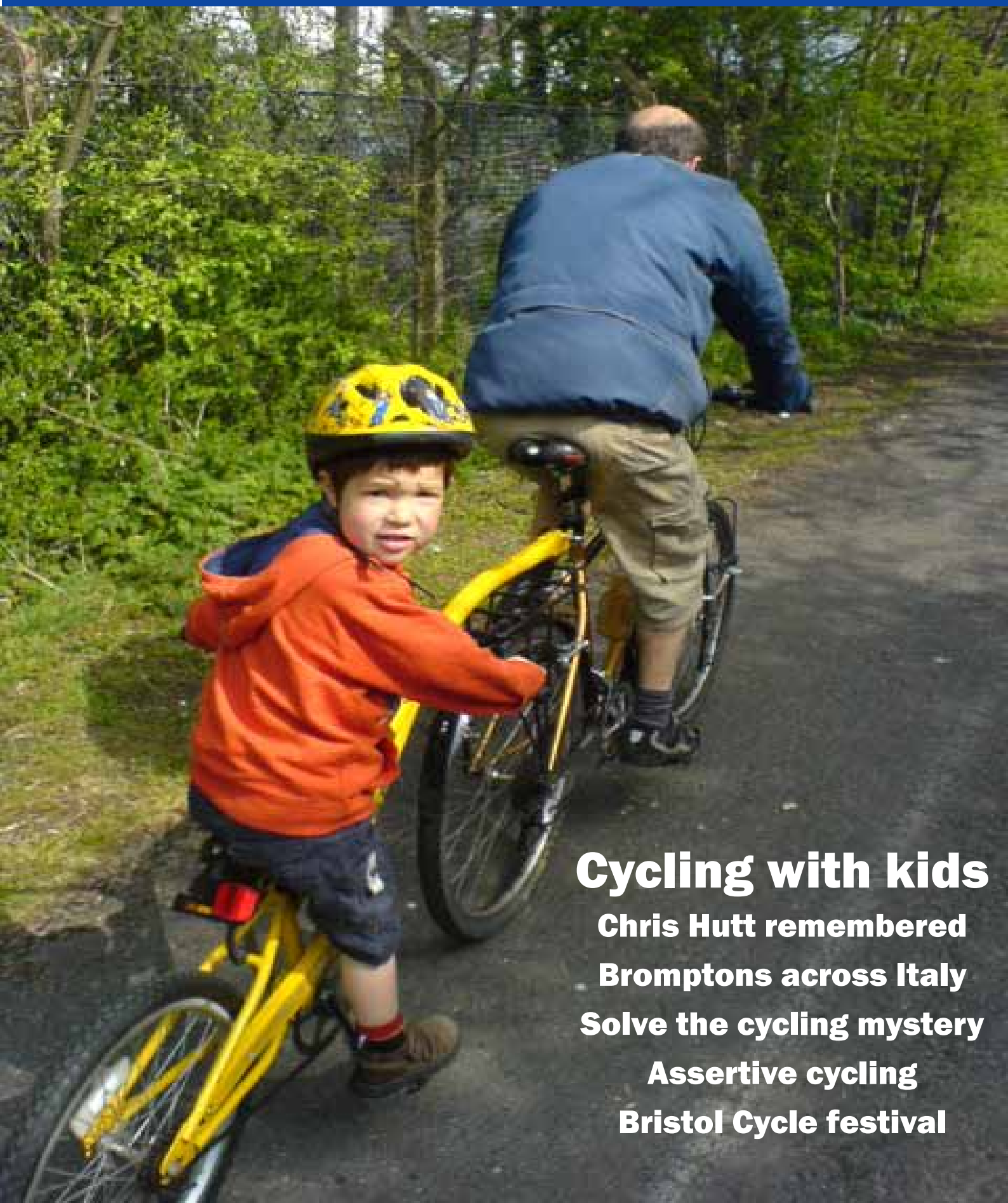


BRISTOL • Cyclist

Newsletter of the Bristol Cycling Campaign

FREE to members £1 where sold

SUMMER 2010
No. 76



Cycling with kids

Chris Hutt remembered

Bromptons across Italy

Solve the cycling mystery

Assertive cycling

Bristol Cycle festival

Bristol Cycling Campaign

is working for saner transport policy for Bristol

Our aims include

- **Priority for cycling in transport infrastructure**
 - **The positive promotion of cycling**
 - **20mph for Bristol**
 - **A car-free Bristol centre**

Useful Contacts

Problems with Bristol's traffic-free greenways

Bristol & Bath Railway Path 0117 922-3719
Ashton Pill Path 0117 903-6822
Malago Greenway 0117 922-2100 option 3

Problems on the highway 0117 922-2100 Mon-Fri 8.30am-8.00pm.

Helpful line with various options for reporting problems
3 with road surfaces & on shared pavements
4 street-lighting

5 broken glass and burnt-out cars. They now have a quick response policy to broken glass.

Parking hotline – 0117 903 8070 to report illegal parking on yellow line(s) &/or adjacent pavement when parking is banned

Smoky diesels (National no) 0870-6060-440 option 6
Traffic light problems 0800-854-229

Police 0117 927-7777 for all departments. Use this line to complain

about speeding, pavement parking etc.

Redfield Beat Police for Bristol end of Railway Path 0117 945-5727

South Gloucestershire Council "Streetcare" 01454-868000

Environmental Transport Association To claim discount: Quote Ref number 1506 1999 and your BCC membership number

Potholes in roads: fillthathole.org.uk

Shops giving discount to BCyC members

- Bike**, Queens Ave, Clifton.....10%
ZeroG
Unit 6, Willow Centre, Downend.....10%
12-14 Park Street, off College Green.....10%
11-12 North St, Bedminster.....10%
Harvey's, Henleaze Road, Henleaze.....10%
Jakes' Bikes, 80 Stokes Croft 07920 095198.10%
Kathmandu, Park Street - free Summit Club membership.....10%; certain items..25%
Mud Dock, The Grove, off Queen Square.....10%
Overbury's, Sussex Place, Montpelier.....10%
Pembury Cycles
Highridge Road, Bishopsworth.....10%v
41 Gloucester Rd, Bishopston.....10%
(parts and accessories only)
Strada, 236 North Street, Bedminster.....10%
Psyclerwx, Abbotsford Rd, Redland..... 10%

Other cycling groups in the Bristol area

- CTC**
www.ctcwest.org.uk/bristol
- Cyclebag East**
www.digitalbristol.org/members/cyclebag/intro.html
- Avon Outdoor Activities Club**
(summer rides only) www.aoac.co.uk/
- Mountain Biking**
www.bristolmountainbikeclub.com & www.bristolmtb.co.uk
- Bath cycling & walking groups:**
"Recycle Your Sundays" bike rides hazelpennington@waitrose.com

Calling all missing members!

We're still trying to update our email database of member's email addresses.

If you haven't already done so, please do let us have your email address, which will enable you to receive our weekly e-newsletter and important updates. If you don't want to receive the e-news, just let us know - it's still very useful for us to have your email address.

Send your address to:

membership@bristolcyclingcampaign.org.uk

Members meetings

Thu 5 Aug *Summer Bike Ride*

Meet at the Cornubia 19.30 for 20.00 then ride the long way round to the Watershed, to enjoy the opening night of the Cyclescreen Film Festival and talk about how the summer has been going and where the Campaign goes next.

Thu 2 Sep *Tim Wye*

The new director of Life Cycle UK will be talking about his vision for Bristol's main cycling promotion charity.

Thu 7 Oct "Beauty and the Bike - It's the infrastructure stupid!" 55 minute documentary film presented by Veronica Pollard investigating why British teenage girls stop cycling when their counterparts in Germany are happy to continue. Followed by a debate chaired by Martin McDonnell: is it just about infrastructure or is there something more?

Meetings are at 8pm at the Cornubia pub - see back pages for details

Postal problems?

We have been receiving reports that members have had to pick their magazine up from the post office due to inadequate postage having been paid.

This shouldn't be happening! The weight and dimensions of the folded magazines is well within the range permitted for second class postage.

So if it happens to you, please do let us know by writing to or emailing the editor. We will be happy to refund any extra postage you may have had to pay - please contact the treasurer (see back of magazine for contact details).

Have you visited our website recently?

The site is now being updated more regularly with loads of interesting stuff – it's more colourful, has new rides, meetings and members pages. All this is in preparation for a complete relaunch later in the year with a brand spanking new look and even more great features.

If you have any suggestions for the website or any things you'd like to see up there, please let the webmaster know:
website@bristolcyclingcampaign.org.uk

Drop-in evening bike workshops

Jake's Bikes are running new "fix your own bike" drop-in sessions designed for people who already do a bit of work on their own bike, but perhaps don't have the space or tools to do it all at home. The sessions take place every Thursday evening from 6:00 to 8:30 and cost £5 per person. For this you get the use of professional tools and workstands, a helping hand from other attendees and from staff, and easy access to more new and used components than you can possibly imagine!



At present the sessions are open to all, but if they become popular they may have to limit numbers, so to avoid disappointment please check their website before you turn up.

Lifecycle UK are also running 'Bike Kitchens' at the Park in Knowle West on Monday evenings from 6-8.30pm throughout the summer until September 6. These drop-in bike maintenance workshops are free of charge and open to all - just turn up with your bike. You can use all the tools you want and need only pay for any spare parts that you use.

Contact: Jakes Bikes, Hamilton House, 80 Stokes Croft, 07920 095198 jakesbikes.co.uk/content/fyob.php
The Park, Daventry Road, BS4 1DQ, 0117 9039770



Designed by Car Busters in Prague (www.carbusters.org) we distribute these and use the slogan as part of our membership of the World-Car-Free-Network. This long thin sticker (approx 10 inches long) fits along your top-bar or similar part of your bike. Shows that you're "not part of the problem but part of the solution"! Cost just 50p each or three-for-a-pound. Available at meetings, our stalls, or through the post with a 2nd class stamp. FFI contact info@bristolcyclingcampaign.org.uk

Help solve cycling's greatest mystery!

How many times have people said to you 'I'd like to cycle, but I'm too scared of traffic'?

Not many people know that most serious injuries sustained by cyclists don't involve cars or even any other road user. People just fall off their bikes!

But, oddly, we don't have much idea why.

Now NHS Bristol, working in partnership with Greater Bristol's Cycling City team and the West of England Road Safety Partnership, is urging cyclists to help find out more about what causes 'non-collision cycling incidents'.

Non-collision injuries do not involve collisions with lampposts, trees or other 'fixed and stationary objects', other cyclists, or pedestrians.

The vast majority of non-collision incidents are mere inconveniences that may not lead to injury at all, but in England last year, 8,540 cyclists were admitted to a hospital bed in an emergency following a non-collision incident – more than four times more than all those knocked off their bikes by cars, pick up trucks, vans lorries and buses (<http://www.hesonline.nhs.uk/>).

Non-collision incidents are probably caused by all sorts of things: slipping on ice, hitting potholes, bad bike maintenance, getting clothing caught, doing tricks and even riding under the influence of alcohol are all possible causes.

But because the police are rarely involved, we know little about the pattern of incidents and injuries that result. However, since they do not involve anybody else, the cyclist is more in control of the events that lead to these incidents. If we can raise awareness of the biggest causes, we can reduce the numbers of injuries.

Clr Jon Rogers, former Bristol City Council Executive Member

for Cycling City said:

"By giving cyclists the knowledge to keep themselves on the road, we hope to encourage more people out onto their bikes."

Have you had a 'non-collision incident' on your bike?
Log onto <http://www.betterbybike.info/non-collision-incidents> and tell NHS Bristol more about it - no matter how trivial or serious

"It's interesting that the biggest hazards cyclists face appears to be, more or less, under our own influence, as I know all too well after slipping on wet leaves last year and breaking my collar

bone."

"By carrying out this survey into the causes of non-collision incidents, we hope to help people avoid the irritating incidents that can sometimes result in serious injury."

NHS organisations and their partners are working to reduce emergency admissions to hospital, and need to understand the causes of non-collision injuries so that appropriate safety messages can be integrated with publicity promoting the many health benefits of activity such as cycling and walking.

This project is part of Cycling City's plans to get more people cycling, more safely and more often in Bristol and South Gloucestershire.

All figures quoted in this article are from Hospital Episode Statistics produced by the NHS from records supplied by Hospital Trusts in England. Causes of admissions are coded according to the International Classification of Diseases 10, which includes 49 transport accident and collision codes.

Non-collision injuries to cyclists resulting in 9,584 people needing to be admitted to a hospital bed in England during 2007/08. In 2007/08, 8,666 of the 9,584 admissions (90%) of admissions were emergency admissions.

Admission to hospital is different from attendance at an emergency department where typically people are treated as an outpatient. Only people with the most serious circumstances are admitted. We do not have any reliable figures about the numbers treated in Emergency Departments as a result of non-collision cycling incidents.

Road collisions that are attended by a police officer are recorded in the STATS19 database. Non-collision cycling injuries are very unlikely to appear in this database.

The average age of all non-collision cycling admissions is currently 25 years

Non-collision injuries are not subject to the 'safety-in-numbers' phenomenon (Jacobsen, 2003) that has been observed to result in reduction in injury rate due to collision between cyclists and other vehicles as the numbers of cyclists increase.



Real life non-collision incidents

"My crank broke. It was more of a surprise than anything – I thought the gear had slipped, but when I looked down and saw bits of my old bike in the road I realised what had happened. I wasn't hurt badly - just scratched, but I was lucky not to have gashed my leg badly".

"Silly thing really – I was getting ready to go from a bike 'hoop' set into paving slabs, under a tree. The slabs were damp and the front wheel skidded away from me. I kept my balance, but only just".

"When I was really little I thought "what happens if I just yank the handlebar round as hard as I can". So I tried it. I crashed. I can't remember any injury though".

Rob, Bristol.

"During a cold snap and while riding my bicycle in Bath at the beginning of 2009, I came off my bicycle on a patch of black ice. This happened outside the front of Bath Spa station. As I turned into the station my bicycle slipped away very quickly and I found myself sprawled across my bike. There were no other vehicles involved. The incident was reported to the station staff and during a visit to the bike shop (AVC) behind the station – I discovered I had not been the only cyclist to have slipped on this bit of ice during the last few days.

I visited my GP a few weeks later because my chest was still painful to be told I had probably broken a rib".

Simon, Frome, North Somerset.

"I was cycling in the Alps with my brother. We had taken the bikes up the mountain on a ski lift so we could ride down on the loose gravel trails. We had reached one of the last bends at the bottom, where I'd slowed to about 5mph because there were people walking. Going round the bend, the front wheel slid away and I crashed down, hitting a rock and breaking a rib."

Alex, Berkshire.

Fancy being paid for riding a bike?

Pedal Walla is a new company bringing pedicabs to Bristol as a sustainable, green alternative to the old gas guzzler. They are looking for keen riders to help out.

Contact Tommy at pedalwalla.com

info@pedalwalla.com
01172 30 50 80



World Naked Bike Ride

Bristol's first World Naked Bike Ride went with a swing!



The Bristol World Naked Bike Ride is a protest against oil dependency and is also a promotion of Car Free Sundays in the city centre. It is also (not a little) symbolic of the vulnerability of cyclists and pedestrians in traffic, and a party in the streets!

After a little tension caused when a police misunderstanding threatened to de-nude the ride (and arrest those not complying) just 3 days before, a letter arrived stating that the ride could go on, nude as planned, as long as there weren't any serious complaints. And it

Banksy tour helps raise £380 for Children's Hospices UK

In April, over 30 cyclists took part in a charity cycle ride following a tour of Banksy's artwork across Bristol to raise money for Children's Hospices UK, the national voice for all children's hospices.

Inspired by last summer's Banksy exhibition, the cyclists were treated to a tour which included some of Banksy's most famous street artworks in North Bristol. These included: gorilla with pink mask on Fishponds Road; the green dogs at the Kebele Community Centre (shown right); and the elephant with Polaris missile in St Andrews. The intrepid riders were then rewarded for their efforts with delicious soup and cake, all home made thanks to the gen-



did, with a turn out of about 200.

Clothes flew off and body painting with slogans such as "more ass, less gas", "blooms not fumes", and "does my ass look big in this?" were slapped on as people got ready for Bristol's World Naked Bike Ride.

Terry Miller said 'The response from spectators was warm, friendly & enthusiastic with grins, waves toots, wolf whistles; even waves & brief siren bursts of support from strategically positioned fire engines. Tourists had broad grins and many were diving for their cameras & videos.

'At Baldwin Street one topless lass's pedal fell off & the four of us at the end got left behind. Even that became hilarious - blank face responses from pedestrians to the question "which way did the rest of the naked cyclists go?" Relieved when we caught up with the rest in Nelson Street.

'What an amazing experience! Many many thanks to Sylvie & the Full Moon. When is the next one?!

With thanks to Terry and Bristol Indymedia

erous efforts and talents of Lorraine Palmer from Bishopston. Barbara Gelb, Chief Executive of Children's Hospices UK said "Everyone who turned out for the event seemed to love every minute of it day. What a

brilliant way to raise funds to support the work of all children's hospices. It was great fun and we simply couldn't have done it without the tremendous support of Bristol Cycling Campaign."



Bristol is gearing up for one of the biggest fringe festival the city has ever seen - theatre, tours, choirs, city-wide games, fashion, talks, activism, off-the-grid stages, carnival, food and more - all inspired by the bicycle.

With over 50 events across the city, organized by the great Bristol public September 11-26, Bristol Cycle Festival will showcase the diversity of all things bike. Already more than 30 groups, including cycling clubs, community and arts organisations, schools, companies and enthusiasts are getting involved to create a chain of events that will explore, celebrate and promote cycling Bristol-wide.

A growing coalition of Bristol groups is getting the wheels in motion for the two-week cycling festival. Shambala Festival, Team Rubber, Bristol City Council's Neighbourhood Arts team, Sustrans, Spoke n' Chain and many others have collaborated with Greater Bristol's Cycling City team to plan the festival and now is the time for the rest of Bristol's bike-loving community to get involved.

Get in Gear grants now online

'Get in Gear' grants are now available for individuals and community groups who want to put on their own event within the carnival and festival. Thirty grants of up to £500 will be awarded, and all events will be publicised in the festival program. The deadline for the second round of grants ('the Sweaty Saddle session') is between 14th June and 21 July.

Grant applications are already freewheeling in, including bike monologues, talks and stories, street shows, bike fairs, races and tours, bike workshops, long and short bike rides and on-bike treasure hunts. Cycle Festival organiser Chris Johnson said:

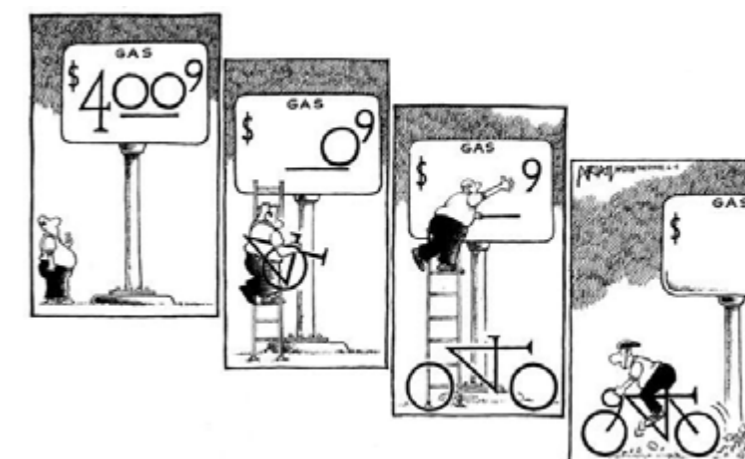
"This festival is all about building on the Bristol's existing diverse cycling culture, linking up all the exciting projects, getting all the cogs moving at the same time and helping people

across Bristol to enjoy pedalling through two-weeks of all things bike and beautiful."

"We started as just a small hub of enthusiasts with an idea but the interest has been phenomenal, and the idea is spinning out in every direction. This is going to be the start of a festival which will be the cycling culture expo for Bristol for years to come."

"We have created the hub - now we need you, the spokes, to make this wheel turn."

Visit bristolcyclefestival.com to download the event planning resource pack and grant pack, read the festival blog, check out the event diary, submit event ideas, contact the festival team and get involved.



Cycle for climate justice in Western Europe

Join the Ecotopia Biketour!

Laura and Moritz of Ecotopia Biketour invite you to join them...

We aren't worried about volcano ash clouds getting in our way: we're going to cycle from North Yorkshire (United Kingdom), via Leeds, Bristol, Caen, Le Havre, Calais, Ostende and Brussels to Cologne (Germany).

Our 1,700 km itinerary is focused around mobilisations for climate justice and will take us more than two months: from 25 June until August 31 2010.

The Ecotopia Biketour is not just any roadtrip of simple pedal power through picturesque panoramas, it's full of environmental campaigning and actions too.

We will participate in campaigns at places we pass: supporting front-line communities in reclaiming their land against polluting industries; debunking nuclear power myths; taking direct action against the oil and coal industries; highlighting alternatives to highway expansions; supporting the transition to carfree cities; at the same time as organising ourselves the way we wish to see global issues dealt with.

Each week there will be workshops, discussions and (without doubt) fun & games. Some of the biggest

stops will be at the Towards Carfree Cities Conference at the end of June, the French climate camp in July and the German climate camp in August. All along the route we hope to meet, stay with and learn from local communities who take sustainable development into their own hands: home-made, home grown, permaculture, renewables, recycling, preservation of natural reserves... And there's going to be a whole lot more: the Ecotopia Biketour is whatever we make it.

If you want to join (a part) of the biketour, you can register at ecotopiabiketour.net.

CYCLING WITH CHILDREN

Do you have young children? Like to take them out on the bike, but not sure how to start?

William Baker shares his experiences of cycling with his young son

Bristol Cycle Campaign's vision is of a city in which cycling, walking and public transport are the main ways by which we travel. Cars will have their place but at a far reduced and sustainable level. But if cycling is to become a mainstream method of transport, we have to start young. Many children would like to cycle. It's egalitarian, it's cheap, it's healthy and above all its fun. Surveys show that 50 per cent of children say they would like to cycle to school, yet only 2 per cent do.

The Campaign is starting to look at how it can achieve its vision of family and children cycling as a normal, every day way of life. This is not utopian. It is already commonplace in many European cities – 50 per cent of Danish children cycle to school, for example. But we have a long way to go. In the next issue I will look at some of the problems in Bristol but also describe some excellent projects to address them.

In this issue I give some practical advice on how to cycle with children, how to cycle as a family and how to encourage children to cycle independently. Much of it is based on my own experience, having cycled with my son since he was 6 months old.

Babies and toddlers

Child seats provide the easiest way of carrying very small children. You can start using them from about 6-9 months (or once the baby can hold up its head properly) to 4 to 5 years old, depending on weight. It is better to start when the child is young. The baby takes it for granted and happily

accepts it as he or she gets older. You will find the bike easy to handle when the baby is still relatively light. And you should have little trouble adapting to the change in bike handling as the child's weight gradually increases.

Child seats work best with mountain or hybrid type bikes but most bikes will do. Wider lower pressure tyres



also help since they absorb the bumps. Always make sure you strap the child's feet in and the child is wrapped up warm. Reclining child seats are particularly good because young children tend to drop off to sleep almost as soon as you set off on your trip.

Most child seats fit onto the pannier rack which stops you carrying panniers. So fit low rider front panniers for carrying all the baby paraphernalia. Far better than a rucksack on your back. Make sure you build in plenty of breaks for your child to run around during longer rides.

I cycled many miles with my son in a child seat (see picture top right), both for getting around town and for longer rides in the country. Cycling up Cheddar Gorge was one of the tougher challenges – I certainly felt I

deserved the huge cream cake at the top.

Child trailers provide an alternative way of carrying small children and have many advantages over child seats. Many will take two children, as well as shopping and child paraphernalia. They are more comfortable for the child and provide better protection against the weather. Some can convert to prams or even take skis. However, they are harder work for the cyclist, particularly up hills. Fellow Campaign member, Emma, uses her trailer all the time and swears by it, despite the odd disparaging remark from uninformed motorists. (See left)

Pedalling passengers

A 'trailer bike' is in effect a child's bike in which the front wheel is replaced by a long towbar. This is attached to the adult bike either at the seat post or to a special rear pannier rack. Rack-attached trailer bikes are much better, although they cost more. Trailer bikes can be hard work for the cyclist, particularly on longer rides. However, they do allow the child to feel like they are joining in. Trailer bikes are suitable for children aged from about 4 to 9. (See front cover picture).

I rode with my son on a trailer bike many times, including quite a few Campaign Sunday rides (and he still enjoys cycling!). However, our cycling was transformed once he grew tall enough to fit on my tandem (with adaptations). Tandems are certainly the most efficient and sociable method of cycling with young children. However, they are expensive and take up room in your house.

The ideal tandem is the 'kiddy back' version in which the rear seat is scaled to the child from the outset. Alternatively, you can sometimes adapt an adult tandem, for example by fitting kiddy cranks or crank shorteners. Kiddy cranks are a child-sized chainset attached to the tandem chain-ring by an extra chain (see picture below). Crank shorteners are cranks that you bolt onto the adult cranks and bring the pedals about 2 inches closer to the child. This was all I needed for converting my adult tandem so that my 6 year old son could cycle it.

Pedalling independently

Most children can learn to ride a bike between age 3 and 6. The secret of cycling is balance, not pedalling. So start with a 'balance bike' or normal child's bike with the pedals removed. Make sure the seat is low enough for the child to put both feet flat on the ground. Find a gentle slope, stand in front of the bike and, fingers crossed, the child will coast effortlessly towards you. Alternatively, gently support them to start with by guiding them at the top of their backs.

My son started off on a bargain Lidl's balance bike at age 2 and went everywhere on it. He was given his first proper bike at age 3 and was confidently cycling it within half an



hour. A proud moment for a cycle-mad dad.

Try to avoid stabilisers if possible. Better for the child to use a bike with

the pedals removed which you can re-fit once the child has mastered balance and steering.

Buying a bike

Make sure the bike fits your child. This is important for safety. Bikes are not like a school uniform which the child can 'grow into it'. Try and get as light a bike as possible, particularly in the early years. You will carry it a lot. Avoid suspension – it adds weight and is of little use. More gears are not necessarily better; front derailleurs are superfluous until the child is at least 11. Make sure the brakes and cranks are sized properly and aim for a fairly upright riding position.

Isla bikes are the gold standard for children's bikes. They are beautifully made, tough but light. They are not cheap but represent a much better deal than the average Xbox and games. My son is on his second Isla bike and will soon be ready for his third. I have found that Isla bikes are highly sought and command a good second hand value – at least half

their original price.

Road cycling with parents

At some point you will want to cycle

with your child on the road. And here's the rub. Bristol's roads can be pretty intimidating, even for adult cyclists. I will come back to this in the next



issue. Bear in mind that cycling on pavements is not a criminal offence for children under 10 and most people accept this as the norm for younger children. However, you should be able to cycle with children on some of the quieter roads.

The basics for children are that they are a competent cyclist, know their left from the right and will respond to instructions. In terms of road positioning, the child leads with the parent cycling a bike length behind. Make sure the child can hear your instructions and ride alongside them when coming up to side roads. And of course, make sure the child (and you) is wearing high visibility clothes. You might also want to find out about cycle training. There is a lot of free provision for children in Bristol which I will say more about in the next issue.

Bristol Cycle Campaign wants to encourage family cycling, both for utility and leisure. We have launched a series of rides for families, children and less confident adult cyclists. These rides are short, either off road or on very quiet roads and include lots of breaks and often fun activities. If you are interested, visit the 'Discover Bristol' website discoverbristol.org.uk.

Next issue: children cycling in Bristol, cycling to school and initiatives to encourage children to cycle.

By Brompton through Italy

Breakdowns, beautiful scenery and bemused locals were just some of the things Sue Black and her husband encountered on their tour of the Via Flaminia on Brompton folding bikes. Sue takes up the tale...

"Your bike's making a funny noise" I said as we cycled into Fano on the Italian Adriatic coast, start of the ancient Via Flaminia and our long-planned cycle along it to Rome. We had arrived late the previous evening on the train from Milan, and were ready to orientate ourselves and prepare for departure the next day. Instead we trailed around Fano in the wake of Franco, a cycle friendly café owner, who took us to every cycle shop in town in an effort to get the 3 broken spokes mended that were the cause of the problem (probably acquired when tightly packed into the boot of a car on the way out here, but that's another story!)

Hubby was cursing that he had not brought spare spokes, and done that Brompton maintenance course before leaving. None of the cycle mechanics were game to dismantle the back wheel of this strange and (in Italy) unknown little bike.

We were able to establish that the nearest Brompton agent was in Rome so having spent a wonderful interlude over the weekend in the stunning hill top

town of Urbino which we reached by bus, the next day found us in Rome rather sooner than planned and a visit to said agent soon had us with two complete bikes again. We can heartily recommend BBikes in Rome for the efficient, friendly service we had from them, and dead cheap.

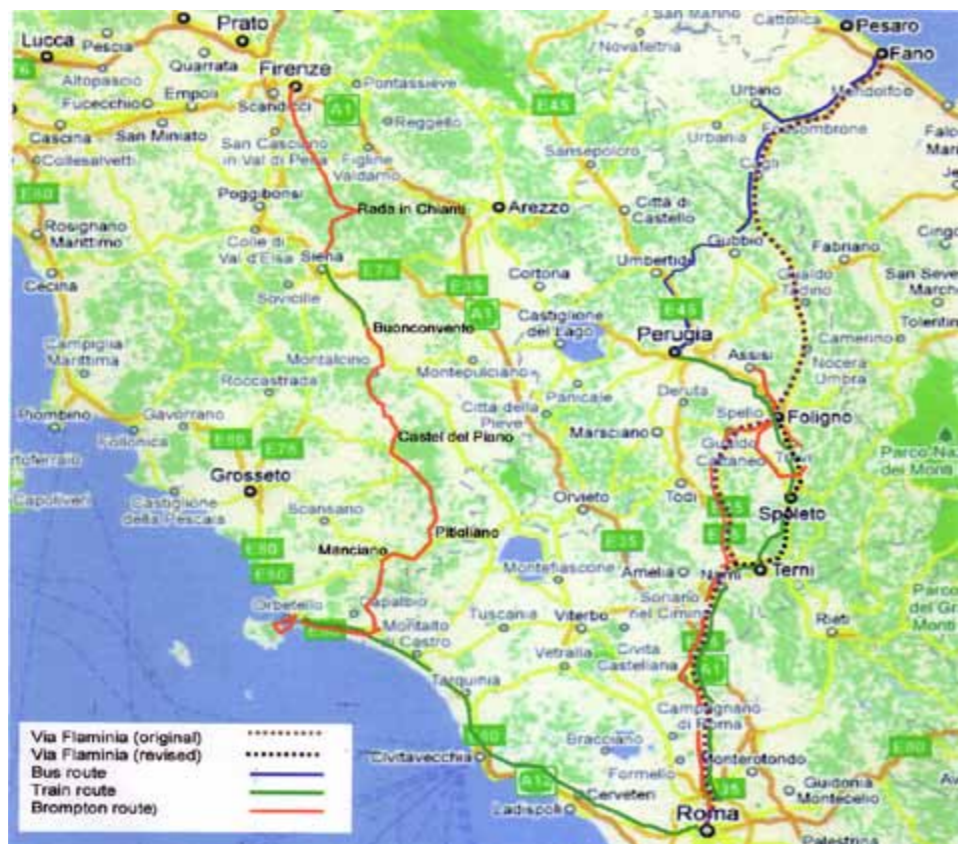
So back up the Via Flaminia by train to Foligno and start again a bit further along the road. I got the idea of riding the Via Flaminia

less common than rather busier bits. And as we got nearer to Rome the road got busier and busier, till we were riding with 4 lanes of traffic each way. I'd cheerfully suggested that we set out from our Fawly Towers hotel 30 km from Rome "nice and early" to avoid the Monday morning rush hour traffic, forgetting that car drivers have the same thought and can go faster!!

So there we were, sandwiched between cars with scooters winding their frantic way around us, in the pouring rain in the Monday morning snarl up with no other cyclists in sight. Cheerful "Buon giorno's" to adjacent car drivers simply confirmed to them our complete idiocy as they concentrated on tearing their hair and tooting the idiot in the car in front. However they were very cycle tolerant if bemused

and we finally got safely inside Rome for a welcome respite and coffee in the Piazza Flaminia. After that we kept to the routes recommended in the Lonely Planet "Cycling in Italy" book, with great success.

The Via Flaminia aside, Italy is simply stunning for cycle touring.



from reading Ann Mustoe's book "A Bike Ride, 12,000 miles around the world", a marvellous read. However I gradually came to realise that her trip having been done 23 years previously, levels of traffic have increased somewhat since then! There were some lovely quiet stretches of the road, but sadly these were

If you can cope with getting up to them (and our Bromptons managed most of the hills) there are stunning mediaeval hill top towns every few kilometres, certainly in the areas we travelled in (Le Marche, Umbria, Lazio and Tuscany). We stayed in B&Bs or cheap hotels, and never once had problems finding accommodation, though we were quite adaptable, especially to Italian plumbing and Italian breakfasts! On the subject of food even the smallest café or shop had fresh, local and seasonal ingredients, wonderful coffee, olive oil, balsamic vinegar, salads, icecream. One Italian take-away shop even had cooked spinach on offer, not something that is seen often over here.

Everywhere we went were art treasures and architectural gems from Roman to Renaissance and beyond. Just popping in to a local church on spec revealed a tryptich by Pinturicchio (Spello) or a breathtaking Roman mosaic floor (Bevagna).

We of course spent many hours in Rome and Florence exploring the art galleries and buildings, and in all these cities we potted along on our Bromptons. Rome didn't seem to have too many bike



lanes, but Florence was brilliant with its red painted riverside bike lanes and bike routes marked everywhere.

On the way back we renewed acquaintance with the green bike paths of Paris, which were especially pleasant as that particular morning was a bank holiday and the streets were almost deserted between Gare de Lyon and Gare du Nord.

By the time of our return journey there had been some more developments on the Brompton



breakdown front, as by the time we got to Florence, hubby's gears were held together with an opened paper clip, a very successful manoeuvre as it turned out, it kept him cycling up quite steep hills albeit with only two gears (legs trained courtesy of Bristol's hills!). However the situation gradually deteriorated, because the next problem was that the free wheel facility disappeared, which meant that because his legs simply couldn't go round fast enough to keep up with the pedals going downhill, they (the legs) were placed on the cross bar out of the way, a somewhat precarious position and not to be wholeheartedly recommended for stability, but it got him back home.

Now I expect that there are many folks out there throwing up your hands in horror at this account, but don't you think it demonstrates a spirit of ingenuity and determination? Well anyway, that Brompton maintenance course is definitely on the to-do list!!

Do you have an interesting cycling tale to tell? The Editor would love to hear from you! Please email editor@bristolcyclingcampagn.org.uk

Chris Hutt RIP

Bristol lost one of its most dedicated green campaigners earlier this year, when Chris Hutt – erstwhile BCyC committee member, founder of Cyclebag, green blogger, councillors’ bugbear and self-styled ‘grumpy old man’ – was found dead in his home. Chris was well known for his thought-provoking and outspoken blog ‘Green Bristol Blog’, as well as for his work campaigning for sustainable transport over many decades, and his passing inspired many tributes in print and online.

Chris described himself as “a Green in the broadest sense of someone who considers caring for our environment a fundamental duty”, and campaigned passionately and tirelessly all his life to promote cycling and combat car dependency. His best known and most lasting legacy will undoubtedly be as one of the founder members of Cyclebag, the forerunner of Sustrans, and his work with Cyclebag in designing and building the Bristol-Bath Railway path.

In the words of one blogger, “As an environmentalist, as a transport campaigner and as a cycling champion he worked furiously over four decades arguing for change, promoting new ideas and raging against the motor car, the harm it does to our city and the big money and political support it always attracts.”

As Chris himself put it, “I bear some responsibility for changes in transport thinking in Bristol that emerged in the 1980s and 90s, notably traffic

restraint and traffic calming as well as the promotion of cycling.”

Sadly, over the years Chris became steadily more disillusioned with what he called “the lack of progress and the relentless rise in our car dependency”. He also became estranged from Sustrans, which he criticised for concentrating on off-road cycle routes at the expense of promoting decent on-road cycle provision.

Chris was strongly critical of car-centric council policies over the years, and was strongly opposed to Bristol being awarded Cycling City status. Earlier this year he appeared on BBC West’s ‘Inside Out’ programme to explain why he considered Cycling City to be a failure.

As he explained on his blog, “So why is it failing? Well in the first place it set itself hopelessly unrealistic targets, especially doubling the number

We shall miss Chris, but we shall also remember him. Everyone who walks or cycles the Railway Path is benefiting from the work he and others put in to building that path, and it exists as a wonderful memorial to everyone who wanted to change our city, to make it a better place.

Bristol Traffic

of cyclists within the three years, and so by its own criteria it’s bound to fail. If it was merely a question of setting over ambitious targets Cycling City might be forgiven - we’ve all been there. But the problems are more fundamental than that...In essence it comes down to a lack of honesty and openness which we can trace back a very long way, through the previous Labour administration of Bristol City Council to Cycling England and Sustrans.”

One of the most eloquent online tributes which appeared after Chris’s death came from Josh Hart of onthelevelblog. Josh wrote:

“Chris was a hero for cycling and the environment, dedicating huge chunks of his time to improving our streets and trying to turn the tide of increasing motorization.

We are all fortunate that he started the Green Bristol Blog in May 2008, so

A cavalcade of cyclists follows the cycle-drawn hearse at Chris’s funeral



we have two years of his detailed thoughts and analysis recorded. As he wrote in his first post, “At the very least (the blog is) no more than a personal record of my thoughts and deeds, recorded for my dotage so that I can see that I was once a literate and rational person (or so I now think) and of course something for posterity, to show the future world that I once existed and thought.” His blog became the go to place for transport campaigners and politicians alike as the caliber of discourse around transport issues was so high. As a politician, you ignored his blog at your peril.

“He was one of those rare human beings who lived for the truth. He tirelessly and selflessly worked on his own time to improve our public streets and pathways...He realized that what we were up against was not just bad policies, but something more deeply rooted - he coined the term on his blog last month, “Institutional Motorism – a deep rooted prejudice in favour of motorised traffic at the expense even of the safety, let alone the convenience, of those that dare to travel on foot or bicycle.” May the memory of his life inspire us to dig this fetid beast up by the root and replace it with something more beautiful, kind and humane.

“You could tell that the injustice of the world hurt him deeply- he saw clearly that the people who are doing the most to preserve the world as we know it- those getting around by bike and foot- are also those who are suffering the worst impacts of our car dependent system.

He was the most gifted route finder in Britain and surveyed much of the National Cycle Network in the 90s. He had this uncanny knack of finding the optimum route which would be most likely to attract people, and that is what it is all about.

John Grimshaw, co-founder of Sustrans

“A part of me thinks he was aware that he was not long for this world- the fervor with which he campaigned for a sane and humane transport system has been terribly important for the development of Bristol’s livable streets movement,

but it was not personally sustainable. As he wrote to me a month before his death, “I’ve been blogging/campaigning more or less non-stop for a year and a half and haven’t had a decent holiday for years. I know Bristol is just a drop in the ocean of humanity but it’s the drop where I can have some influence so I feel obliged to do what I can.”

“Sadly, we won’t be reading any further posts on the Green Bristol Blog, but we can honour his memory by ensuring that the Bristol and Bath pathway that he was partly responsible for creating (and defending in recent years),



is protected from development and diesel fumes forever. Step up, Bristol City Council.”

Only weeks before his death, Chris had blogged about the continuing threat to the Bristol-Bath Railway Path from Bus Rapid Transit plans still being promulgated by the West of England Partnership. Many other commentators have echoed Josh’s call for the Council to honour Chris’s memory by guaranteeing the future of the Railway Path as a green corridor safe from fumes and danger.

Chris passed away peacefully in his armchair at home in late February this year, aged only 59. He had been suffering from tiredness and chest pains for some time. He wrote to one

correspondent shortly before his death: “I’ve found it quite difficult to blog lately, partly because I has to prioritise paid work but there’s

“Institutional Motorism” - a deep rooted prejudice in favour of motorised traffic at the expense even of the safety, let alone the convenience, of those that dare to travel on foot or bicycle

From Chris’s blog, 2010

something else which seems to be missing. Perhaps I’ve burnt myself out, as they say...My 60th birthday is next October, although being of a gloomy disposition I’m already getting used to the idea. It’s a bit of a shock really because 60 is definitely ‘old’ rather than middle aged. Surely this can’t be happening to me! I’m quite worried about what’s going on on the inside too – starting to experience discomfort around chest which is a new thing”. Despite these prescient words, his death still came as a shock to all who knew him and followed his blog.

His funeral was held at Canford Crematorium on the 30th April 2010. His son Chris wrote on Green Bristol Blog after the funeral, “I adapted and decorated a large bicycle to carry my dad’s coffin with a cavalcade of cyclists following behind the cycle hearse to the crematorium. Around 80 people turned up to say farewell. Thank you all, I was very touched and pleased that so many people made it”.

A fitting end to a life devoted to cycling and cycle campaigning.



Chris may be gone but his thoughts live on - read his blog at greenbristolblog.blogspot.org

Do you have a Cyclist's Inferiority Complex?

Veronica Pollard can help...

I am writing this article because when I train adults I realise that the main problem with a surprising number of them is just as the title suggests.

However I would like to make a few points that may suggest that we have no need to feel as if we should 'stay out of the way' of motor vehicles and that we have every right to take our well earned place on the roads.

For a start, we ride vehicles and as such have as much right to be on the road as all other vehicles.

We all pay for roads. There is no such thing as 'road tax' – it was abolished in the thirties. Motor vehicles attract Vehicle Excise Duty, but road building and maintenance come out of general taxation. People who ride bikes pay for roads but do almost no damage to them.

Bicycle riders were on the roads long before car drivers, which may make the case that tarmacadam was developed to make cyclists' rides a little more comfortable. People who ride bikes rather than driving bring huge benefits to the roads and the city – they are quiet, they don't pollute the air, they mostly don't take as much space on the carriageway, the bike has a tiny cradle-to-grave carbon footprint when compared to a car and they are healthier and happier employees, parents, friends and neighbours etc.

In Copenhagen they have worked out that when someone drives a car, it costs the city money. When someone does the same journey by bike it saves the city money (in terms of health costs, congestion, air pollution road damage, crashes etc).

However despite all of the above, a lot of people have this feeling of inferiority –perhaps with some of its basis in old-fashioned cycle proficiency training that taught children that they should

hug the kerb and not get in the way of other traffic.

But In turning this idea on its head, we don't have to become smug and superior, we can just take our rightful place in the traffic with courtesy ,good communication, and a law-abiding relationship to the Highway Code. After all if we have equal rights, we must also have the same responsibilities.

Once we have got over our almost



instinctive feelings of inferiority, we may be able to see more clearly that the fact is that all of us, whether we are sitting in a car or riding a bike, are people using the roads to get from A to B.

So here are some ideas that flow from a changed point of view:

- We don't have to hug the kerb and keep swinging back towards the kerb at every opportunity. We can keep in a straight line with our reference the stream of traffic rather than the kerb. This

makes following drivers happier as they can see you all the time.

- We can cycle in a place on the road that is visible to drivers who will not be looking towards the kerb when they come out of side roads, or they cross oncoming traffic to turn right into a side road. They will be mostly looking at where most of the traffic is.
- We can cycle in a narrow lane in a way that prevents following traffic from squeezing by and makes them overtake us properly (and give us far more room!).
- We can wait at junctions in a position that prevents drivers going the same way from squeezing in next to us and preventing us seeing what's happening.
- We can leave the same distance from parked cars as drivers do and be more visible to those who may be thinking of opening the car door.
- We don't have to keep out of the way of traffic, because we are part of the traffic and can move to safer places if we have good reason to do so and if we communicate effectively.
- Communication can be just a good look behind at the driver, it can be a hand signal, it can be a road position you have already taken up, it can be a 'thank you' wave, it could be eye contact with someone waiting to come out of a side road and it can also be a ring of your bell.

The good news is that anyone who would like to try out any of these ideas and doesn't have the confidence, can now have an hour's one to one confidence building session with a Bikeability instructor for just £5 (courtesy of Cycling City and Bristol City Council) Contact Life Cycle UK : 0117 3534580 lifecycleuk.org.uk post@lifecycleuk.org.uk

More seaside bike trains!

The seaside trains continue over the summer, and there's now a Saturday service to Weymouth

Full details are below, with thanks to Terry Miller

Due to a shortage of "ordinary trains" on some First Great Western routes, the Department for Transport have hired "old fashioned train sets" with "top & tail" diesel freight engines at the front & back. This great news for cyclists as half of one carriage provides luggage space with room for many cycles. Using these "real trains" is like travelling in a time-warp with tables at all seats! They are ideal for a train assisted family or group cycle ride e.g. Yatton for the Strawberry line – or further afield. 3 or more passengers travelling off-peak can take advantage of the GroupSave ticket offer to save money on tickets. The "cycle trains" are indistinguishable from ordinary trains on FGW's timetables & website, in case the old fashioned train sets are unavailable. However, we can give the following details for the summer service:

WEEKDAY service 24th May 2010 - 10th December 2010

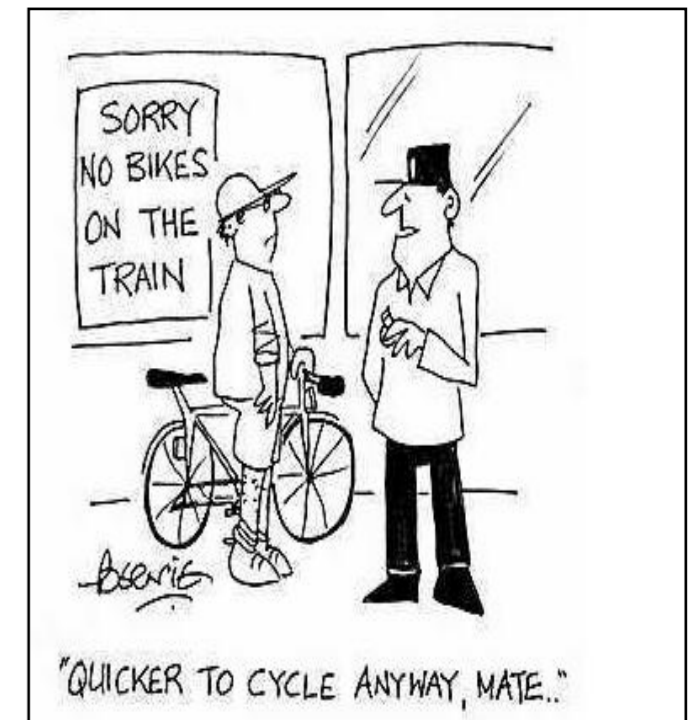
Paignton	Dep						1247		
Exeter St Davids	Dep						1334		
Taunton	Dep		0728	1102	1411	1616	1917		
Weston-super-Mare	Dep		0806	1145	1445	1651	2007		
Yatton	Dep		0821	1156	1457	---	2020		
Bristol Temple Meads	Dep	0619	0847	1221	1521	1721	2045		
Bristol Parkway	Arr	----	0905	----	----	----			
Newport	Arr	0701	----	1300	1606	1759			
Cardiff	Arr	0720	----	1322	1629	1818			
Cardiff	Dep	0800	----	1400	1700	1900			
Newport	Dep	0815	----	1415	1715	1915			
Bristol Parkway	Dep	----	0912	----	----	----			
Bristol Temple Meads	Dep	0855	0925	1453	1753	1955			
Yatton	Dep	0912	0944	1508	1813	2013			
Weston-super-Mare	Arr	0926	1003	1524	1829	2029			
Taunton	Arr	1002		1604	1908	2110			
Exeter St Davids	Arr	1033							
Paignton	Arr	1127							

Saturday Summer services – 4 September 2010

Bristol Temple Meads	Dep	0909			
Keynsham	Dep	0917			
Oldfield Park	Dep	0924			
Bath Spa	Arr	0927	Dep	0928	
Bradford-on-Avon	Dep	0941			
Trowbridge	Dep	0949			
Westbury	Arr	0956	Dep	1002	
Castle Cary	Dep	1026			
Yeovil Pen Mill	Arr	1047	Dep	1049	
Weymouth	Arr	1142			
Weymouth	Dep	1655			
Yeovil Pen Mill	Arr	1739	Dep	1741	
Castle Cary	Dep	1805			
Westbury	Arr	1833	Dep	1838	
Trowbridge	Arr	1844			
Bradford-on-Avon	Arr	1850			
Bath Spa	Arr	1906	Dep	1907	
Oldfield Park	Arr	1909			
Keynsham	Arr	1917			
Bristol Temple Meads	Arr	1929			

Tip - the bike coach is maroon; the others are blue. Unlike previous years, the train remains on the sidings at Weymouth until it comes back at 1655.

For timetables with details of local station stops see <http://www.firstgreatwestern.co.uk/Content.aspx?id=4934> Timetable no 27 for Bristol - Weymouth



Infrastructure update

Cycling City Infrastructure Ride

Rob Gallagher and other members of Bristol Cycling Campaign accompanied members of the Cycling City team to inspect new and planned infrastructure projects. Rob reports on what they saw and what they thought of it.

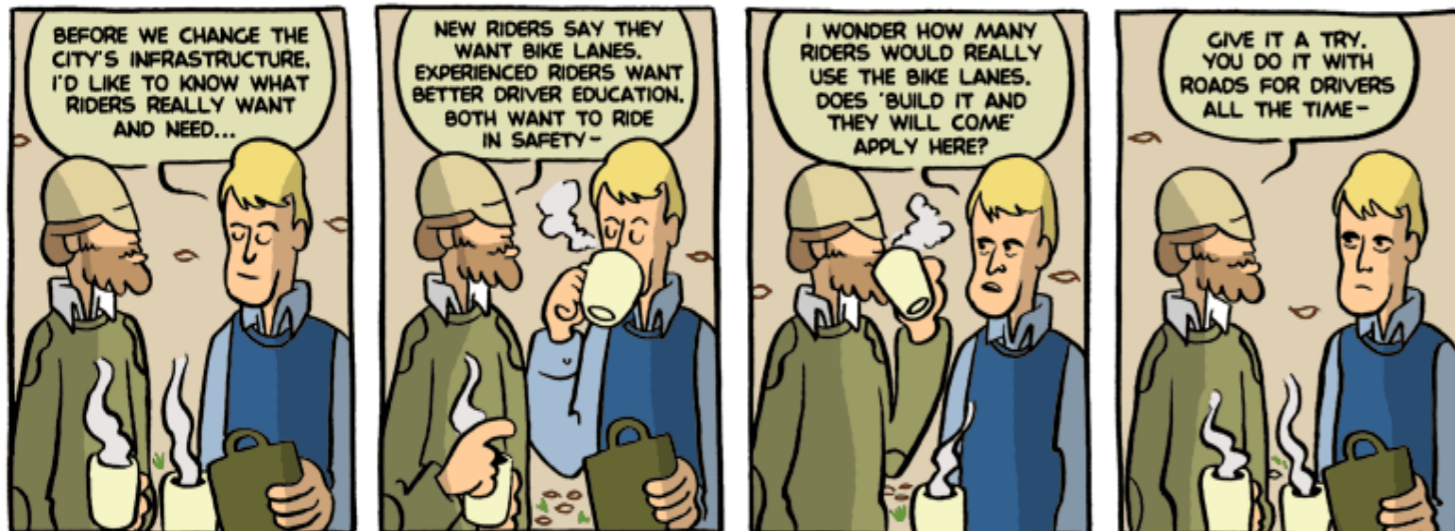
A site ride was organised for the Bristol Bike Forum on Thursday 27th May to inspect new Cycling City infrastructure. The ride was led by officers from Bristol City Council's Walking and Cycling Team, and attended by about 20 people (officers and Forum members). The ride was over 17 miles long, and included visits to Ashton Sidings, Hartcliffe Way,

Cycling City programme, at the least.

- (2) The new schemes were mostly focused on off-road routes. There were good reasons for this – for example, encouraging less experienced cyclists; the ability to be implemented quickly; the ability to use land already owned by the Council;

latter facility may be one of this year's best projects, as it potentially connects up several cycle routes running north-south and east-west.

- (4) It was interesting that some of the routes visited were new (even unknown) to some of the Forum members. This shows that there are gaps in



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Whitchurch Railway Path, St. Georges Park Link, Speedwell Link (Ridgeway Playing Fields), Eastville Park and Muller Road Crossing. The route can be viewed at <http://www.mapmyride.com/route/gb/bristol/287127349413889685>

Campaign members were generally impressed, both with the completed facilities and the enthusiasm of the officers who led the tour. We all agreed it was a really useful exercise, and should be repeated next year, if not sooner. Seeing the new infrastructure was quite inspiring. Some of the impressions I gained from the visit included:

- (1) Three years is far too short to make a sufficient impact on Bristol's cycling infrastructure. A big city needs a five year

main roads being addressed under the Greater Bristol Bus Network programme. Some of the off-road routes were completely new (e.g. Speedwell Link, Ashton Sidings); others involved upgrading of existing routes (e.g. Whitchurch Railway Path, Eastville Park). The upgrading made them more prominent, attractive and easier to use. However, the emphasis on off-road routes means there is still a huge amount to be done on Bristol's busy on-road routes.

- (3) We saw some innovative new measures – particularly solar-powered floor-level lighting, and a new Toucan crossing at Muller Road that responded to the approach of cyclists (reducing waiting times). The

people's knowledge of routes, even for regular cyclists, and emphasises the need for good route signing and a more prominently-defined city route network. *Rob Gallagher*

Infrastructure - is it the key to encouraging cycling?

Come to our meeting on Thur 7 Oct to find out!

Veronica Pollard presents a documentary 'Beauty and the Bike' investigating why British teenage girls stop cycling when their counterparts in Germany are happy to continue, followed by a debate: is it just about infrastructure or is there something more?

8pm, Cornubia pub, Victoria St

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Mail (including articles for this magazine if you don't have email): BCyC, Box 60, Booty, 82 Colston Street, Bristol BS1 5BB

Website www.bristolcyclingcampaign.org.uk
Join via our website or email:
membership@bristolcyclingcampaign.org.uk
For other information email: info@bristolcyclingcampaign.org.uk
Email for magazine articles:
editor@bristolcyclingcampaign.org.uk

BCyC e-group This is a useful way of keeping in touch with what's happening cycle-wise in Bristol and is dead easy to join. You can subscribe with a few clicks from the BCC website at www.bristolcyclingcampaign.org.uk – just click on 'Contact' and follow the instructions.

Monthly meetings

We meet on the first Thursday of each month in the upstairs room of the Cornubia pub, off Victoria Street (which links Temple vMeads and Bristol Bridge). Meetings kick off at 7.30pm and the main business starts at 8pm.

All welcome! Please try and turn up, even if it's just to share a drink – we are very informal



The BCyC committee are

Chairman and Treasurer *Martin Tweddell*
Vice-chairman and Recruitment *Steve Kinsella*
Hon Secretary and Website *Martin McDonnell*
Treasurer *Martin Tweddell* Media *Emma Barraclough*
Infrastructure problems *Terry Miller* Rides coordinator *Philippe Cazalis*
Cycling City representative and Membership *Veronica Pollard*
Magazine Editor *Cathy Sampson*
Rob Gallagher William Baker

Who are Bristol Cycling Campaign?

Unlike big organisations with loads of funding, we're just a collection of activists who believe in cycling as part of a sustainable transport system. All of the members of the committee and the other people involved in the running of the organisation are volunteers who give up their time for free. The articles in the magazine are all submitted by members, and anyone is welcome to submit an article.

If you would like to get involved, or contribute to the magazine, please get in touch – our contact details are above!

Summer bike rides

We have two series of rides over the summer - our usual weekly Sunday rides, and a fortnightly series of family-friendly 'Discover Bristol' rides held every other Saturday.

Sunday rides are mostly suitable for all, though some are more challenging - consult the table to see if they are for you.

'Discover Bristol' rides are short rides based on off-road paths and quiet roads. They are suitable for families, small children and novice or returning cyclists. Most feature a visit to a playground or other destination of interest for children.

Date	Ride leader + contact	Route details	Approx Length		Lunch stop	Start
SAT 10 July	Emma Barraclough 07894 207310	'Discover Bristol' family ride Pill Path and Create Centre	5 miles	Yes		10:00 centre of Queen Square
11 July	Eric Booth 07501 355 600	Ride organised by Bristol Cycling City to see some of the achievements so far. More information on www.petitlien.fr/velo	10 miles	Yes	St Werburgh's city farm	10:30 am Arnolfini
18 July	Jason 07796904664	Radstock	55 miles	No	Pub or café	10:15 Bitton station, Bristol-Bath Railway Path
SAT 24 July	Martin McDonnell	'Discover Bristol' family ride	7 miles	Yes		11.00 am Redland Station
25 July		<i>TBC – see website for details</i>				
1 August	Sue Nichols 07760 197 567	Over the bridge to Wales	40 miles	No		10 am at the Water Tower
SAT 7 August	Martin Tweddell 07748 652 674	'Discover Bristol' family ride Ashton Court	5 miles	Yes		2pm Water Tower
8 August	Jason 07796904664	Chepstow	50 miles	No	Café/pub	10 am Arnolfini
15 August	Martin Tweddell 07748 652 674	The Fountains of Bristol	15 miles	Yes	Café/pub	10:30 am Arnolfini
SAT 21 August		'Discover Bristol' family ride <i>Details tbc – see website</i>				
22 August	Jason 07796904664	Keynsham	17 miles	No	Café/pub	11 am Start of Bristol-Bath path
29 August	David 0117 973 0846	Portishead via the scenic route	28 miles	No	Pub or picnic (you can choose on the day)	10 am, Bristol side of Suspension Bridge
SAT 4 Sept	Cathy Sampson 07935 625946	'Discover Bristol' family ride Eastville Park and the Railway Path	6 miles	Yes		10 am Start of Bristol-Bath path
5 Sept	Chris Whitlock 0117 915 7422	Castle Combe and other picturesque Cotswold villages, returning via Dyrham Park.	42 miles	No	Pub	10 am Start of Bristol-Bath path
SAT 11 September		'Doors Open Day' ride – visit some of Bristol's most interesting buildings	20 miles	Yes	Cafe/picnic	10 am Millennium Square
SAT 18 Sept		'Discover Bristol' family ride TREASURE HUNT <i>Details TBC - see discoverbristol.org.uk</i>				
19 September	Philippe Cazalis 07981 402 839	Around the Chew & Blagdon lakes (with a swim if weather permits!)	55 miles, hilly	No	Pub	10 am Arnolfini

For more information and updates, see bristolcyclingcampiagn.org.uk
For full information about 'Discover Bristol' family rides, see discoverbristol.org.uk

Starting points

Valentine Bridge is the 'bendy' bridge between the Wetherspoons pub and Bristol & West office that links the back of Temple Meads station to Avon Street. (It's closed right now, but you can cross the river at the next-door Meads Reach Bridge)

Arnolfini. Start outside Arnolfini Arts Centre which is near Prince Street Bridge, at the south east end of Narrow Quay part of harbour from the Centre.

Start of Railway Path – officially known as the Bristol & Bath Railway Path and often called "the Cycleway" starts at the junction of Trinity Street and St Phillips Road, off Old Market.

Blaise Castle cafe - café in the car park at the Kings Weston Rd entrance to Blaise Estate

Water tower, Durdham Down is the concrete tower on Durdham Down near the top of Blackboy Hill.

Millennium Square -by the shiny globe next to @bristol in the centre

General advice

Many regular riders will know these things already, but for those new to cycling or to the group here are a few tips that you may find helpful.

The times shown are the START times of the rides. Although some may wait a few minutes for a chat, it's best not to rely on this. Arrive earlier rather than later and don't get left behind.

Make sure your bike is in good working order. If you think it needs more than a "tweak" then it's probably better to get it serviced at a bike shop. You are wise to carry a few basic repair items with you, such as pump, puncture repair kit or, even better, an inner tube of the right size and basic tools. If you're new to cycling and don't know how to use them, the chances are someone else will show you (that's how most of us learned!)

In winter you are more likely to be riding home in the dark, so bring your bike lights and hi-vis wear. Remember the temperature can drop significantly in the evenings, so bring extra

warm layers, gloves, socks, hat, etc. Pack a waterproof jacket and maybe also waterproof trousers.

Always carry food with you, even if it's only a banana! Cycling is exercise and you will get hungry. Preferably some carbohydrates – sandwiches, flapjacks, cereal-bars, and fresh/dried fruit are some examples.

On the road, behave responsibly – don't obstruct traffic and only stop where it's safe to do so. It's also nice if you warn others behind you of potholes or other obstructions in the road.

These tips aren't meant to put you off or make you think a day's bike ride is like climbing Everest! But with a little forethought you will enjoy the adventure of a day out even more. You'll notice we often suggest a picnic or packed lunch, or a visit a pub. Our rides are often built round a theme or local beauty-spot of place of interest. We are a convivial group who make new-comers welcome and we usually ride at moderate pace. Contact the ride-leader if you're unsure.

MEMBERSHIP FORM

I/we apply to join the Bristol Cycling Campaign

£5 Individual £2 Concession £7 Household

NAME(S)

ADDRESS

POSTCODE

TEL:

E-MAIL(s)

EITHER

I enclose a cheque/Postal Order made payable to Bristol Cycling Campaign for the sum of Membership £ _____
Voluntary Donation £ _____
TOTAL £ _____

OR I would like to pay by standing order:

Name and address of your bank /building society

Sort Code

Account No:

Please pay to the Bank of Scotland, Prince Street, Bristol for the account of Bristol Cycling Campaign a/c no. 00143662, sort code 12-05-77

£ _____ Annually STARTING ON (DATE)

SIGNED

DATE

NAME in capitals

Please return this form to

Membership Secretary • Bristol Cycling Campaign
7 Alpha Road, Southville, Bristol BS3 1DH

Philippe and Martin model our new DIY 'Bristol Cycling Campaign' T-shirts at the Bike to Work breakfast during Bike Week



If you would like to customise your favourite T-shirt with one of our iron-on transfers, get in touch with Martin McDonnell secretary@bristolcyclingcampaign.org.uk



Recruiting new members at the Festival of Nature