

# Shropshire

## Cycle News



Mille Cymru - Waiting for the start - 6.00 am Upton Magna

**Mille Cymru** a great success - see inside.

**Mawddach Trail** At the other end of the scale of endurance a large group rolled gently down the estuary to a fish and chip lunch in Barmouth - more inside.

**Another Broken Frame** After Edwin's trike Jenny's Longstaff broke in a very similar way - why? See inside.

**Marmite Tyres** You'll love 'em or hate 'em but see next page for a tip that may change your mind.

**Ghent Six** We're off again to Belgium in November combining the spectacle of six-day racing on the Ghent track with the splendour of Bruges in Christmas raiment - interested? Ring 01694 751 270

**Day of Rides** Another of John's impressive efforts - report inside.

**Charity and Proxies** More controversy over the CTC's proposed move to become a charity.

**'Schlack' Chains and Eccentric Brackets** Richard can do it on a Sunday ride and Andy Schleck on the Tour de France - see back page.

**The Maddwach Trail** was one of our late president's favourite rides, a gentle potter along the old railway from Dolgellau to Barmouth with plenty to see and plenty of time to see it. Across the rail/foot bridge into Barmouth, the traditional and in this case windswept ride along the prom followed by a fish and chips lunch. Although the weather of 1st July was less than perfect it was nevertheless a lovely ride. Afterwards tea, kindly offered by David and Jeanie in Fairbourne before the ride back along the trail. We all remembered Dennis and we all thanked Sally for organising a special day.

**Why do frames break?** Well of course normally they don't so we were all surprised when Edwin's Longstaff trike failed at the downtube on the Four Rivers Ride. Then just a few days later Jenny's Longstaff failed in a very similar way. Jenny noticed the problem because the bike wouldn't steer properly, there was a split in the down tube. The local bike shop - they were in Daventry - declared the machine unsafe to ride and the shop arranged for dispatch to home. Jenny bought a second hand machine to continue their journey.

Both frames had done around 25,000 miles although the trike was 25 years old compared to Jenny's bike which was just 15 years old. By all accounts Longstaff were less than generous in their response to Jenny and I have not yet heard any explanation as to the cause of that failure.

Edwin has had his frame repaired by Geoff Booker (Trykit) and Geoff reported the cause as faulty brazing. Apparently the tubes should be accurately filed to meet each other cosily inside the lug (mitring) and the brazing solder should run fully into the lug securing the tubes to the lug and to each other. It seems the brazing solder had not secured the tubes together and the lug was taking all the strain and that eventually led to the failure. Unfortunately it is not practical to test for this when the frame is made and only time and use will show the fault.

Edwin writes "To be fair to George Longstaff he made many well finished frames which are still being used without any problems or signs of failure and as an engineer improving the design and mechanical reliability of trikes we have a lot to thank him for.

If you hear a squeak or other noise from your bike that you cannot account for do check the frame tubes and their joints for cracks etc. I had a sound from the frame which I thought came from a worn out headset - not so. And always carry a couple of spare toe straps, you never know when you may need them to get back home!"

**Do you like Marmite?** This is something of an acid test. Some of us love the salty yeast extract and others emphatically do not. So it is with Gatorskin tyres. When Rolf tried out his new Gatorskins he just didn't like the feel of them. (They are now for sale, unused and at half price—see back page.) I had exactly

the same reaction to these tyres which others swear by. I didn't sell mine but hung them up in the garage for some unspecified future use. Last winter, three years after first trying the tyres, I got them out again - and lo and behold I found them perfectly satisfactory, in fact rather good in the wet just as it says on the packet.

So do they improve with seasoning? Well you know we used to keep our racing tyres for at least a year before using them, usually hanging in the wardrobe to the disgust of our wives. The theory was that the tread hardened and improved life and puncture resistance. Perhaps other changes occur to the tread compound, perhaps seasoning still works (if it ever did).

**Mille Cymru** The mammoth 1000km Audax was blessed with decent weather over the long weekend of 23 to 26 July. 73 took to the road in Upton Magna at 6 am on Friday and 53 completed the course within the allowed time, returning between 1:55 pm on Sunday and 8:58 am on Monday. A remarkable number of successful rides for such a long and difficult course through Wales. John and Linda's superb organisation was widely praised and our club put up an ample number of willing helpers. Congratulations all round.

**Day of Rides** Taking advantage of Upton Magna village hall which was booked throughout the weekend, John Nowell and his team arranged a day of rides and competitions. The family ride was certainly enjoyed by the youngsters, especially the ice cream at Roden and the rigours of competition proved a character building experience for those who were a bit casual with the rules and got themselves disqualified from the Freewheeling competition.

A big thank you to the many helpers involved in planning and on the day. Here are the prize-winners:-

<b>Freewheeling -</b>	<b>Pace judging -</b>
1 <sup>st</sup> Overall – Steve	1 <sup>st</sup> Marion Guy + Ollie (riding together)
1 <sup>st</sup> Lady – Anita	2 <sup>nd</sup> Claire
1 <sup>st</sup> Junior – Ollie	3 <sup>rd</sup> Roger

**The charity debate becomes a dispute** The confusing vote at the national AGM is now being challenged. It has emerged that the key resolution was only passed because the chairman cast his substantial bundle of proxy votes in favour. Some members believing the chairman to have acted wrongly in this case are now trying to raise a petition to force a postal vote. So silly that it should come to this and all because HQ and the Council did not take the membership's concerns (well founded or otherwise) sufficiently seriously to put their case succinctly in words we can digest and understand. As I write I still see no clear and bold case from HQ against this petition which if it succeeds will be costly and divisive.

## FOR SALE

**SHIMANO SD65 SPD SANDALS £30**  
size 39-40 (5½-6½) Black, three Velcro closure straps, bought last summer - never worn. (rrp £60)  
**01743 232 345**



**Pair**  
**CONTINENTAL GATORSKINS**  
700x28c £20 virtually unused  
**01743 248 444**

**Pair EXAGE 500EX AERO**  
**BRAKE LEVERS £5**  
**01743 248 444**



## WANTED

**RELIABLE BIKE** for commuting / road riding to suit long-legged woman. **01743 232 345**

**Chain reactions** We've all done it, some seem to do it at least twice on every ride, but do you expect it to happen to someone using a single chainring or to one of road racing's top professionals? Do what? Drop your chain on the road.

The knack of changing from one chainring to another can be a bit elusive. We didn't used to call the front mechs 'double clangers' for nothing. But with a single chainring and a single well aligned sprocket it should be near enough impossible. So one Sunday at the foot of the descent into Upton Magna Richard was very surprised to find that his pedals were no longer driving his Rolhof hub. The eccentric bottom bracket had worked loose and the chain become slack enough to slip off. Always remember to tighten your eccentric nuts Richard.

As for Andy Schleck, he will always remember losing the 2010 Tour de France with a botched change just as he kicked into a massive attack on his arch rival and eventual nemesis Alberto Contador. Alberto seeing his rival's difficulty immediately got off and helped him. Don't be silly, of course he didn't. He counter attacked and secured his third Tour victory.

More on our website [www.cycleshropshire.org.uk](http://www.cycleshropshire.org.uk)