awfully useful for people coming down Grove Road and heading for Unthank Road not to have to do the nasty right turn into Brunswick Road from Newmarket Road. What it needs is a bit of forethought – not least a dropped kerb and legal permission to cross the footway without dismounting. The houses are going up fast, and it won't be long before the development is all completed. We have recently at long last received our answer from council officers about the cycle link: "We haven't thought about it yet!"

## Aardvarks stop lying

Sorry, I must have misheard (it's the adenoids again). I think that was meant to be Advanced Stop Line, otherwise known as the ASL. They crop up in this column as regularly as that ominous clicking from my bottom bracket area that tells me my cotterpins are working loose again. Make no mistake, ASLs are generally reckoned to be A GOOD THING, because they allow us to get to the front of traffic queuing at signals and move off ahead when the lights go green.

In fact, we're always suggesting putting ASLs in Norwich when opportunities arise whilst responding to consultations about new traffic schemes. The argument for having them has been helped by recently published research that showed that in most cases there's no measurable negative effect on general traffic.

One recent example was at the junction of Thorpe Road outbound and Harvey Lane, where there was unfortunately not enough money in the pot to put in a full ASL right now (the signals will have to be moved), but in the meantime we will now be given a marked cycle lane to help protect straight-on bikes from hasty drivers making the left turn.

We're engaged in a more serious scrap at the time of writing concerning an ASL at the bottom of St Stephen's Street outside M&S. Revamping this junction is part of the PT Major scheme that I went on about in the last newsletter. The engineers had previously agreed to our suggestion of an ASL here, which would be most useful for cyclists heading towards Castle Meadow. But we subsequently found out that the ASL had been deleted by the 'safety audit', leaving just a largely useless nearside cycle lane leading nowhere. The reason given was that ASLs were only invented to allow cyclists to make right turns, which is clearly nonsense. It is worrying when safety auditors do not understand the function of established facilities that we'd rather thought could be included as a matter of course without our intervention.

## One night stands?

And so to the mundane matter of cycle parking. Where can you leave the bike, and will it still be there when you get back? Rocket science this isn't, the principles are well known - but we continue to see very basic errors being made in design.

It must be something to do with the fact that cycle 7

parking is always left until last to fit onto the architect's grand scheme. More often than not, tucked out of the way, out of sight, just where the cycle thief wants it. Take the new swimming pool at Riverside, for example. Unlimited scope for decent layout. Space galore outside the front door with good passive surveillance. Even ordered some rather OK stainless steel stands. But where are they put?



*Good stands in a bad location. No excuse for this.*

Bike users are on the whole a healthy lot. So it's not unreasonable that we might wish to shop at Rainbow Wholefoods. It used to be so handy using the railings of St John Maddermarket Church outside the old shop in Dove Street. But Rainbow has now moved to a yard

off Guildhall Hill, and most of the space there is to be allocated for chairs and tables. We're helping the management find a solution. Much the same applies at Cinema City which is undergoing its major redevelopment. Bike users are on the whole a cultured lot.



*Just somewhere to prop the bike outside Rainbow?*

Meanwhile, Norwich City are looking at having a significant percentage of fans arriving at home matches by bike. At the time of writing, the hundred or so new bike stands haven't arrived yet. Where will the players park their bikes then?

## Letter to the Editor

Dear Editor,

Further to Chairman Jeff's reference to Roger Bannister's running record, there was another great athletic event in 1954. Ray Rooty became the first cyclist to break the 4 hour barrier in a 100-mile time trial, recording 3hrs. 8mins. 28secs. on an out and back course in pouring rain and unpaced. A month later he broke the record for 100-mile 'straight out', in 3.28.40. Of course, the British media, who never give cycling the credit or coverage it deserves, reported these feats in very low-key terms and Ray is an almost forgotten Sporting Great, but he still enjoys the pleasures of cycling. Apart from a gold medal presented to him by *Cycling Weekly* magazine, Ray received no honours. The current record for 100 miles, set last year by Kevin Dawson, is 3.22.45.

The late Beryl Burton, in my opinion one of the greatest athletes this country has had, won 7 World Titles, 21 British Best All Rounder Titles and in the National 12-hour Championships she created a Women's record of 277 miles and, in doing so, beat the men's record as well. She loved cycling and she and her husband rode for pleasure (they were often on the CTC 'Birthday Rides') until the day she died.

The Lands End to John O'Groats record is held by Gethin Butler at 44hrs.4mins.20secs. and Liz Taylor did it for the ladies in 52hrs.45mins.11secs.

All these cyclists probable began by commuting and club riding before they had a desire to test their abilities. Most of us are happy to cycle for enjoyment and to reach the places we need to get to, we enjoy the challenge and satisfaction of completing our journeys and, what is more, at no cost to ourselves or the environment. Whether we travel at 5 or 15m.p.h. we can have fun and refresh ourselves both mentally and physically. Long may we be able to do so!

## The Car of the Future

The car of the future will be especially designed for shorter journeys

The car of the future will enable you to park easily and for free

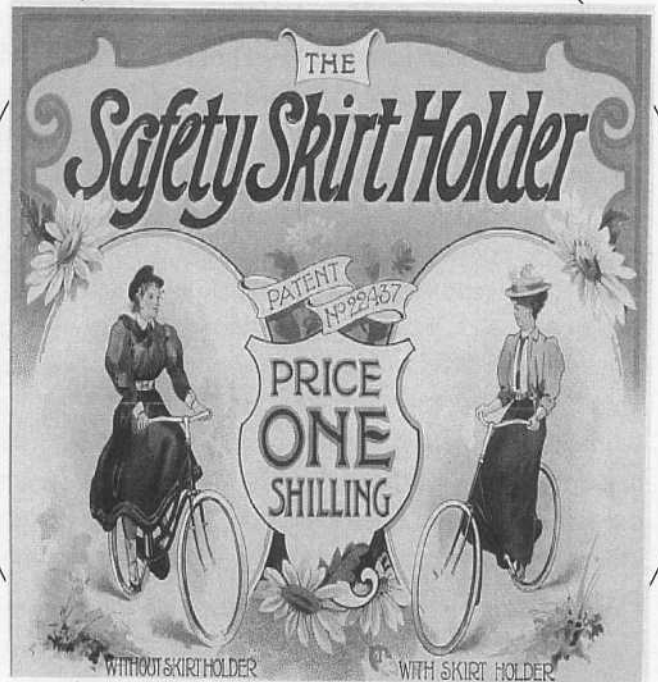
It will help you avoid traffic congestion, making your journey smoother

It will run on an alternative energy source that will be friendly toward the environment and low cost to you

And the car of the future will actually work to improve your health as you drive it

The car of the future is now here

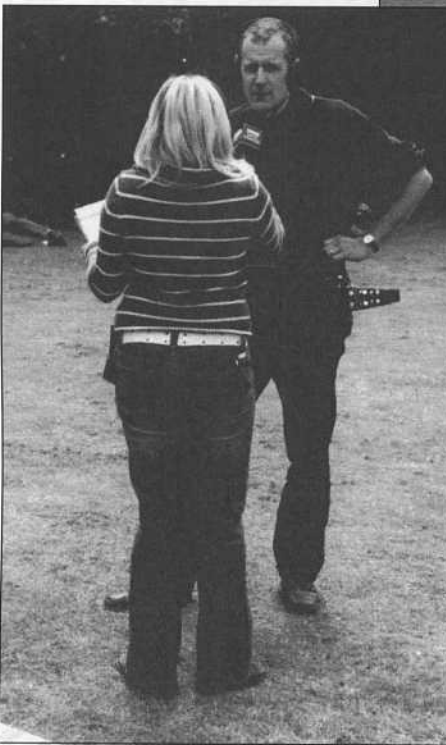
It's called... *a bicycle*



## Bike Week 2004

Picnic pics.

*A snapshot before the snack stop*



*Matthew speaks to the nation*



*One of the Revel stunt team demonstrates how to beat the jams*

## Phyll's Philosophies

This summer Norwich Cycling Campaign was, for the second year running, invited to participate in the Cycling Week for 12 – 14 year olds held at the CNS. We had around 28 children involved (in groups) in cycle rides, cycle maintenance and repairs, circus skills, map reading activities, and rides out in Thetford Forest and on the Suffolk Coastal cycleway. Fortunately the previous week's wet weather turned hot and sunny just in time for this event, which was a great success. Following on from this, the CNS would like to continue in partnership with us in the form of weekly cycle maintenance workshops, which will help to build confidence and self-esteem in some of the less academic students. It is to our credit that the Campaign is asked to assist in this and other projects, which all add to our prestige as a reputable cycling organisation.

\* \* \*

Some Campaign members make themselves available to act as 'bike buddies' to wishful-thinking members of the public, those who'd love to get back on their bikes but after a gap of many years haven't the confidence to do it alone. I advertised my services in the newsletter of the local U3A group, of which I am a member, and was contacted by a lady who hasn't cycled for 30 years. She doesn't have a bike of her own, and will use one of mine. She was to have come over for a ride out in the nearby countryside today, but the weather caused us to postpone it for a week. So far she has been the only respondent in a newsletter which reaches several hundred over-50s, but it's a start which could be followed by others if she gives a good account of her experiences. Perhaps we need to advertise our services more widely and with more frequency.

\* \* \*

I have been a fan of Dr Mayer Hillman since reading his book, 'Cycling: Towards Health and Safety' (BMA/OUP 1992), and have heard him speak at a couple of conferences, including the Velo-City in 1999. Now he has brought out another book, '**How we can Save the Planet**' (Penguin 2004). I recommend it! Indeed, I

think it should be required reading for all our policy makers, educators and news reporters, for its contents should not only be more widely disseminated but its suggestions acted upon.

The book concerns climate change due to emissions of carbon dioxide and other greenhouse gases. As it states, climate change is the biggest problem that humankind has or will ever have to face. Yet politicians cannot agree a framework for tackling it effectively, while in the meantime we continue with a lifestyle way beyond the planet's limits. We need to

- 1        reduce energy-dependent activity;
- 2        ensure energy is used as efficiently as possible;
- 3        supply as much energy as possible from low-carbon and renewable sources.

Because it does not want to make itself unpopular with voters, the Government refuses to recognise the importance of Step 1, concentrating instead on Steps 2 and 3. But without drastic cuts in emissions from transport (particularly from aircraft) the outlook for life in just 50 years time is grim indeed. Meanwhile, we continue 'as if there's no tomorrow'.

The book gives many suggestions for reducing our energy use, and thus CO<sub>2</sub> emissions. Some will inevitably put restrictions on current lifestyles, but this would be more acceptable among the general public if they were educated into knowing what it was all about and why. Environmental issues related to climate change should feature more prominently in the National Curriculum, such that pupils learn to understand the importance of sustainability, its relationship with their lifestyles and that of their parents, and its role in ensuring the planet has a future. The media is unlikely to play an important role while so much of its advertising revenue is derived from the promotion of cars, air travel, foreign holidays and other 'high Carbon' products and services. Eventually, preferably sooner rather than later, something will of necessity have to be done. Which world government will be bold enough to make the first move?

Phyll Hardie

## **Big C Appeal 19th Annual Cycle Ride** **3rd October 2004 10am to 4pm.**

The Big C Appeal would like to invite cyclists of all ages and abilities to join us for a fun day out on the magnificent grounds of the Holkham Hall Estate. The 6 mile circuit offers fantastic views of Holkham Hall, lakes and estate; you may complete as many laps as your stamina allows. Join us for a great day out and help us to raise funds for the new Big C Family Cancer Information and Support Centre.

Entry Forms and further information may be obtained from Hannah Chroston, The Big C Appeal,  
10 a Castle Meadow, Norwich NR1 3DE. Tel: 01603 751695.

Email: [hannah.chroston@thebigcappeal.co.uk](mailto:hannah.chroston@thebigcappeal.co.uk)



### **3rd Great Norfolk Brompton Ride**

**Saturday, 18th September**



Meet at Norwich rail station forecourt 10.30am and ride to Loddon.

*Pub lunch or bring picnic.*

### **AN OPPORTUNITY TO GET INVOLVED!**

Are there any members out there who would like to use their desk-top publishing skills?

If so, would you like to take over the compilation of this newsletter at the end of this year?

If you are interested, please contact any of the committee members listed on the back page, before the AGM in December.

and finally . . .



*Spotted by Ian and Nicola in Pocklington, Yorks.*

## Contacts

Norwich Cycling Campaign  
42-46 Bethel Street  
Norwich NR2 1NR  
Telephone 07812 904652



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E-mail

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Discussion Group

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Nigel Howard	502188
Rachael Wix	617505

### Norwich City Council Cycling Officer

Tim Mellors	212538
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### Norfolk County Council Cycling Officer

Tim Jarvis	222230
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## What's Happening?

### Family Rides

Starting 10.30am at Harford Manor School  
Gentle, suitable for almost all ages. Plenty of interest  
and stops for rest and refreshment.

*For further details please telephone Rob Conway  
01603 504762*

### CATI (Come And Try It) Rides

*Note: all afternoon rides have a tea stop.*

### Saturday, 11<sup>th</sup> September, 2.30pm

Meet Red Lion, Eaton, for ride to Wymondham.

Leader: Phyll, 435547

### Saturday, 25<sup>th</sup> September, 2pm (note earlier start time):

Meet Somerfields car park, Old Catton, for ride to  
north of Norwich. Leaders: Janet and Malcolm,  
700134

### Saturday, 9<sup>th</sup> October, 2pm (note earlier start time)

:Meet Sainsbury's car park, Pound Lane (by bus  
bay) for ride to Blofield. Leader: Phyll, 435547

This is the last ride of the current season.

See you next year! Rides are expected to re-start  
Easter 2005. Please contact Phyll on Norwich  
435547 for on-going programme.

### Summer Evening Rides 2004

*Meet for a meal or just a drink:*

### Tuesday 21 September

The Parson Woodforde, Weston Longville

*We aim to be at the pub between 7 and 7.30pm.*

*Either meet there or join us on a ride from  
Norwich. It would be helpful if you could phone  
if you are definitely coming as I will book a  
table. Ring Martin on 01603 897738.*

### Monthly members meetings

held at Saunders & Senior

2 Tombland Alley, off Princes Street, at 7.30pm

Next meetings:

16 September, 21 October, 18 November  
plus AGM/Social: 16 December (to be held at  
The Greenhouse, Bethel Street, Norwich)

**Deadline for the next Newsletter is Friday 12 November**