

LETTERS

This month Talking Cycle, the Esbjerg-Harwich ferry, reckless cyclists, wider tyres, German cycling, and how not to spook a horse



TALKING CYCLE

THE TALKING EDITION of Cycle is going from strength to strength, catering not only for blind and partially-sighted members but also anyone who has a problem reading the print edition. Until now, we've sent the audio recordings by post to those members requesting them. Now they're being made available on the internet for any CTC member to listen to. This service is experimental to start with.

To listen to the audio recordings, you need to be logged into the CTC website. (If you haven't yet registered, you'll need your membership number to set this up. Thereafter you'll need only your user name and password.) The audio files are on the same page as the online version of the magazine: Home > Publications > Cycle magazine. To go directly to the files for the August/September issue, visit bit.ly/ctcaudio-augsep – not forgetting to log in, as you won't be able to see the files otherwise.

We have an excellent team of volunteers preparing the recordings, but do have a shortage of women readers. If you have an adequate microphone and a computer and could help, please email cycle@rowlandsoftware.com.

On a sadder note, we learned that David Slater, who ran the talking edition of Cycle with his wife Wyn for over 25 years, passed away on 3rd July 2015. David and Wyn were awarded a CTC Certificate of Merit in 2014.

— **Andrew Rowland**



WIND BREAK

Josie Dew's children would be very late for school if her tour (Aug/Sep issue) had been this year. After 140 years, DFDS closed their route between Harwich and Esbjerg in September 2014. The final straw was an EU directive reducing sulphur dioxide emissions from ships from 1 January 2015. DFDS quoted a £2m per year increase in the cost of the ferry route.

The alternative to the Esbjerg ferry is a 500-mile detour via Hook of Holland. Our next trip to Denmark will be by 'plane without our bikes, unless Regina Line get their Harwich-Esbjerg service up and running. They had promised to start this summer but that's been put back to Easter 2016.

— **Mike Keeble**

BAD CYCLISTS

In last month's letters, Roger Morsley-Smith had a grumble about inattentive cyclists, and your editorial appendage to his letter rather suggested that the focus of our wrath should be on drivers rather than riders. Be a little more open minded. We should keep up the pressure on motorists, but Roger is right. Adrenal and over-assertive cycling seems rather too common in our cities. Cyclist aggression and rudeness towards

GET IN TOUCH

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pedestrians and drivers works against our desire to be treated with respect.

I have been knocked off my bike twice this year, by a car and a bus, so I fully agree that there is a long way to go in changing attitudes towards us, but the CTC editorial comment made me think that you only printed Roger's letter so that you could tear his comment to shreds.

— **Ian Abell**

WIDER = SLOWER?

Richard Hallett states (June/July 2015) that the main advantages of 42mm wide 650B tyres over a 700x32C are 'ride comfort and rolling resistance'. Ride comfort, maybe, but a wider tyre must have more rolling resistance rather than less due to the increase of tread on the road. I've found no scientific study to prove this, but if one wheel has x rolling resistance, then two will have 2x etc, as a result of the greater tyre area on the road. This remark could mislead quite a number of cyclists and lead to them choosing wider tyres than is appropriate.

— **Tom Canham**

Other things being equal, a wider tyre doesn't have more



» *rolling resistance than a narrow one. We'll explore this more in an article on tyre sizes and pressures early next year.*

A FERRY GOOD IDEA

I have just returned from a tour in France. Living in Northern Ireland, I took the ferry from Dublin to Holyhead, then trains to Southampton, and then a ferry from Newhaven to Dieppe. This was done with a Sea-Rail ticket issued by Irish Ferries. It covered my travel completely between Dublin and Southampton.

This has always been available in the past, but when I have done it, there has always been the impossibility of booking cycle reservations for the rail sections. Rail companies always told me they could only deal with cycle reservations if they actually book the tickets.

But this is no longer the case. The Sea-Rail ticket allows all reasonable scheduling from the arrival ferry port to the eventual destination. Thus I was able to choose the routes and



time schedules that were most convenient for me and my bike – avoiding Birmingham New Street, for instance.

— **Bob Zeller**

BETTER ON THE KONTINENT

I was interested to read your comments about the Netherlands (last issue), but the Dutch aren't the only people to be cycle friendly. I first realised that conditions for cycling were far better in Germany than they were here in 1957. Although we have a long way to go just to catch up, we have dragged our feet and we don't seem to be able to produce engineers capable of designing



cycle-friendly environments. I have cycled in 14 different countries abroad but never ever come across anything like your example of a badly designed cycle lane on page 7.

Cycle touring is the most popular leisure activity in Germany, and because the facilities are so good it generates considerable boost to the tourism industry. This photo (above) says it all when it comes to touring cycling: it is of a display in a bookshop in Germany of maps and booklets of cycle routes.

— **Ted Prangnell**

HORSE SENSE

I ride in a rural area and also work in a Minor Injuries Unit, so get to chat to a lot of horse riders. The over-arching theme from them is that horses get spooked by bicycles because they are quiet and the horse simply does not hear them approaching.

Your strategy of greeting the rider and awaiting their instructions to pass can be further improved by talking gently and continuously on the approach and while passing. It gives the horse reassurance that you have not just appeared out of thin air! It's also a good time to exchange pleasantries with the horse rider and encourage general bonhomie. Failing that, any old babble will do as long as the horse likes it!

— **Peter James**



Photo: Colin (Flickr Creative Commons)

Obituaries

► Edmund Bernard Buttrey: 1923-2015

Died 3/4/15 aged 91. Bernard was a lifelong member of CTC, the VTTA, and Bramley Wheelers, and a member of Bygone Bikes, Autumn Tints, and the Cape Wrath Fellowship. His HNC in mechanical engineering, together with his model engineering skills, meant he was an expert bicycle tinkerer. He died weeks after his wife of 65 years, Elsie — *SK Dunning*

► Edith Cooper: 1908-2015

Died peacefully 7/4/15, aged 106. She rode with the Coventry Section in the 1920s to '40s and enjoyed cycle camping. In later years, living in California with son Tony, she was unable to cycle but still read *Cycle* and enjoyed watching *Le Tour* on TV. She used a stationary bicycle to relive her happy hours of cycling the roads of Britain. — *Tony Cooper*

► Brian Traynor: 1936-2015

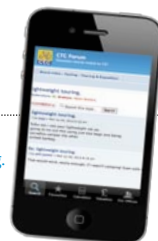
Died of a heart attack while riding with the club in June. Brian was a strong man in every sense of the word. He bore the illness and death of his wife Eileen heroically. He was strong on the bike and even at 79 could ride many clubmates off his wheel – except he'd never drop anyone. He was that kind of person: loving, caring and strong. — *Malcolm Adams*

► Roy Pruddah: 1932-2015

Roy joined CTC as a life member in his teens when was given the choice – golf clubs or bike. After his first outing with the West Kent DA, he was hooked: Sundays and cycling went hand in hand, never to be missed (family gatherings took second place!). His special interests were photographic competitions and film shows. — *Carol Pruddah*

Join the conversation

Get immediate feedback from other CTC members on the CTC forum: forum.ctc.org.uk. Here's an abridged extract from one popular thread before *Cycle went to press* (see bit.ly/ctc-mappingformnumbskulls)



MAPPING FOR NUMBSKULLS

fausto copy: I am totally confused about this GPS lark. I'm currently using a steam-driven PC and a basic Nokia phone but have been thinking of buying a GPS or smartphone.

robgul: I would avoid the iPhone route (battery hungry and not weatherproof) or the Memory Map GPS gadgets (reputed to be battery hungry). The Garmin Edge Touring is pretty simple. I just used mine for a five-country tour in Europe.

Norman H: A handheld GPS would solve your problem but for cycling they don't play well with OS 50K mapping because of the restricted screen size. Imagine viewing your paper map through a screen-sized mask.

Psamathe: One advantage of a smartphone is that you have a wide selection of software packages and mapping. Plus, you carry a single device for a number of functions (emergency phone, mapping device, etc). There are plenty of

waterproof cases available.

davegtt: I'd recommend a good tablet. It sits nicely in the waterproof map section on the top of your handlebar bag.

nez dans le guidon: I have a Garmin Dakota GPS, which I've more or less stopped using. It was hopeless trying to read maps on it. I still have my paper maps and now use a Garmin 510 to record rides. Maybe it could be configured to give directions; I haven't tried. But it may be that printed maps are fighting back.



Letters are edited for space (if above 150 words), clarity and, if necessary, legality. Please note that if you have specific complaint or query about CTC policy, you should address it to your CTC Councillor or relevant national office staff member. Letters & emails for the Dec/Jan issue must arrive by 30 October. Write to: cycleletters@ctc.org.uk or **Cycle Letters, PO Box 313, Scarborough, YO12 6WZ**



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