

CYCLE WEST DORSET

July -September 2011



President "Badger" at the
CTC National Dinner

THE WESSEX NEWSLETTER

Edited independently in three of the CTC Wessex member group areas and published quarterly. Please contact your nearest member group or access the club website for information on any events

www.wessexctc.org for all CTC Wessex activities

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Main Calendar Dates For 2011

April 10th	Dorset Coastlet 100km	Peter Loakes	01305 263272
April 10th	Dorset Coast 200km	Peter Loakes	01305 263272
Apr 23rd	3D300km Audax	Peter Loakes	01305 263272
May 8th	New Forest Spring Challenge 50km	John Ward	01590 671205
May 8th	New Forest Day Out 100km	John Ward	01590 671205
May 8th	New Forest 150km	John Ward	01590 671205
May 8th	New Forest Excursion 200km	John Ward	01590 671205
May 14th	CTC NATIONAL AGM & DINNER AT WEYMOUTH		
May 15th	CTC Wessex Centenary Celebration Rides at Weymouth		01305772654
May 15th	Dorset Downs 100km	Justin Oakley	07968 213833
May 15th	Dorset Downs "Jake the Peg" 150km	Justin Oakley	07968 213833
Sept 4th	New Forest Autumn Challenge 50km	John Ward	01590 671205
Sept 4th	New Forest & Coast 100km	John Ward	01590 671205
Sept 4th	New Forest 150km	John Ward	01590 671205
Sept 4th	New Forest On & Off Shore 200km	John Ward	01590 671205
Sept 11th	Dorset Dirt 50km Off-Road	Ken Reed	01305 772654
Sept TBA	Bournemouth Square 200km	Brian Callow	
Sept 25th	GRAND CTC meet at the last 2011 <i>Breamore Steam Up</i>		

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Cycle West Dorset

Newsletter for CTC West Dorset

A CTC WESSEX MEMBER GROUP'

June - September 2011

Editorial

We have had some unwelcome news this month with the sad loss of Peter Robinson (Dorchester Cycles) and Owen Brown. Peter was full of life, as a sufferer in later years of MS he was an inspiration to us all, never letting anything get him down, I will always remember Peter as that happy jolly person who could always make you smile. I first met Peter as the proprietor of Dorchester cycles, where he managed to sell me and my family four bicycles in the space of a few months. After awhile I would leave my wallet at home if I were going to visit Dorchester Cycles. Peter was a great person to meet and pass the time of day he will be sadly missed.

Owen Brown was 94 when he passed away on the 2nd June in Joseph Weld. I will always remember Owen for the wonderful reception he gave me when I turned up at the Top of Town café on my first outing with the West Dorset section. I found it remarkable that even then he was into his 80's, but he introduced me to everybody before we left on our ride and made me feel very welcome, needless to say I couldn't remember all the names just an hour later, fortunately Owen was on hand. I'm sure he made the grand old age of 94 because he cycled and kept himself active, riding his bike well into his 90's. He will be sadly missed, another great inspiration to us all.

On the front cover we have Malcolm (Badger) our president in a suit at the AGM read the articles on page 8- Ed

Notice Board

Owen

I think we all prefer to admire the attitude and spirit of the inner person, and how that shines through, as it certainly did with Owen. I know Owen was quite amused by the fact that he'd got to such a great age. He once spoke about having cycled to Moreton, when he was ninety something, when a coach load of old people arrived, and there was some incident. 'I probably shouldn't call them old people,' he said, 'As most of them were younger than me.'

We all like to think that it was a life time of cycling that explained his long life. In his younger days, all those 100 miles in 8 hours; 50 in 4, 135 in 10 with Woking Section of West Surrey DA, in the 50s and 60s, and before that the 24 hour rides that earned him the hard rider bar for his badge for Weybridge Wheelers, which he joined in 1935. Then there were many rides with Charlotteville Cycling Club, and Clarence Wheelers. He complained that the WW2 got in the way, and spoiled his cycling career.

With us in West Dorset he did the Dorset Downs from 1988 to 1997. He did most of the 50 mile Great Dorset Bike Rides up to 2003. And, for 9 years he took over, from George Fox, organizing the Wednesday Wanderers until 2001. He was a great part of the cycling scene and we were always glad when he could ride with us, sometimes joining us at Owen's hut, which was our name for the Charminster bus shelter. He had a fund of stories about his war, including his admiration for Montgomery and his scorn of the American general Mark Clark. My favourite story was when, after the crossing of the Gustav line at the River Carigliano and after surviving the pounding of the battle of Monte Cassino, he had to drive his gun down a rough road carved out of a steep cliff side, a wall of rock to one side, a precipice the other, in the dark-no lights allowed. The only clue as to the edge of the sheer drop was the dim glow from the end of a cigarette of a guiding soldier walking it. What a man to survive all that.

It must have been the exercise of all that cycling, plus the calm temperament of an expert gardener, and the inherited Northumberland genes of the Brown and the Chilton families, and the warm support of his family which, led to his survival. Whatever it was, Owen, we thank you for your comradeship and the long, long example you gave us to follow; and we salute you.

Malcolm Howell (Badger)



Notice Board

BBQ

AT

***“Shelleys” Kings Stag
on Wed. 10th August
at 12.30pm (ish)***

Approx numbers required so ring Sue
On 01258 817963 or
e-mail sue@kingstag.net

“Shelleys” is on the B3143 – through the village passing The Green Man on your left – 2nd house on the right after the start of the road markings. Plenty of parking for non-cyclists. All welcome.



Articles

Sweet & Salty Crunch nut bars.

200g dark chocolate and 100g milk chocolate
125g unsalted butter, 3 tblspns golden syrup,
250g salted peanuts and 4x40g crunchie bars.

Method

Melt the chocolate slowly in heavy saucepan, then add cut up butter and syrup. When all is melted, stir in the peanuts and cut up crunchie bars. Pour into a foil lined tin (30x20x5cm). Place in fridge for at least 4 hrs. Should last 2 days!

Supplied by Gail Gardener

Apologies to Gail, this should have been in the last issue but I thought it might lead you all astray. - Ed



Articles

Wessex Centenary and National AGM and Dinner

By Anne and Ken

This article is about cycling and the fun we had celebrating a hundred years of our CTC in Wessex. It is about the good it has done for all of us in the eyes of the community. It is about the unusual sight of a Badger in a suit.

On Sunday 15th May, as part of the centenary celebrations, many of us from CTC Wessex led rides starting from Weymouth and taking in Abbotsbury basking in lovely sunshine. Those game for a hard climb went on to Burton Bradstock, visiting Hardy's Monument with views taking in Poole Harbour, possibly the distant Isle of Wight, Devon and Somerset. Others pushed their bikes up Lime Kiln Hill and made their way back to Weymouth via the Friar Waddon Road. We were very surprised to have about 50 people out on the rides, expecting far fewer. Perhaps we forget, being locals, how lovely Dorset is and how much others envy us. Many stopped off at the Wishing Well, keeping the Café To

Café culture alive. Those we talked to were very happy with their day out. As far as we know none are still wandering in the Dorset hills unless they want to be there.

Now to that Badger in a suit. The National Dinner, including presentation of prizes, was held in the evening after the AGM on 14th May. It was at the Weymouth and Portland National Sailing Academy, the spectacular venue for the sailing events of the 2012 Olympics. Views from the dining room on this lovely evening took in the whole of Weymouth Bay with the Jurassic Coast stretching into the distance to Lulworth Cove and beyond.

The almost unrecognisable besuited President Badger welcomed us with the following words:

“Wessex CTC is delighted to welcome you to the Weymouth and Portland National Sailing Academy, in this our centenary year.

Here, the venue for the 2012 Olympics, our sailors plan to head the medals table. They will of course be challenged for this honour by our equally successful cyclists.

CTC activities are varied. CTC sponsored and led our



Articles

Connect2 project, a landmark *bridge which will be opened in September*.

Wessex CTC campaigns for cyclists' rights with our partners, the CTC affiliated Dorset Cyclists' Network.

We will not forget our roots firmly based in cycle touring. CTC Wessex has been proud to host, over the years, almost every major CTC national event, some several times.

Our club touring activities are varied. We have gentle days out with our folders group, longer rides in the Dorset hills and tough rides along the Jurassic coast.

Now we are looking forward. In 2010 we formed a new subsidiary members group in Blackmore Vale to complement the Bournemouth, Salisbury and West Dorset groups.

We have something for every cyclist."

This set the tone for the evening with presentations to those who have promoted cycling in many and varied areas. Our guests of honour were each extremely impressed by the range and quality of CTC's work and are sure that this will benefit us a great deal locally. The guests included Weymouth and Portland Mayor Elect Councillor Graham

Winter, DCC and WPBC Councillor and Connect2 cycle champion Howard Legg and Michael Evans founder and Chairman of the Dorset Cyclists' Network.

As long term cycle campaigners this is already doing us a lot of good and will continue to do so in the future, this cannot be underestimated. Our guests now see us as part of a Nationwide Club, often working with the deprived and disabled promoting cycling and road safety. We are sure they will pass the word on when cycling is mentioned.

We were honoured at the Dinner by being presented with lovely flowers and a very interesting antique book about Dorset. The main thanks however are due to all of you who helped make the AGM, the dinner, and the rides such a huge success.

And if you are still nurdish enough to want to know about the business sessions it will all be in "Cycling".



Articles

A Letter from the CTC

A Golden Milestone

"Dear Mr. Turrington,

Thank you for your support of the CTC over the past year. I would like to take this opportunity to congratulate and thank you for fifty years of CTC membership. Without your support, CTC would not have been able to achieve all that we have over the past fifty years. I do hope you will continue your CTC membership, and I will be able to write to you again celebrating seventy five years of CTC membership. Fifty years membership is a very special milestone and in recognition of this, enclosed with this letter is a special certificate and badge recognising your long membership of CTC.

Yours sincerely,

John Snow

President"

The certificate, the first one I have seen, reads;

"The Council Cyclists' Touring Club has placed on record its warm appreciation to Mr A Turrington For being a member for 50 years."

The badge is a traditional "Winged Wheel" design, with "50 YEARS" at the base, in a very dark blue enamel and gold coloured metal. Again, I have not previously seen one of these.

To set things into context, my membership has spanned an era of great change in the club and society in general.

I had been riding with the section, on the back of a tandem, for some time before becoming a member and, in the tandem sidecar even longer!

In those far off days most cycles and tandems on club runs dated from before the Second World War. The aforesaid tandem, a Dawes "Good Companion", had been purchased, new, in Walton on Thames, by my Father in 1934. The attire was most definitely "Plus Fours" and a "Sartor" jacket. Lighting was, in many cases, still by Acetylene gas lamps, which outperformed dynamo lights for brightness.



Articles

Lunch was in public houses, which had no qualms about you bringing your own food. A very few of them supplied food beyond crisps and chocolate. Sunday club runs, well yes, club runs were only on Sundays, featured "elevenses" and tea at five o'clock. Riding home in the dark after tea was not a problem for there were virtually no cars. That which I said about the age of the bikes applied equally to what few cars were about!

However, times were to change: young men who, earlier, would have been seen stumbling off the Northbound overnight train at 3.15AM, under the eagle eye of the scowling MPs at Warrington Bank Quay, weekend leave pass in hand, were now free. (There you are ladies: just mention the P.....e word to him!)

Within eighteen months the Beatles had appeared at the Odeon Cinema in Westover Road, Bournemouth. "Love me do" and "Please please me" belted out from jukeboxes in the pubs! A bloke explaining that he "couldn't get any satisfaction" particularly added to the greying hairs of the older members of

the Section! My Dad thought the bloke was the nearest thing to a revolution he had seen since the General Strike in 1926!

Suddenly, cycling was well and truly out of fashion. We struggled to keep the Section going. As I have previously written, more riders set out on the Section club runs from Poole/Bournemouth than from Dorchester/Weymouth. Perhaps forty years ago, in an attempt to bring out more riders, we on the then committee decided to write to every member in the area. We had at least some success, and a number of people whom today's riders might view as very long-standing members first started to ride with the Section. Today, of course, cycling is the height of fashion again. I hope it will continue to thrive and I do hope to achieve my seventy five years of membership of the CTC. I was fifty nine just before Easter so I think I can make it!

One thing I am sure of is, that if I have as much pleasure from the future as I have had from the past half century's membership I shall be very happy.



Articles

Folding Bike review from Advanced Driving

BROMPTON Hand-built in west London, Britain's biggest cycle manufacturer makes the definitive folding bike and has picked up prestigious design awards. All Bromptons share the same full-sized frame geometry - owners just select their handlebar design, number of gears and factory-fitted fixtures. Design improvements tend to be subtle, and most can be retrofitted onto earlier models. Folding: The folded package is a little larger than the 16-inch wheels and stays securely locked together. Frame: high-tensile steel alloy Gears: 1-, 2-, 3- and 6-speed Price: from £599 Info: brompton.co.uk Folding time 10-20 sec Weight 9-12kg Wheels 16"



KANSI

Introduced this year, Kansi's funky folder boasts a clean, contemporary look. Designed in the UK, the Kansi's three model range features 20-inch wheels, a choice of three gear systems, aluminium construction and the option to personalise your bike with a range of coloured components and graphics. Folding: The bike folds around two hinges - one in the middle of the frame and the other to drop the handlebar post - and a clasp to keep it folded.



Frame: aluminium

Gears: single-speed, 3-speed hub, 9-speed derailleur

Price: from £499.99

Info: kansi.co.uk Folding time 2 sec Weight 10,5-11.7kg

BIGFISH

The strikingly styled Bigfish is available in one model. With full-sized geometry, the one-piece, hinge-free aluminium frame brings another engineering approach to the art of folding. Once collapsed, it can be wheeled along or lifted. Folding: The Bigfish uses a patented quick-release hinge on the rear triangle and front fork, and the bike tucks in neatly. It's also very narrow. Frame: aluminium Gears: 3-speed hub Price: £599



Folding time 10 sec Weight 12.5kg Wheels 16"





Cyclists' Touring Club West Dorset



Secretary: Angela Price 01305 266648
secretary.westdorsetctc@hotmail.co.uk

Chairman: Malcolm Howell (Badger) 01305 756094

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Weymouth, DT3 5RS 01305 816360

Editor: John Hartley, Foxhills, Cerne Abbas, Dorchester DT2 7TS

Runs Organisers:

Sundays (long)	Sue Baker 01305 267746
Sundays (short)	Anne Neale 01305 772654
Saturdays	Joy Cunningham 01305 823235
Wednesdays	Geoff Dodge 01305 834798
Thursday Folders	Ken Reed 01305 772654 anneandken@neale.net

New Riders should contact one of the runs organisers for information and advice before joining a ride, and may be advised to gauge their ability via a Saturday Saunter (short rides)

Be reassured, you won't be left behind

We can arrange for someone to meet you if this is your first ride with us

Sunday long rides approx. 50-60 miles, short up to 40 miles
Saturdays about 25 miles



www.westdorsetctc.org.uk



Cyclists' Touring Club West Dorset

Long Sunday Rides: 9.15 for 9.30 start

Dorchester Top o' Town Sue Baker 01305 267746

Date		Lunch	Grid ref	Leader
July	3	North Perrot	ST475094	Val Carter 01300 320809
	10	Banks Arms Studland	SZ038824	Sharon Green 01305 773066
	17	Winyard's Gap	ST491061	Steve Murdock 01305 853652
	24	East Somerset Railway Cranmore	ST667430	Shawn Shaw 01202 685014
	31	Picnic on Sherborne Abbey steps Half Moon pub	ST637164	Malcolm Howell 01305 756094
Aug	7	Milborne Port	ST676187	Ern Carter 01300 320809
	14	The Bottle Inn Marshwood	SY382996	Graham Schofield 01305 820468
	21	Manston	ST844155	Bruce Painting 01305 816360
	28	The Old Inn Hawkchurch	ST341003	Lewis Potter 01935 891342
Sep	4	Square and Compass Worth Matravers	SY963774	Alan Beesley 01929 422226
	11	Dorset Dirt		Ken Reed www.dorsetdirt.co.uk
	18	Three Horseshoes Powerstock	SY516160	Graham Hyden 01300 341563
	25	Compton Abbas	ST870185	Dave Jeffreys 01305 848211

Short Sunday Rides

Meet at Dorchester Top o' Town 9.15 for 9.30 start or coffee stop at 10.30

Anne Neale 01305 772654

		Coffee	
July	10	Martinstown Farm Shop	Lunch stop and leader to be decided on the day
	24	Oasis, Overcombe Corner	
Aug	7	Kingston Maurward	
	21	Wishing Well, Upwey	
Sep	4	Moreton tea shop	
	18	Palm House, Weymouth Swannery	

Wednesday Wanderers

Unled ride, meet at lunch. Phone Geoff Dodge
01305 834798 for further information

July	6	New Inn	Shipton Gorge	SY494916
	13	Silent Woman	Cold Harbour	SY902898
	20	The Antelope Hotel	Hazelbury Bryan	ST746090
	27	Castle Inn	Lulworth Cove	SY846867
Aug	3	Talbot Arms	Benville	ST526053
	10	BBQ (see newsletter)	Shelleys, Kings Stag	ST725112
	17	Loders Arms	Loders	SY493942
	24	Rose and Crown	Bradford Abbas	ST587142
	31	Trooper Inn	Stourton Caundle	ST715149
Sep	7	Picnic	West Bay	SY462903
	14	Hunters Moon	Middlemarsh	ST669075
	21	Rest & Welcome Inn	Melbury Osmond	ST582078
	28	Black Bear Hotel	Wool	SY827807

Saturday Saunterers

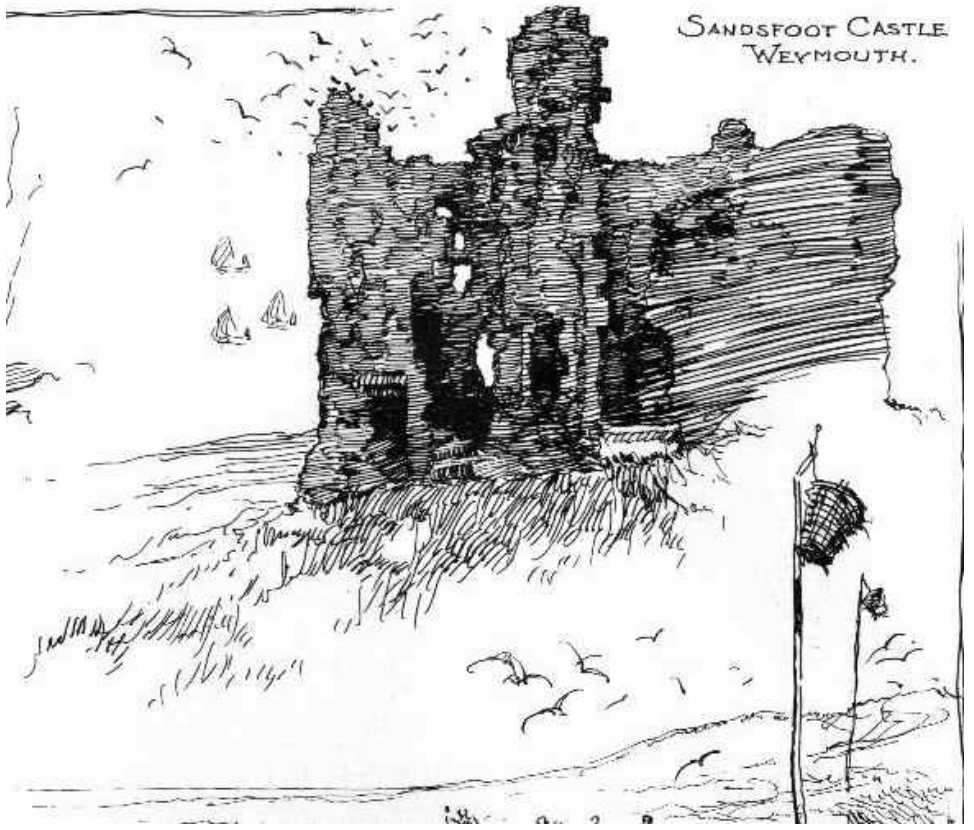
Meet 10.15 for 10.30 start Details - Joy 01305
823235D = Dorchester Top o' Town **W** = RSPB, Swannery CP, Weymouth

Date		Lunch	Leader
July	2	D Black Bear	Wool Gail Gardener 01305 261345
	16	W Portland Bill	TBA
	30	D Fox and Hounds	Cattistock Penny Fennell 01305 267986
Aug	13	W Saxon Arms	Stratton Joy Cunningham 01305 823235
	27	D Sailors Return	East Chaldon Mike Letten 01305 266476
Sep	10	W Wise Man	West Stafford Graham Schofield 01305 820468
	24	D The Poachers	Piddletrentide Lewis Potter 01935 891342

Thursday Folders

The time and meeting point may change as dependent on public transport timetables. Please contact Ken, preferably by email, if in doubt.
anneandken@neale.net 01305 772654

Date		Start Venue	Time	Destination
July	14	Bradford on Avon-	10.50	Bristol long day out
		Note date change		Bring sandwiches and lights
Aug	4	Bruton	10.00	Stourhead
Sep	1	Frome	10.15	Bradford on Avon Colliers Way



Paterson sketch

Articles

MEZZO

There are three model options, and the all-new Mezzo D9 Curve highlights the strong design essence of the range. The anodised aluminium frame looks very classy, and rides well, too, thanks to the hinge-free construction. The Mezzo rivals the Brompton in terms of compact folding ability.

Folding: Components fold and hinge around the frame with precise self-locking catches

Frame: aluminium, Gears: 9-speed Price: from £825

Info: mezzobikes.com/uk

Folding time 20 sec Weight 11 kg Wheels 16"



JANGO FLIK

There are five models in the funky-looking Jango range, starting with the T8 and progressing to the V9, which features rear damping, front suspension, and disc brakes. Across the range, frame geometry is similar to full-sized bikes. Some bikes may be more compact folders, but nothing beats the Jango for speed, thanks to its mainframe release. Folding:

The mainframe lever below the seat tube folds the frame forward into the compact shuttling mode. Releasing the stem

lever folds the handlebars down for compact profile

Frame: aluminium Gears: 8- and 9-speed Price: from £799

Info: jangobikes.com

Folding time 2-4 sec Weight 6-12.9kg Wheels 16"



AIRNIMAL

The Cambridge-based Airnimal range is at the performance end of the spectrum - both on- and off-road. World time-trial champion Emma Pooley owns an Airnimal Custom, while the Airnimal Joey range is sporty and versatile, and looks great.

The 24-inch wheels give it a more conventional ride than many folding bikes. Fold time: The front wheel and seat

post are removed, back wheel 3 under and handlebars swivel. Can be made more compact

Frame: aluminium Gears: 8- to 27-speed derailleurs

Price: from £819

Info: airnimal.eu

Folding time 30 sec Weight 10.9kg Wheels 24"



Articles

JRs JOTTINGS, JUNE, 2011

I do apologize if this months jottings seems a bit depressing, but since I have been writing it, I cannot remember a time when the section has had such a sad time.

It started on May 19th at the May meeting of the JRS at Dorchester. Phil Fisher gave me the news that he had been told at Dorchester County Hospital, following tests that he had inoperable stomach cancer and because of his age and general state of health there was nothing further they could do for him. That would have been enough bad news for me on its own.

Within a fortnight Phyllis Brown phoned me with much the same news regarding Owen, he was at home but having difficulty eating and was losing weight quite quickly.

I was in the midst of a lot of holidays at this time, but as usual the cyclists rallied round. Margaret Tidball started paying Phil regular visits as did Mike Richardson, who has had a bit of a belting himself this last couple of years. A walking friend of

ours got up to Phil and they did a few short walks together.

I came back from holiday, arranged to pop out and see young Owen and then found out Peter Robinson was in DCH and quite poorly. I managed to see Owen in the morning and Peter in the afternoon.

This was only a couple of weeks ago, I took Owen the programme for the Giro, the Tour of Italy cycle race and a couple of cycling books. He seemed so pleased with this, walked me to the gate and we made tentative arrangements for me to visit again maybe with Phil.

Peter although obviously ill, was hoping to get referred to Marsden as they had told him he had cancer and when I left, he was making arrangements for Sophie, their sweet little dog to be picked up by a friend and taken for a dog grooming session.

Within the last couple of days both Peter and Owen have passed away. Why am I in such a state of shock, both were very ill, I grant you and although Peter was just 65, Owen was in his nineties, but when I saw them both just such a short time ago, they seemed almost



Articles

well. Maybe that is a blessing, Peter had quite enough on his plate as it was and Owen had been fortunate to be fit and well for a long period of his life, in spite of being in Africa and Italy in the war. They are both at peace now. Their legacy is in all their many friends, and they both had loads. Also the fact they will never be forgotten, I will always remember Peters smiling face as he greeted each and every one of the riders in the Dorset coast with, what do think of lovely Dorset?” This from his wheelchair. I shall so miss talking to “ Young Owen” (I think Alan Murkin started calling him this years ago, and I cannot think of a better one) about the fifties about bike frames, about Herne Hill, about a thousand things cycling.

I am very pleased to report that dear old Phil is plodding along nicely, he has joined a walking group that have eight ladies and one man (and he does not get out much!). He would be grateful for the odd phone call and if anyone were going to meet up with the section by car and are passing Dorchester road, I am sure he would appreciate the offer of a lift.

I went for my first ride with the folders since Gloucester in April. We rode from Castle Cary station to Glastonbury Tor and back, to say I took a hammering is putting it mildly, I only hope I did not hold the group up every time, I found my front wheel was higher than my back one. I had such a lovely day, usual folders day, good company, weather, route etc, etc. I got back to the station with Gail a bit before the rest as they had stopped for an afternoon cuppa. A policeman barred my way, informed me they had had a fatality at the station about an hour before. It seems somebody jumped in front of the train. As I waited for the others with Gail, two black suited men came from the platform carrying a stretcher, on it was what seemed a tiny form in a body bag. I had had such a lovely day, but at that moment, I think it was the saddest thing I have ever seen in my life. Somebody had got out of bed that morning like me, I had had such a smashing day and was going home, and they had not and would not. I just pray they, whoever they were, found peace. See you up the road, God willing.

JR



Articles

Probably the best sperm delivery system in the world.

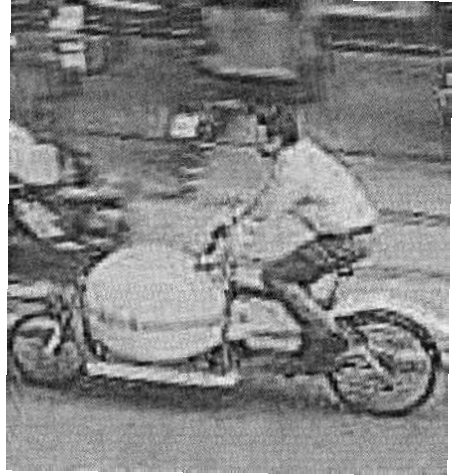
Supplied by Mike Letten

I suppose it gives a whole new meaning to the fertility cycle. The latest addition to the velocipede-thronged streets of Copenhagen is a 9ft long bike shaped like a sperm.

Equipped with a special cooling compartment in its “head”, it is used by the leading Nordic Cryobank sperm bank to carry the stuff to local fertility clinics” in a carbon dioxide friendly way”

The Sperm Bullet is just the latest variation on a growing number of “cargo bikes” in a city where thanks to cycle lanes and good public transport, less than half the population uses a car. Dubbed “Copenhagen SUVs “, they are widely pressed into service to cart about shopping and children – a quarter of all families with two young children have one – while others deliver newspapers, crepes and even furniture and cocktails.

The new addition adorned with a slogan urging men to donate sperm – has its ironic side, since studies



have suggested that those who cycle frequently are more likely both to become impotent and to have lower sperm counts (its to do with pressure from the saddle). But Peter Bower, the Bank’s CEO, is not bothered: he pedals away making the deliveries himself, noting not surprisingly, that he is often stopped by passers-by. Grist, a Seattle based green web magazine, hails the bike as “the best sperm delivery system ever”, but one of its readers begs to differ, explaining: “Myself, I’m partial to the old fashioned arrangement”.



Articles

BUSY DOING **NOTHING**

By Johnny Read

Have you ever tried to have a day doing precisely that, nothing. I have found out it is almost impossible. Sounds great, but only in theory. As you all know I have had a couple of set backs this last couple of years, and I will say one thing about all the medical people that dealt with me, they knew I was an active person, and that I wanted to remain as active as possible. Each and every one of them from consultants down to most junior nurse told me to keep going. Do not stop what you enjoy doing was the advice, carry on for as long as you can, it can do you no harm at all.

However there were warnings, the main two seemed to be, carry until you are tired, NOT until you are exhausted, and the second piece of advice, pace yourself, if you have one hard day, take the next day off, do not do anything. Again fine in theory.

On the last folders ride I found it very hard, I had not been out since April and found it quite a strug-

gle although, as always very enjoyable at the same time. I decided the next day I would do just that NOTHING.

I was just finishing breakfast and looking out the window, I noticed the birds water was nearly gone, so went out to replenish it. Whilst there I thought I had just as well top up the bird feeders with seed to try and encourage a few more feathered friends beside fat noisy pigeons. For this job I use a small stepladder that hangs from two hooks by the washing machine. I have never been happy with its location, and as once again I had difficulty getting to them, I would re locate same.

This involved getting out the drill, extension etc. so I got all this ready found another place for the steps, and started to drill holes for the hooks. I found I had chosen a very hard section of wall and had to use the hammer drill. This promptly broke, leaving half the drill in the wall. It took forever to get the blasted thing out and then I found I had not got another masonry drill that size.



Articles

I needed to get to the hardware shop, it would be quicker by bike. It was at this point I found I had a rear wheel puncture and so it went on. It was lunchtime before I even got back to the drilling again.

Today I was definitely going to do NOTHING, absolutely **NOTH-**

ING. As I sat staring at the calendar, I suddenly realised there was only two days go to the newsletter deadline, so here I am again writing this and guess what the cartridge has just run out, now wheres me bike !!! JR.

OK then all you observant cyclist where can you find the **Stegosauros**

Answers on a postcard to Ed



Adventures

A short Easter tour - Cycle West Anne and Ken

A spring cycle tour near home is a great way to start the summer. On 22nd April 2011 we cycled from our front door in Weymouth to Plymouth via the lovely country lanes of Dorset and Devon. We crossed the Channel to Roscoff and rode to equally lovely places on our way to St Malo, returning home to Weymouth on 3rd May 2011.

This was accomplished on Bromptons. The stoker's is affectionately called Nanny and has electric assistance.

Replete with hot cross buns we made a leisurely roll out at 10am. It is so nice to start a tour cycling from our front door with no need for the inevitable rush for ferry or train.

We pedalled off down the Rodwell Trail in warm sunshine and were soon out of Weymouth. Peace descended as usual immediately we turned left into Watery Lane at Upwey. The daffodils were still dotting the hedgerows and the early bluebells were in profusion.

The next day from Raymonds Hill near Axminster we continued on one of those magnificent ridge roads.

Without any significant hills we had lovely views on the bright sunny morning over green fields and woodland.



This easy ride soon changed with a massive descent and then a climb out of Sidmouth. Unsurprisingly Nanny's battery decided to expire. We had a pleasant descent into the village of Otterton and stopped at the village pub for a late lunch, charging the battery for an hour.

The 16.40 Exmouth to Starcross ferry is the last of the day at this time of the year and was very full with at least a dozen bicycles. It was a very pleasant 20 minute crossing in the sunshine. At Starcross we copped out and caught the train to Newton Abbot.

From Newton Abbot we were soon plunged into a maze of lovely country lanes. The verges were covered in spring flowers and the wooded areas carpeted with bluebells.



Adventures

As we descended into the Dart Valley towards Staverton we heard the unmistakable whistle of a steam train in the distance. The train stopped briefly in the station with the engine above and right beside us. The fireman was working hard stoking the boiler as it pulled out on its way to Totnes.

We continued our ride, crossing the Dart and onwards into Plymouth for our overnight ferry, a magic carpet into a nicely French Roscoff.

After some brief photos on the sea front we made our way out of Roscoff and were soon into the country lanes. Roscoff has a marked cycle route, the V7, going south which was easy to follow. There were frequent views of the rocky coast as we progressed on the rolling road through onion fields. It was market day at Saint-Pol-de-Léon with the usual col-

ourful stalls of a French street market taking up most of the town centre. We walked our bikes through. Morlaix with its picturesque bridge across the town centre above the old merchants' houses and the port was our lunch stop.

Our hotel at Diben was situated at the head of a deep bay with views of the sea from the dining room. An excellent cuisine with basic two star comfort was provided. It is so nice to see that this style of traditional hotel still exists in France.

By lunch time next day we had reached the point where we had to go inland to Lannion. During the last two days we had explored the coast from Roscoff to Saint Michel en Grève. It has been a great ride with little traffic and beautiful scenery and is highly recommended. In contrast the road to Lannion is both narrow and busy but for those going north there is no easy alternative.

At Ploumanach we visited the lovely sculpture park. Further along the road we came to the Temple de Lanleff which reminded us of Sandfoot Castle. Then we confronted our mortality, viewing the "Danse Macabre" frescos at the Chappelle de Kermaria.



Adventures

For our day off in St Quay Portrieux we had time to walk along the coast in both directions and explore the modern port and yacht harbour.

Next day at Plénuef-Val-André, it was quite a shock for the management to find that our hotel was not located at the end of his GPS route. The stoker pointed out that this was not surprising as the hotel was in fact at Les Sables d'Or les Pins, 15km further down the road.



It took a couple of beers in a pleasant bar for the management to adjust to his error. We put Nanny's battery on charge and unpacked the computer. We let MapSource devise a route to the hotel with its "bicycle" options which was then downloaded to the GPS. With us and the battery charged we continued on our way.

From Les Sables d'Or les Pins we now had a pleasant and easy ride into St Malo. It was however raining steadily when we awoke, which was a shock after all that sunshine. After the rain stopped our afternoon ride took us through the polders of Ploubalay and St Briac sur Mer, on tiny lanes. We arrived at Dinard for the St Malo ferry. From the ferry there are stunning views of St Malo to the north and the Barrage de Rance to the south.

On the final day our hotel offered us a very nice leisurely breakfast but all too soon we were checking in to travel by Condor home to Weymouth.

By coincidence much of the route which we followed is part of the Cycle West project. Cycle West is a three year Franco-British partnership project, supported by the INTERREG IVA European programme. It brings together 17 partners from South West England (Cornwall, Devon and Dorset), Brittany and Normandy. Its aims are to develop and promote cycle tourism across the whole of its partnership area.

See more, including the route, videos and photos, on www.akweb.org.uk/cyclewest



Members Information and Club Notes

Club Riding: The Club tends to ride as a group, except on Wednesdays. The Runs Leader is responsible for keeping the group together, and setting a pace commensurate with the ability of the riders. If you prefer to ride at your own pace, meet up with the Club at Coffee or lunch. If you seek a companion to suit your pace, please contact the Runs Secretary.

Lunch: If you prefer to take your own food, please do not eat it on Pub premises. This annoys landlords, and gives cyclists a bad name.

Club Jersey: (Yellow with Blue details) Order direct via Impsport on 01522 500505. Bulk orders may attract discount, so ask around – others may be interested.

Audax Events: The Wessex events are listed inside the front cover. To join AUDAX, and obtain the national calendar, contact Mike Wigley, Higher Grange Farm, Millcroft Lane, Delph, OL3 5UX

AUK@highergrangefarm.fsnet.co.uk

Advice on Accidents. Stay calm, and Do Not admit liability. Obtain names and addresses of as many witnesses as possible at the time. List all injuries, and keep a diary of how they progress, and all treatment received. Some injuries may not be immediately apparent. Contact the CTC legal Dept. ASAP.

Next Committee Meeting.

Deadline for next Newsletter: 9th September 2011

Please send Newsletter items to John Hartley, Foxhills, Cerne Abbas Dorset DT2 7TS e-mail johnincerne@onetel.com

Newsletter Subs - Please forward to Bruce Painting (see Runs List for Address) make cheques payable (£10 for three years) to CTC West Dorset section

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