

Letters

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This month: Wild camping, 100-year-old inventions, priority for cyclists and cyclepaths, **chapeau to Cycletopia**, disability cycling, a digital Cycle, phoning while cycling, and a custom-built tourer

Wild camping correction

I was surprised to read the following statement on page 37 of the Oct/Nov edition of Cycle: 'wild camping is still permitted in Open Access areas of all National Parks across the UK.' Is the statement correct? We have many open access areas within the South Downs National Park and I had always understood that there was no right to camp. If it's wrong, can you please print a correction in a very prominent place in the next edition of Cycle?

DAVID ALLAN

It's not correct and I apologise for the error. Here is John Fern, Head of Communications for the Peak District National Park Authority: 'Wild camping



is only allowed anywhere in the national park with the permission of the landowner, whether it is on open access land or not. There is no automatic right to wild camp in national parks.'

Editor



What's old is new

What goes around, comes around. Chris Juden reports that the Americans are re-inventing 100-year-old frame bags (Salsa Fargo review) and then, a few pages on, I notice that the Tern Verge Duo has a tyre pump integrated into the seat tube. This isn't a new idea either, as the attached photo of an early 20th century bike clearly shows.

This is one of many fascinating exhibits in a privately owned and financed 'Musee du Velo' in Burgundy, which is situated right on the Voie Verte (Green Route), a 65km beautifully-surfaced old railway line running from Givry to Charnay-les-Mâcon.

The route passes through vineyards and several picturesque old towns, including the notable cathedral town of Cluny in an area often overlooked by tourists. The

resultant traffic-free roads are a delight for cyclists.

Jim Boydell

Priority for cyclists

Mike Martin makes an excellent point about the comparative absence of legal protection for cyclists in the UK (Letters, Oct/Nov). A couple of years ago, Radio 4 invited listeners to submit a single simple piece of legislation that it would be good to see enacted. I suggested amending the laws concerning official marked cycle paths to give cyclists the same right of precedence on them that pedestrians have enjoyed for years on zebra crossings, i.e. vehicle drivers 'shall accord precedence to any such pedestrian'. I think this means that any driver who hits a pedestrian on a zebra crossing is automatically deemed to be at fault. It also means parking on a zebra crossing is illegal.

Dick Wolff

There are two simple improvements to road design that would help cyclists and pedestrians immensely. Where cycle or footpaths cross main roads, the road should be marked – say, yellow hatch – so that vehicles don't block the crossing when queuing. It's so frustrating to see the 'green bike' light, but not be able to cross because the road is blocked.

Another idea is from Spanish cities: where cycle or footpaths cross a busy side road, a flashing yellow light is used to protect the path so that traffic turning into the side road has to give way. These might not be Cycletopia, but they're a start.

John Henderson

Building Cycletopia

As a National Standards Instructor working in local schools, I was delighted to read the recent Cycletopia article and wish you



success in your campaign. The article should be forwarded to all MPs and local councillors in an effort to get the leadership we need for these laudable aims. So often parents tell me that they are nervous about allowing their children to ride because of the lack of consideration for more vulnerable road users by drivers. I realise that this cycle-friendly world may be some years away, but we need to start somewhere!

John Holiday



Handcycling solutions

It was great to see the finally-arrived reviews of handcycling in the October/November issue. The off-road machines are quite amazing and open up many possibilities. Nevertheless, I was rather disappointed that the excellent article on more ordinary, everyday handcycling was relegated to the website. I use my handcycle to get into and around town. Most importantly, it gives me access to the countryside, but in a low-key, relaxed kind of way.

As a disabled cyclist, I also ride a single trike with electric assist, and as stoker on a Longstaff tandem tricycle. (Which we have, in the past, transported inside a Volkswagen T4; now we tow it on a small trailer based on one used for a jet ski.)

With my husband, I have just started a website to publicise our experience of 'cycling otherwise' (www.cyclingotherwise.co.uk) and the many opportunities that are now open to cyclists with disabilities.

Katherine Cuthbert

Going digital

Congratulations on moving over to communicating more via email and web. I emailed recently to suggest that you could also do an iPad version of the magazine (as many

newspapers and magazines now offer). It really is the best cycling magazine and would flourish if we could have it in this format too.

Also, can I ask when you will move your competitions over to the web? Case in point: the one in this month's magazine on p14 with Le Col. Isn't it time you had these available via a simple weblink as well?

Ian Brown

Hold the phone

I was surprised and disappointed with your response to correspondent Colin Clapshoe. Your statement that 'using a mobile phone while cycling is not illegal' sends the wrong message to your readers. Surely this is not behaviour that CTC should be condoning. Trying to navigate our busy roads with one hand on the handlebars whilst being potentially distracted is dangerous not just for the cyclist, but for pedestrians and other road users.

Using a mobile phone is illegal for other road users, and ought to be for cyclists as well. If you really had the safety of cyclists at heart, then you would be lobbying the government to ban the practice, rather than giving it your tacit approval.

Peter Welch

I didn't mean to imply approval, Peter. It could be argued, with some justification, that mobile phone use while cycling constitutes cycling without due care and attention. But it is not specifically proscribed by law. That's all I was saying. Editor

Versatile tourer

I enjoyed the Salsa Fargo article by Chris Juden in the latest issue. Two years ago, I had a custom touring bike made by Waterford in the USA, where I live. It's designed for expedition cycling. It has S&S couplings and was built to take either 26-inch or 700C wheels.

Jagdish Mistry



Obituaries

▶ Albert Winstanley

Albert died in his sleep on 17 March, just short of his 96th birthday. He was a very keen rough-stuff cyclist and one of the first members of the Rough Stuff Fellowship. He wrote books about his travels and was a regular writer in *Cycling Weekly*. He loved to cycle (he never owned a car), to write, and play the piano, though arthritis prevented these things in the last 2-3 years. I first met Albert on a rough track in Wales; he later suggested I join the RSF. Over the course of 50 years, I rode a lot of rough routes with Albert and others, mostly using Youth Hostels. **Pat Matthews**

▶ Alan Leng

Alan joined CTC as National Secretary in January 1981 at the age of 33 and had been a Club member for 17 years, or in his words 'for as long as I can remember', being a member for half his life before he joined us. His massive contribution to cycling and CTC were greatly appreciated. He left to join the Mary Rose Trust in November 1989. Alan sadly passed away on the 14 August and will be greatly missed.

▶ Eve Rowntree

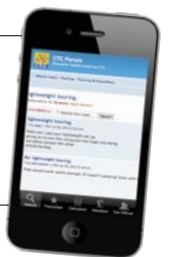
Died at home in New Earswick, age 95, on 13 June. Eve was an honorary CTC member. She was closely involved with the CTC York Rally for many years, and her husband Peter (of the confectionery family) was President of the Rally. Eve and Peter were very active in YHA. In the 50s, they were prominent in the York, Scarborough and Hull sub-region, and Eve was later chair of the Yorkshire Region, leading its management team and developing the region, which included setting up Thixendale Hostel. **Ron Healey & Brian Witty**

▶ Tommy Godwin: 5/11/1920-3/11/2012

Died aged 91. Tommy began his cycling career on a grocer's delivery bike and became interested in racing due to the 1936 Olympics. He worked for BSA over the war years, and later ran a bike shop in Kings Heath, Birmingham. An amateur racer, he was selected to ride the team pursuit and 1km time trial only days before the games. He won bronze medals in both events. Tommy became Britain's first paid national cycling coach in 1964, and he trained a generation of track riders, including Graham Webb and Mick Bennett. He was an ambassador for the London 2012 Olympics.

▶ JOIN THE CONVERSATION

Get immediate feedback from other CTC members on the CTC Forum: forum.ctc.org.uk. Here's an extract from just one thread (see <http://tinyurl.com/atkxv7c>).



FLASHING BIKE LIGHTS

simonineaston: My evening leisure run goes along some unlit lanes, and I often meet riders doing the same, so I get a lot of opportunity to review the efficacy of their lights... It seems to me that after dark, flashing lights are hard to pin-point in terms of distance. Has any research been done on this?

DavidT: I can't quote any formal research but I believe that the recognised and accepted understanding is as follows: Flashing lights are better at attracting the attention of the

viewer; Fixed lights are better at allowing the viewer to establish the distance. For that reason, many on here ride with a flashing and fixed light at night.

reohn2: I always have at least one rear light on constant. Others are on flashing modes, unless I'm riding in a group, in which case I only use the constant one.

[XAP]Bob: The flashing mode rear lights make it a bit difficult to judge distance because you don't necessarily get time to focus and monitor motion (which is what gives distance

judgement, along with stereoscopic separation)... But it is picked up by peripheral vision much better (as it simulates motion in that part of the eye)...

James01: I LIKE the idea of drivers having to concentrate because they can't establish how near they are to an upcoming hazard when it has flashing lights. Maybe it'll wake them up a bit and they'll approach with caution.

[XAP]Bob: No, they'll just hit you and say 'but I couldn't tell he was that close'.