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CREDITS: Photos within articles by Authors, unless otherwise stated.
Front Cover: by Neil Wheadon taken during the International Jersey Rally – see page 32
Rear Cover: by Mark Noble, Men's Tandem Club Hill Climb winners 2010 – see page 7

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OPINIONS EXPRESSED IN THIS JOURNAL ARE THOSE OF THE CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE TANDEM CLUB. ACCEPTANCE OF ADVERTISEMENTS DOES NOT IMPLY ENDORSEMENT.

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Joint members are entitled to all the benefits of the Club except a copy of the Journal. Joint Membership is available to anyone who rides regularly with a Full Member but at least one applicant must take out Full Membership.

Some of you may have noticed that the previous magazine was rather late. This was because the printing company had financial difficulties (went bust, in English!) and did not tell me for a couple of weeks. I then had to find an alternative printer. Since then, all those (the staff and companies) involved seemed to have reformed themselves into different companies and I ended up receiving quotes from all of them. I have chosen a company that will hopefully simplify the process for us and this will be the first issue from that printing and distribution company (although they had occasionally previously printed the magazine for us on behalf of the previous company – seems to be a very interrelated business, just like the computer industry that I work in). The magazine distribution though, is new to them, so please bear with us in this transition period.

As I write this Editorial, having only just decided on which company to use thirty minutes ago, I am also trying to think of everything that needs arranging for it to arrive on your door step at the correct time – usually the 15th of the month. We have already come up with a plan and hopefully this will work out – if not, then we will try a different approach next time. If you experience any problems then please email me at editor@tandem-club.org.uk and let me know, otherwise I will be assuming that all is OK when it isn't.

Now, on to the good stuff! We have a lovely article in the Kids' pages (page 26) from Saskia Chapman Gibbs, aged 8. I also have an article from Andy Skelton (see page 12) that has been waiting patiently for nearly two years in my inbox. I am mentioning this, so that those of you who have kindly submitted articles but have not seen them published yet, can have faith that they will eventually all make it into the magazine. I just need the room to publish them and with some issues, like this one, I have a bit more available space. Now don't let that stop any of you from sending in your items! I am always happy to receive whatever goodies you feel may be of interest to the other readers and the more articles that I have, the easier it is for me to choose, hopefully, a varied selection.

Whilst talking about articles – I had “fun” with this issue trying to fill three separate quarter pages. If anyone has anything small for these spaces, it would be gratefully received! I have some nice photos etc. that will fill some half pages, but nothing suitable for smaller areas.

I also wish to reiterate that the club officers need some help. We need a new Chairman – which is rather important – along with some less important (to my mind) jobs such Club Historian and Racing Officer. By far the biggest job in terms of time commitment is that of Editor and I would really like someone to share this load with me. It currently takes me eight days per issue (48 days per year!) – more when I have to chase after new printing companies, and as I have a “proper job”, this takes all my spare time.

LINDA BAILEY

NATIONAL CYCLE COLLECTION

The National Cycle Collection, Llandrindod Wells, Mid Wales, LD1 5DL, has several tandem bicycles on display including some very unusual ones.

The museum occasionally has tandem bicycles and spares for sale. Please speak to Mr. John Gill or Freda Davies (job share curators) on 01597 825531 Monday-Friday from 10am - 4pm until 31st October.

The website www.cyclemuseum.org.uk gives access to the online cycling library.

The museum has over 270 bicycles of all ages and types on display.

Visit and be amazed!

FREDA DAVIES

MARRIAGE OF CHARLOTTE AND BRENDAN TIGHE

Brendan and I married on 22nd January 2011. Our guests all chipped in and bought our honeymoon tandem for us. The picture is of us on our wedding day!

We have now completed about 1300 miles on it and love the companionship it offers by allowing us to be so close when cycling and making sure we stay together.

We are hoping to complete a tour of Europe on it this Summer as our 'honeymoon'.



CHARLOTTE AND BRENDAN TIGHE

Dear Editor

RALLY BADGE WANTED

My wife Betty and I attended the Drax Rally in 1993 or 94. I wish to obtain a badge or facsimile thereof from the rally. I have already contacted Pat Strauss and unfortunately she cannot help, so I am hoping that another member can assist. I can be contacted on 01652 632773.

Yours hopefully

JOHN CALDWELL

Dear Editor

JACK TAYLOR THREE SEAT TRIKE

Just got the new mag' with the story on Jack Taylor tandems.

This three seater is a Jack Taylor and a one-off model.

It is owned by James Macdonald of Toowoomba, Qld, Australia.

Built for the chief cashier of the Bank of England, the trike took the overland route to Australia and was found abandoned in Sydney and 'taken into custody'.

The machine was broken when found in the street.

It was sold at a police auction for stolen/found unclaimed goods and was repaired by a well-known bike designer-builder, Wayne Kotzar, in the Australian Capital Territory and then lived a quiet life in the Canberra Bike Museum.



James bought it from the museum when it closed down in 2010.

James has a handwritten letter from one of the Taylor brothers with the full details of its build date and how it came to be built but it is an 'only child', the only three seater trike they made.

Regards

HUGH WILSON
Toowoomba, Qld, Oz.

Dear Editor

CHARLOTTE'S TANDEMMS

I hope you don't mind me contacting you. We've met some of you on Tandem Club rides and you may have read my article in a previous Tandem Club magazine or on the website.

Charlotte, my elder daughter has severe learning difficulties and autism and finding something to keep her busy and happy is difficult. We found it: tandeming. I now have a garage full of tandems to lend to other disabled people for free and have another couple on the way. I need more borrowers, so any chance you could look up the name of a local club, association, special school etc and let them know about our charity, Charlotte's Tandems.

Of course, we'd also like more tandems, so if you are ever thinking of upgrading then we'd love to hear about your old tandem and maybe we can make an offer for it.

Best wishes

ALEX

www.charlottestandems.weebly.com/

TANDEM CLUB MENS HILL CLIMB TROPHY

Unfortunately I could not print this picture along with the Ringmer Rally report as the trophy was not available at the time. Now that the trophy has appeared and been updated, I have pleasure in showing it here and referring you to the rear cover where we can see the winners.

The photographs (this one and rear cover) are by Mark Noble and show Cliff Hayward and Jake Mitchell proudly holding the TC Men's Hill Climb trophy with their names engraved on the base for 2010.

The 2011 Hill Climb will take place during the Lucton Rally in August, so in the next issue we may be lucky enough to have a report and photos of the 2011 winners.



SUBMITTED BY TRICIA ANDERSON



DYNAMIC DUO SET WHEELS IN MOTION FOR CANCER CARE

Two doctors take tandem cycling to the extreme as they cross the border from Norway into Finland today on their epic record breaking journey across Europe. Not only is the 6,000km journey from North Cape to Tarifa in Southern Spain a huge distance, but the pair have chosen to dedicate their journey to improving cancer care for children.

Ambitious Doctors Gihan Ganesh and Ben Clarke are attempting to break a world record whilst taking a break from their medical careers. Ben was diagnosed with testicular cancer in the final year of their foundation programme and was treated successfully at The Royal Marsden. It was this that inspired their challenge in an effort to 'give something back' to the hospital to which he is so grateful.

Until a few months ago neither doctor had ever ridden a tandem before and they describe themselves as 'two doctors whose eyes are bigger than their stamina'. Earlier in the week they braved the chilly winds of the Arctic circle and mastered the art of dodging herds of reindeer before crossing the border into Finland this morning.

They are determined to accomplish the fastest ever tandem ride across Europe cycling through Norway and Finland before passing through Latvia, Estonia, Poland, Germany and Spain. Gihan said, "It is going to be tough but we are hoping to take around seven weeks, this first week has been fantastic and we are looking for more support as we travel through Europe."

The boys will be recording all the trials and tribulations of their trip along the way which they hope to have made into a documentary on completion. You can also keep up with their progress, as well as witnessing their hilarious first attempts on a tandem, on their website www.eurotandem.org.

Ben, who recovered from cancer thanks to the support and treatment he received in London, made a plea for support "Each day is presenting new challenges - the weather, the terrain and trying to sleep in the daylight! We are asking people to support where they can. If you have experienced cancer, or someone you know has, you will understand that we need funds for care and support."

If you would like to support Gihan and Ben in their record breaking attempt you can sponsor them by visiting <http://www.justgiving.com/eurotandem2011>. Alternatively please visit their Facebook page for daily updates on their journey.

Submitted by **SOPHIE FALLON**, PR Officer
sophiefallon@hotmail.co.uk

RALLIES AND HOW WE MAKE THEM HAPPEN

CORRECTION TO PREVIOUS ISSUE

In Vol 236 pages 18/19 there was an error in the table that showed the future rally details. This is an important aspect of the club, so I have reprinted the table with the correction.

If any members can assist in any way with the “gaps”, by possibly suggesting a venue that they may have previously visited, then please contact Tony. There is no obligation to be the organiser, although your local knowledge would be useful.

So how are we set for the next few rallies?

	2011	2012	2013
Easter	Arundel	Volunteer required	Volunteer required
Family Camping	Polstead Paul Molyneaux	Volunteer required	Volunteer required
May Bank Holiday	International Jersey Daniel Hendriksen	International Normandy Neil Wheadon	25 th International Tony Prichard (Site to be agreed)
August	National Lucton Norman Taylor	National Kettering RFC Bill Grove	Volunteer required
New Year	Volunteer required	Volunteer required	Volunteer required
Semaine Federal	Flers Lower Normandy 31 Jul – 7 Aug	Niort Poitou Charentes 5 – 12 August	75 th Event Nantes Loire Atlantique 1 st week in August

TONY PRICHARD

Touring Events Co-ordinator

Tel: 01793 520734 email: tony@tandem-club.org.uk



A *VERY WARM WELCOME* to the following new members:

Tandem Club New Members 27/05/2011 - 25/07/2011

Nigel and Sandra Bird from Tadley,
Hampshire

Mark, Sarah, Josie and Roy Brett from
Fleet

William Cooper from Wimborne

Tim, Ginny, Elin and Huw
Cunningham from Llandudno
Junction, Gwynedd

Simon Davey-Evans and Sue Davey-
Evans from Fareham, Hampshire

Andrew Eaves and Laura McCutcheon
from Solihull

Mark Gilbertson and Alison Rust from
Bristol

Peter and Rosemary Gray from
Orpington

Vyvyan Harris from Doncaster, South
Yorkshire

James and Rowan Harrison from
Edinburgh

David and Linda Heath from Stoke-on-
Trent

Caitlin Hibberd and Tom Dyer from
Haverfordwest

Michael and Donna Ireland from
Stockport, Cheshire

Paul and Denise Jacques from Goole,
North Humberside

Angua and Jacqui McClarty from
Oban, Argyll

James McDonald from Broadstone,
Dorset

Andrew and Claire McRae from
Lincoln

John Mousley and Frances Wright
from Evesham

Rory O'Connor from York

Rodney and Lynn Partridge from
Dudley, West Midlands

David and Meena Pinckard from
Stowmarket, Suffolk

Adrian, Sarah and Zachary Pinder
from Truro, Cornwall

Cipriano and John Pinto from Luton,
Bedfordshire

Ian and Jane Prince from Stafford

Keith and Christine Ridgway from
Sheffield

Chris Sadler and Chris McGuirk from
Gloucester

Heather, Alan and Alice Saunders
from Littlehampton, West Sussex

Stephen and Yvonne Scott from
Bracknell, Berkshire

Ian and Alison Smith from St. Albans,
Hertfordshire

David and Maggie Smithard from
Folkestone, Kent

Helen Taylor and Colin Challinor and
Joshua Taylor from Leeds

Dave and Beverley Thomas from
Stanford-le-Hope, Essex

Edward and Julie Watson from
Halesworth, Suffolk

Malcolm and Christina Watson from
York, North Yorkshire

TECH TALK

TOOLKITS

It's quite amazing what some riders carry in their bags for roadside repairs. Socket sets, hammers, large adjustable spanners and a good selection of tools that don't even fit any of the tandem's components!



You will not be dismantling hubs, chain-sets and bottom brackets etc. at the roadside, so only carry the tools that you will use.

The picture above shows all that I carry for our tandem plus a couple of inner tubes and a decent pump. Multi tools can be difficult to use in awkward places so particularly ensure you can reach all the brake, gear and saddle bolts with them. Spare screws, cables, chain links, tyre repair fabric and a short length of chain are also handy. Those without technical ability should still carry a good tool-kit as helping hands are seldom far away.

Preventative maintenance eliminates most roadside failures. Before a tour give your tandem a good service and some new tyres. You may want to carry a few extras such as a folding tyre, zip ties, a couple of leather straps and small containers of oil and hand cleaner. Anything major will usually require a trip to a bike shop.

CHRIS PEACHEY

technical@tandem-club.org.uk

FRENCH SEA TO SEA

Our holiday plans had not really included this much rain, but because it was summer in the south of France at least the rain was warm. At 8 am in a very wet Bordeaux we had just been dropped off by the European Bike Express. Our aim was to cycle to Narbonne on the other side of France, a journey which with a little poetic licence could be described as a French Sea to Sea.

We left Bordeaux following the Garonne upstream, picking our soggy way through the factories and suburbs on the north side of the river until we joined the Roger Lapebie cycle track. We followed this for almost 30 miles, initially on traffic calmed back roads by the river and then on a disused railway line which wound its way through the hills and villages north of the Garonne. The cycle path along the railway was a delight even in the rain; the surface was superb, the scenery varied (a bit like Devon, or maybe that was just the rain!) and the cafes and restaurants in the old stations were very cycle friendly. Vineyards and yellow fields of sunflowers set the scene for the days ahead.

The railway track finally ran out at Sauveterre. After a coffee stop in the pretty little town square, a short run on the back roads took us to La Reole where we picked up the Canal de Lateral which we would follow over the next few days as far as Toulouse. The rain finally stopped and we were to have glorious weather for the rest of the week.

We spent our first night at Meilhan sur Garonne at a B&B in a small chateau with gardens running down to the canal.

Day 2 was spent cycling from Meilhan to the town of Agen and getting acquainted with our watery travelling companion. The Canal de Lateral is much wider and deeper than a typical British canal; all the locks are operated electrically and feature traffic lights to control entry into the locks. Commercial traffic seemed to have ceased on the canal and we saw only pleasure craft on our trip, with boat crews and cyclists acknowledging each other's presence with a friendly wave. We were a little disappointed by the absence of bird life along the canal but this was compensated for by the dragonflies, which continuously crossed our path. The towpath was used by cyclists, walkers, joggers, tourists and the occasional in-line skater, but despite it being the height of the holiday season the canal side was never busy except for short stretches near places of interest or in towns. The highlight of the day was definitely crossing the Garonne on an aqueduct just outside Agen. One of



several substantial river crossings that the canal makes, the Agen aqueduct is apparently the second longest in France and was all the more delightful for seeming to appear without warning.

In Agen we stayed in the Hotel Atlantic, a tourist class hotel which was perfectly acceptable and had its very own swimming pool. The tandem was put to bed in the janitor's store in the basement and after a swim we walked into the town centre and found an entire street of restaurants from which to choose our evening meal.

Day 3 was to be a short day, we were heading for Moissac about 30 miles away. It was getting hotter with temperatures in the low 30s. Down on the canal side we were usually well shaded by the plane trees that lined the route, with just the odd stretch where we were exposed to the full sun. We stopped on the canal bank just outside Valence for an early picnic lunch and were entertained by the



shoals of tiny fish which we were able to attract with small pieces of bread. We arrived at our hotel in Moissac early in the afternoon. Having dropped off our bags we cycled up to the Abbey, visited the Romanesque Cloisters and spent some time loitering in the shade admiring the carvings on the stone capitals.

Our hotel was the Moulin Spa on the banks of the River Tarn. While the tandem spent the night in the hotel conference room, we made full use of the spa facilities with a session in the jacuzzi, sauna and steam room.

From Moissac we turned south and had a hot but uneventful run to Toulouse. En route we passed the inclined plane at Montech, where boats are pushed uphill whilst floating in water retained in a sloping trough. The track was now poor in

places and we vibrated some screws out of our luggage which necessitated a makeshift repair.

We liked Toulouse, it had a very Mediterranean feel. The red brick used in many of the buildings seemed to glow in the evening light and we sat and watched the world go by as we ate in a pavement cafe opposite St. Sernin's basilica. We also shopped for screws to make a more permanent luggage repair and a knee bandage to make an Andy repair; both tasks were successfully concluded. We stayed in a rather nice city centre hotel called the Albert I, where the bike was again accommodated in the conference suite.

Toulouse was where we said goodbye to the Canal de Lateral (which ended in the city's canal basin) but was also from where we started on day 4 to follow the Canal du Midi which linked the city to the Mediterranean, some 146 miles away. We followed the canal through the city centre, into the suburbs and passed some of the high tech aerospace factories that have grown up around Toulouse. We were amused by the mock submarine from which snacks are served at Ramonville St. Agne port, which was also the site of an entertaining corkscrew ramp on the cycle path where it crossed the entrance to a marina. When we reached the country we also came across a salon de thé on a converted barge and continued with our habit of grabbing a drink at every opportunity. The Canal du Midi was much older, somewhat narrower and more sinuous in its route than the Canal de Lateral. We thought it was absolutely charming, beautiful in places and almost always well shaded. However, the towpath generally had a clay or gravel surface and in places was quite rough, with tree roots being a particular problem.

Since leaving Bordeaux we had been gradually climbing, although this was only apparent at the locks. At Port Lauragais we reached the summit of the Canal and deviated slightly from the route to find the obelisk erected to commemorate Pierre Paul Riquet who was the driving force behind the construction of the Canal du Midi in the 17th century and is still something of a local hero. Our destination for the day was Castalnaudary, which was built around a huge canal basin constructed by our friend Riquet. The old part of Castalnaudary lies on sloping ground behind the basin and at times had the look and feel of a Mediterranean fishing village, which was slightly odd when we were so far from the sea. Castalnaudary's main claim to fame is that it is the home of cassoulet, a dish made from beans, pork, sausages and duck fat. We were of course obliged to try this culinary delight and were greatly impressed. Our hotel in Castalnaudary was the Hotel du Canal where we were made very welcome and secure cycle parking was provided.

Day 5 started with breakfast on the hotel terrace overlooking the canal and then, with bottles filled by our waitress with ice cold water, we were off along the towpath to Carcassonne. We were glad of that cold water and the various cups of tea and

soft drinks that we were able to buy along the route as it was getting very, very, hot. On the odd sections of the route that were in direct sun we actually raced to the next patch of shade. We had lunch at a small restaurant in Villesequeland and impressed the waiter by quickly downing the first litre jug of water and then managing two more.



We arrived in Carcassonne mid afternoon and found the Bristol Hotel easily as it was right on the canal side. After a shower and nap we walked through the town and then up to the rather spectacular old fortified walled city. For the British (who are used to their castles being rather knocked about) Carcassonne comes as a bit of a surprise as it has been heavily restored and has the feel, at times, of a film set. Indeed it once played the role of Nottingham Castle in the film Robin Hood Prince of Thieves. From the city walls it was possible to see the Canal du Midi which was quite special as both the canal and the city are World Heritage sites. We lingered in the city to watch a Son et Lumiere set around the Albigensian Crusade and the repression of the Cathars who had flourished briefly in this part of the Languedoc. The performance was truly spectacular with lighting effects playing on the castle walls and knights on horseback, peasants, monks and assorted farm animals on stage. We ended the night savouring the view of the illuminated city walls as we crossed Pont Vieux on our way back to our hotel.

We were sad to leave Carcassonne as this was to be our last full days cycling on this trip. It was, however, to be a very good day. We spent the first few miles passing and being passed by a chap on a mountain bike. We noticed that he took a photo of us and after a few more miles we exchanged greetings and he asked if we would stop at the next bridge. It transpired that he used to ride a tandem with his wife and wanted to take a picture of the bike for old times' sake. He was also quite impressed with our speed, but we didn't like to admit that while he appeared quite fresh we had been working hard to keep up with him.

Our first cafe stop was in the pretty little town of Trebes where we discovered that Andy had the hotel key on its enormous key fob (so you don't forget to hand it in!!!) in his shorts pocket. This was a problem as we were reluctant to cycle 12 miles back to the hotel. We had stopped in Trebes because our guide book said it had an English bookshop and we were keen to find books for the long coach trip home. We found the shop, bought books and chatted to the owner; she had copies of the Cycling Guide we were using and was pleasantly surprised when we explained we knew about the shop because it was in the guide book. This lovely lady also offered to return our hotel key when she next went to Carcassonne, for which we were most grateful.



Our next stop was to buy melons from a farmer who took the trouble to show us his melon fields which were irrigated with water from the canal. We saved the melons for later and they made very interesting bulges in the panniers.

The canal path was now quite poor in places and we had a couple of near immersion experiences as we bounced across boulders and tree routes. In a few places we took advantage of adjacent roads and abandoned the towpath but the lack of shade meant that we ended up back on the canal bank, preferring the rough track to the intense heat.

We had a leisurely lunch in Homps and then set off on what was to be our last stretch of the Canal du Midi. Lynn had claimed on several occasions to have seen large things swimming in the canal, but with only fleeting glimpses they had remained unidentified. Just outside the village of Le Somail we were able to solve the mystery as we got a good view of three large coypu, apparently the descendants of escapees from fur farms.



A little beyond Le Somail we arrived at the point where the Canal de Jonction met the Canal du Midi and we turned south following the Canal de Jonction as far as the river Aude. We thought the route at this point a little odd. To cross the river we were directed to follow a railway line onto a bridge and over the river. Our guide book helpfully explained that very few trains used the bridge but that we should check to ensure the line was clear before crossing. The book omitted to explain how long the bridge was (think Bridge Over The River Kwai!) or that to get off on the other side we would have to go down a buttress, we thought it all very exciting. In fairness an alternative (but longer) route avoiding the bridge was suggested.

The final stage of the day was along another waterway, the Canal de la Robine. We stopped just outside Narbonne between the canal and some allotments to eat our melons and have a drink. A lady who had been working her plot gave us freshly picked tomatoes and we reflected again on the kindness of strangers.

We found the Grand Hotel du Languedoc just a little way from the canal in Narbonne. The tandem was safely locked in the hotel garage and we went in search of supper. Narbonne is famous as the birthplace of the singer Charles

Trenet and there was an outdoor music festival featuring his songs, to which we listened as we ate adjacent to the canal.

Our last day dawned with a light mist. The hotel manager gloomily told us that the cooling fog would not last as the sun would burn it off and it would be as hot as the previous day, which he said had been 40 degrees in the city. We wanted to cycle down to the coast and thus complete our crossing of France. We decided that we should make sure we could find our way to the Bike Express pickup point first, this turned out to be on a retail park that was more or less on our intended route. As we were not meeting the coach until 4pm, we then had the rest of the day to potter gently to the seaside. The hotel manager was right about the weather and we were cycling with very little shade, it was very hot when we arrived at the coast. Actually we arrived at an étang which is a stretch of brackish water almost cut off from the sea, a common feature along that particular stretch of coast. We had hoped we might see flamingos in the shallows. There were no flamingos, but the view across the expanse of the étang with the sunlight catching every ripple and the water reflecting the intense azure blue of the sky was stunning.

We needed to escape the heat and returned to Narbonne and a long lunch in the shade which gave us the opportunity to reflect on our journey. We had covered 324 miles over the course of a week. Most of the route had been flat. The towpath, which had been silky smooth at first, had deteriorated over the last 3 days and in places was quite rough. Our accommodation had been good throughout and our needs as cyclists had been well met. The European Bike Express provided a trouble free means of transporting the tandem and the office and coach staff were a pleasure to deal with. All in all we had a very pleasant trip, slightly cooler weather would have been good, but then there's no pleasing some folk!

ANDY & LYNN SKELTON

DESPERATELY WANTED

Contributions to the magazine to fill small silly spaces like this.

Maybe bike jokes or small sketches etc

All gratefully received!!



PASTIES & SHORTBREAD

One winter's day whilst day-dreaming of sunnier cycling days, stoker Beverley suddenly suggests, "How about doing Land's End to John O'Groats next Spring?" Thus in April 2010 we set off from Land's End for what was only our second 'big trip' on our tandem.

Preparing our route started with highlight pens, sticky tape and two car atlases on which we sketched routes gleaned from friends and the Internet. Deciding to avoid all major routes where ever possible and laying our final route on computer, GPS and paper road maps, we were done.

Preparing ourselves was less successful as despite our best intentions the wintry conditions, a prolonged bout of flu and a sore knee, saw us doing less than 350 miles in the few weeks beforehand. We did manage a 130 mile ride to Folkestone in February in snowy conditions though, so we were at least able to test ourselves and prove our winter kit, which was just



as well as snow fell in Scotland just days before our departure and was still on the Cairngorm peaks when we passed through.

On the accommodation side, we packed winter sleeping bags and our tent, although a fall from the tandem on day two (low loaders/high kerb/severe wobble/dented pride!) left us a little bruised and scratched and me with a cracked rib, making camping rather difficult. A few uncomfortable days of cycling followed and after words of wisdom from my stoker, we decided to off-load the camping kit and go B&B. Matters then improved and progress was solid, comfortable and enjoyable.

We'd decided to travel South to North given the conventional wisdom that the UK's predominantly south westerly winds would help progress. Unfortunately for us, the wind blew NW/N/NE for the whole trip, although never more than 'fresh to blustery'. However, the wind kept the skies clear of rain and for the whole journey we logged about five hours of showers, which, seeing as we were on the road for just over three weeks, was surely nothing short of a miracle?

The journey then? We did of course thoroughly enjoy the trip, as countless others before us. Aided by good weather albeit chilly at times, the highlights were the people we met, the places we saw and the simple way of life that cycling trips give you. Not for us the hustle and bustle of daily life, busy roads, ringing phones, or the pre-election razzmatazz, at least not for a few weeks. We were taken with the beauty of the Shropshire and Cheshire countryside, erstwhile seen only from the M6, and a detour to Morecambe to see the restored art deco Midland hotel was a particular highlight for Beverley. We will both remember the young man cycling an ex-London rickshaw from Aviemore to London – it weighed at least 60Kg and must have been close to 1.8m wide – how he got it through some of the gateways and stiles en-route is a tale in itself I should think. Also the young man, who was emigrating the following week, wanted to squeeze in the end to end before he left. Unfortunately for him, his daily miles were too great and his knees gave out just 120 miles short of the end.



Our route saw us enjoy days and days of quiet cycling along country lanes and open spaces, with, on many occasions, less than a handful of cars. The downside of the quiet route was its hilly nature and the GPS recorded total ascent of some 37,000 feet. The hills of Cornwall and Devon were, without doubt, the most stubborn and saw us dismount a number of times. On one occasion as we both struggled to push the tandem up a nasty little hill, a passing horse rider commented that she thought us mad to go that way: we didn't disagree with her. And of course, there was Shap Fell in a strong headwind!



And so we rolled into John O'Groats on the 2nd May and were both surprisingly emotional at doing so. Was it the achievement or the realisation that our trip was at an end? Who knows, but it was great to be there for all sorts of reasons. Maybe it was the sight of the happy band of motor cyclists passing through or the two young

lads setting off cycle camping to the other end, raising money for charity after their teacher had died on his honeymoon after cycling safely to Istanbul with his bride only to drown in a boating accident.

Someone asked if we would do it again? Not likely, there are too many other trips to be had – where's the atlas?

And a final note for my stoker, who still doesn't consider

herself a cyclist, but just someone who does a bit of pedalling each day. She has a dislike of suspension bridges and we detoured around the Severn Bridge, but bravely she went over the Forth road bridge and a number of others too. Well done for this and for looking after me so well. Obviously I couldn't have done it without her, but more importantly, I wouldn't have wanted to.



Footnotes:

1. Some people scoff at taking items like GPS and laptops on trips and this was my first use of such items. The GPS was an absolute boon, as armed with every day's route, it lead us neatly down small country lanes, through complicated junctions and crowded towns without endless resort to maps. The 9-inch net-book computer coupled with the mobile phone gave easy Internet access making forward booking of B&B possible on a daily basis, giving us the opportunity to plan daily cycling distances as we went, rather than a fixed itinerary. Not everyone's cup of tea, I know, but we made great use of this technology and undoubtedly saved ourselves time and effort in the process.
2. Transport and the Tandem – we didn't attempt to ship the tandem around by any means other than the car as doing so by train seems out of the question. A one-way car hire to Penzance was a possibility but we were lucky enough to be taken to Lands Ends by friends with a tandem roof-rack. From JoG to Inverness saw the use of a 'man with a van' who advertises on the Internet, and then a one-way estate car hire thereafter.



ALAN MORGAN



MONT VENTOUX WITH OUR FEET UP

Aspiring to reach the top of Mont Ventoux, John suggested that we plan the attempt at the end of a three week tour in southern France, when we should be either exhausted or at the peak of our fitness. Unsure whether anyone had ever taken a recumbent tandem trike like ours up the mountain, which Lance Armstrong described as the worst mountain in the world, we decided that the disadvantage of its size and weight might be counteracted by our three wheels, which would mean we should not fall off, whatever else we did.



Because of the varying weather conditions that can be experienced at the top, we left three days to choose from at the end of our tour, and on our return consulted the tourist office in Sault for a weather forecast. The next day promised the best weather, so at 6.40 a.m. we set off, armed with plenty of water, fig biscuits and dried apricots, as well as extra clothing for cooler temperatures at the top, a spare tyre, inner tubes, tool kit and pump. Taking the route from Sault means the longest ride, but also initially the less steep gradients, and the twenty kilometres to Chalet Reynard at the tree line passed without incident in the middle ring, although the road surfaces were dreadful. The Tour de France does not take this route, so there is no incentive to resurface the road. We were passed by few bikes, but half a dozen did zoom by wearing shirts of the Legion Etrangère, the Foreign Legion, which turns out to have a base nearby. The mainly French and Belgian cyclists

who passed us on the road later were mainly on light sportif models with a tiny pump and inner tube in their back pocket, although we did see a few mountain bikes. We hoped that the sight of two English pensioners chatting together as they pedalled



their tandem trike up the mountain did not detract from their own feelings of 'sportive' achievement. At least Sheila wasn't knitting.

At Chalet Reynard we paused for a coffee (but no pain au raisins, to John's distress) and watched as riders coming up from Bedoin, a steeper route, swung round the hairpin in front of us without stopping and then began to struggle as the gradient increased sharply. One Belgian man who came over to ask about the trike told us that his son was doing the mountain five times that day, once from each

starting town – Sault, Bedoin and Malaucene - on his road bike and twice on mountain bike routes.

When we set off again, John engaged our small ring and we wound our way steadily up the 7% and 8% gradients and hairpin bends of the last six kilometres. The trike attracted many photos, as it always does, and when we stopped at one point to take in the view and a drink of water, a kind Dutchman took a photo of us on our camera. Even the final tight corner and steep pull up of a hundred metres to the summit ramp did not bring us down to our lowest gear of all, and we were agreeably surprised to find that we were not heaving for breath and pouring with sweat like some of the upright solo riders, especially those who had made the most difficult ascent from Malaucene on the other side of the mountain. We welcomed offers to photo us both with the trike, succumbed to purchasing a pair of Mont Ventoux socks and hung around at the top for quite a while. But space is limited up there and having admired the spectacular 360 degree views, we felt we should set off down to make room for those still arriving every minute. It is a very popular ride indeed, and the support cars of Belgian and French families make the top a busy place.



Descending steep hairpins on the trike is an unnerving experience, and involves John hanging out to the side to keep the front nearside wheel on the road and me just hanging on tightly to stay on board. It feels much faster than it really is, but looks spectacular. We were overtaken all the way down by solo cyclists pedalling as though they were in the Tour de France, although a few then stopped to take our photo before setting off again. There were still many cyclists of all ages plodding uphill on their way to the summit, and we felt very sorry for them as the heat increased steadily as we descended, taking in crêpes at the Chalet Reynard café en route. Our ascent took three and half hours pedalling time and the descent about half an hour. We climbed (and descended) four thousand feet, the summit being at 6,273 feet.

PS: We stayed in an excellent, friendly and reasonably priced two bedroom B&B conveniently situated for the ascent from Sault, where guests also have use of a kitchen if they don't want to go into Sault nearby for supper. It is Le Vieux Moulin at La Loge, Sault. E-mail levieuxmoulin84@gmail.com, phone 00 33 490640883.

SHEILA WARD

Our bike and us



Thorn's designer, test pilot and touring Guru, Andy B. (pictured above with partner Fiona) share the experience of riding their very own Thorn Raven Discovery tandem.

"I have owned many tandems. Some have cost, in real terms, twice as much as our Raven Discovery yet I can honestly say that "this is the best tandem I have ever ridden"

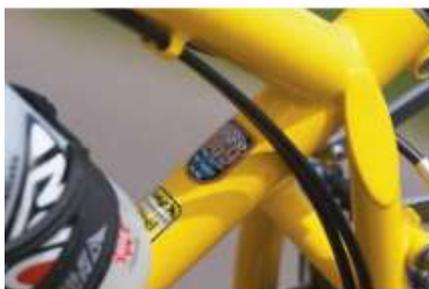
"this is the best tandem I have ever ridden"

Fiona and I prefer to take long cycle camping holidays together, on our solos but we also enjoy the immense exhilaration of riding a tandem together, consequently, as you can see, the "banana split" is set up for Audax riding, where the ultra rigid, yet very comfortable, double marathon frame allows us to make the most of our efforts... it also allows Fiona to "fidget" on the back without unintentionally steering the machine. The frame handles so

well that it allows us to out-corner the solos. Although we use ours for Audax rides, we could simply add a front carrier and some big bags and it would be more than ready for one of our major tours.

The Rohloff hub is a revelation for tandem use! When you need a low gear... it's there! If you stop in the wrong gear... you can start in the right one... without fuss! I would hate to have to use derailleur gears on anything other than a cyclosporitif solo bike again.

The XTR V brakes are very powerful and the tandem's long wheelbase allows us to take full advantage of them... we can out-brake any solo.



Because the brakes are so good and the bike handles so well, I am confident to let it roll on most descents... so we don't need the optional disc brake.

The optional S+S couplings enables the bike to easily fit into most medium sized hatch backs, bus holds, solo airline bike boxes or bike racks on trains." Andy Blance July 2006

Arrange your test ride on a Raven Twin tandem today with Thorns 100 day 100% money back if not delighted guarantee*



About the Raven Twins

The Raven Twins are a family of three different tandems; they all use the ultra reliable 14 speed Rohloff hub, which offers many advantages for tandems. They all use our exclusive Thorn 969 (cold drawn, seamless, heat treated double butted) mega size 4130 Cro-Mo tandem-specific tube set, with Reynolds 531 tandem gauge, twin plate crown, forks. The comprehensive cable guides, which allow multiple brake options, are stainless steel, as are the 6mm bosses provided for front and rear carriers. All the frame sizes are available with or without S+S couplings, in a choice of three colours.

Rohloff 

14 speed internal hub gear

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- > Minimum maintenance... hub totally sealed from grime
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- > No weight penalty!
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OUR HOLLAND TRIP

In May half term my family and I went cycling in Holland and Belgium.

We went on two Lee Cooper kiddieback tandems, which we named Blue Lightning and Fire Bolt.



In total we did two hundred and seventy miles, which is four hundred and thirty kilometres.

We left our home in York and cycled to the ferry in Hull where we slept overnight.

Mostly we followed the LF-1 route and we cycled for most of the days, but stopped as well to look at interesting things in Zeeland. There are lots of islands connected by bridges that we cycled over, although one time there was a ferry that only walkers and cyclists could use.





There were some 10% hills which weren't hard because in Yorkshire we have 30% hills!

The breakfasts were lovely in our B&Bs in Holland and Belgium. There were massive waffles, croissants, chocolate sprinkles on toast and lots more yummy things!

We stopped at a park called "Neeltjes Jans" which told you about the reclaimed land. There were seals there, a hurricane machine, a water slide that we went on five times, the inside of a whale and lots more. In the hurricane machine there was a huge fan which blew you around. Inside the whale there were facts, a skeleton of a whale and lots of whale noises that gave me the creeps. The water slide was really steep and you had to sit in a boat and go down; while we were

walking to the steps we saw a really hairy caterpillar!

One B&B was a farm with really nice dogs, rabbits, horses and hens; they also had guinea pigs.

Unexpectedly we found a really awesome play park which was on an island in a river - a bridge was there but it had a gap so you had to pull a rope to get across.

At the end of our trip we stayed in Brugge. We visited the Choco-story museum and Salvador Dali exhibition which was weird!



After that we cycled to the ferry in Zeebrugge to get back home.

This was one of the best holidays in my life!

SASKIA CHAPMAN GIBBS
Aged 8

SPRING TANDEM MEETING 2010 RATINGEN

DÜSSELDORF, GERMANY

12th MAY – 16th MAY 2010

The ADFC Osnabrueck 2010 tandem meeting took place in Ratingen, giving participants the opportunity to test their up- and down-hill riding skills in the surrounding "Bergisches Land" area, with less hilly alternatives in the adjacent Rhein and Ruhr valleys. There was also the opportunity to visit a few places of interest, ranging from sites of the Neanderthal era to the industrial heritage of the area. As in previous years, family rides were on offer as well as medium and long rides.

After a gap of a year due to our absence on the End to End, Ruth and I decided to get ourselves into gear for another venture organised by the enterprising and diligent Osnabrueck ADFC, and duly booked the Hull to Europoort ferry for a ten day tandem visit to Europe in what would hopefully be warm Spring conditions after the appalling winter weather endured for far too long. Bit optimistic, this, but what were we to know? After all, "Spring" conjures up visions of floral displays and increasingly cycle-friendly weather, so the arctic blast with which we were greeted on arrival in Holland came as an unwelcome breach of a perceived contract with Mother Nature. So much for the anticipated following westerly wind on which we had quite erroneously counted to speed us across Holland! Too late to worry now, we just dug deep and pressed ahead on our three day journey, with two overnight stays en route. Accommodation had been a bit of a problem in the past, but this time sorted by taking out membership of the Vrienden op de Fiets organisation, who offer a cycle-friendly list of B&Bs at capped prices in cities, towns and villages across the country. Germany has a similar system too and we availed ourselves of both, resulting in a variety of memorable experiences.

Distances are always a problem, as inevitably another 20% can be added to the anticipated mileage due to missing (or missed) signposts, or erroneously following a "tourist route" that goes the prettier, and inevitably longer, way. This is fine if you're just out for the day but a nuisance if you are trying to get somewhere whilst keeping off major trunk roads. An 8.30am departure straight off the overnight ferry onto a dedicated cycleway is a good start to the day, but it took rather longer (and further) than anticipated to reach our first night's destination at S'Hertogenbosch. No worries, we made it and spread ourselves out in the spacious accommodation on offer before venturing forth to explore and eat. Yes, it was good to be back in Holland, a cyclist's paradise of dedicated cycleways, and road traffic that treats you with respect. If we had similar laws in the UK whereby any cyclist/road vehicle collision is automatically treated as the fault of the motorist, then we could feel safer here, too.

The sunny skies greeting us the next day belied the coldness blasting forth straight from the arctic, but the rural route was pleasant and less of a distance to the next stop at Venlo, close to the German border. Another excellent B&B, great welcome with tea and cakes and a short stroll to the town centre for an evening meal at a

local hostelry. In a bid to boost insulation of frozen fingers (the need for winter gloves having been unanticipated), we tried to purchase some the following morning, only to be told that stores were now full of summer stock that excluded these items. However, a fortunate local tip-off whispered that Lidl still had stock, so a hasty visit to the local branch soon put that to rights. Across the nearby border and into Germany and onwards, ever south-eastwards, sticking to the smaller roads that eventually pointed to Duesseldorf and Ratingen.



The Spring Meeting was based at the Ratingen Youth Hostel, deep in the woods to the north of Duesseldorf, with overspill accommodation at the Jaegerhof hotel in a small village a couple of miles away. Almost eighty people took part from across Europe, with strong contingents from Germany, Holland and Belgium, together with representations from Switzerland and the UK: a good bunch of folk, most of whom had attended before, so a nice chance to meet up again with old friends in convivial surroundings. The programme of rides was designed to meet all needs with short, medium and long versions on offer, covering all areas around Duesseldorf, itself a delightful city with lots of wide open spaces and parkland, not solely dedicated to the industrial output for which it is perhaps better known. We opted for the medium rides, having felt we had earned our spurs on the way out, and were not disappointed by the routes chosen. GPSs were the order of the day, with the usual conflict between different systems just to spice things up a little, but folk kept more or less together under the stewardship of Johannes and Annie, even though we lost most of our party (who decided to follow another GPS) after lunch! Father's Day coincides with the start of the Spring break in Germany and is celebrated in some style, with the dads forsaking their families to go out and get drunk with their mates, often towing around a handcart full of the day's liquid

necessities. Evening mealtimes were held at the hostel with suitable refreshments to hand, before retiring for the night.

Day 2 dawned under sunny skies, with the arctic influence having waned somewhat so a cheery group, larger than previous, assembled at the start for the Medium ride. The Long Riders had disappeared earlier, intent on getting in their kilometres for the day, and we duly headed for the woody trails that were to be a feature of the day as we passed through arguably some of the best countryside of the tour. Before long some of the Long Riders were seen, and indeed overtaken for a while, with muttered excuses overheard of various technical problems experienced (crossed GPS wires? Spokes?) Our route had been well-planned, and the open nature of the ground now covered meant that GPS hiccups were almost non-existent, making time for an extended ride to take full advantage of the day. Spring was in glorious evidence, the hedgerows and countryside alive with the colour of nature renewing itself. Evening refreshment and conversation activities were attacked with due diligence, before weaving a homeward path back to the Jaegerhof in the evening gloaming.



The final day's ride involved a crossing of the Rhine and exploring the hinterland west of Duesseldorf, another good day out which culminated in a return along the river and a chance to admire the quirky architecture, a feature of this part of the city. And so back to the hostel for a farewell meal to cap an excellent 3-day event, before preparing for our return to the UK.

It had turned cooler again as we headed north the following morning towards Arnhem, bound for an overnight stay at Bocholt before leaving Germany. A

misreading of the map from the navigator on the back had us heading deeper into Germany along some delightful rural trails before realisation that we should be heading North, not East: swiftly corrected, and once more following the Rhine through some splendidly varying countryside. Café stops are a cyclist's delight (right?), and we were determined to ensure that the local offerings were duly sampled: essential fuel to get us to our eventual destination. Our night's B&B accommodation in an upmarket suburb of Bocholt couldn't have been bettered, with a wonderfully warm welcome with tea and cakes from the owners: we were their first guests. And to cap it all, a splendid meal out at the nearby Gasthof, a short stroll away.

Next day couldn't go by without a visit to the largest bike emporium in Europe, with everything on offer. Good for a browse, and for the complimentary coffee on offer before heading for the border, and back once more in Holland. We made for Doetinchem, Zevenaar and Westervoort before finally crossing the long, long bridge across the river to Arnhem. B&B this time was in the city centre, fully adapted for self-catering and a supermarket nearby, so we ate in that night. Next day saw us following one of the excellent cross-Holland bike routes, making for Culemborg, keeping south of Utrecht and ending up for the night at Gouda. Well, a visit to Holland wouldn't be complete without paying a visit to the home of the famous cheese. Anyway, an interesting town in its own right and worth wandering around the main square the next morning to linger at one of the excellent cafés and have a look around the market. It's not just about cycling, now is it?

Eventually, we set off towards Rotterdam, really good fun navigating the many intersections around the motorways and trying not to get too lost in the process of keeping to the cycleways, some of which ran along delightful stretches of canal in peaceful, sunny countryside but a stone's throw from the major highways. To our surprise we completed this exercise without major event and made for Maassluis, to take the ferry across and then head for Brielle and Europoort. The convenience of the night return to Hull gives one a full day to ride the last lap, enhanced by sunny skies and a wonderful, uncrowded cycleway – we were the only ones to be seen – to arrive in good time and once on board, to admire the setting sun before setting sail for home. A good trip, and our thanks to the ADFC organisers and helpers who worked really hard to make the Spring Meeting possible.

(Photos by Johannes Solf)

FRANK FEINBERG



Happy tandem riding!

JERSEY INTERNATIONAL RALLY 2011 REPORT

I guess that cycling heaven would be beaches, views, loads of cafes and a public toilet on every corner. Added to this would be lots to do, a fantastic campsite and sunny weather.

In May this year about 110 cyclists arrived on Jersey by sea and air, ready to explore an island that all of us had heard of, but few had visited. By the end of the week though, the majority of us had been won over by this glorious place for a cycling holiday.



So why was it so good?

Well for a start there are the roads, or in our case green lanes, all carefully chosen and leading all over the island with little need to use the main roads. Having a 15mph speed limit and cyclists and walkers taking priority meant that we were undisturbed for the majority of our rides. When we did use the main roads, we heard a horn once, but this was from one tourist hire car to another as it slowed up to let us out of a junction.

Next there was the campsite, a pool kept the children amused, the pitches were spacious and we were hosted by one of the most obliging owners I had ever met. Nothing was too much trouble, from collecting fresh croissants in the morning to finding a spit for the hog (more of that later).



Then there was the local interest and for a small island there was plenty. On the Sunday it was the Jersey Criterium, a closed circuit race around the streets of St Helier. We stayed for the women's race and were treated to Hannah Walker as British Champion trying to chase down her teammate Hannah Barnes over 20 odd laps, but she didn't succeed. The people who stayed later were treated to the even faster men's race on the occasionally slippery circuit.





On Monday night we squeezed into the marquee to be enthralled by one of those talks where I'm sure the presenter was having as much fun as we were. Jersey is stuffed with WW2 artefacts, bunkers, look-out stations and a bunch of guns at the bottom of a cliff. Dave was an enthusiastic amateur, his mission was to record every last piece of concrete on his camera and stop those pesky tractor drivers from Guernsey popping over and pinching anything that could be sawn away and heaved back to their island. It could have been an endless stream of 'here's another bunker' but his anecdotes kept the whole process afloat. This set us up for Tuesday's ride, as Dave had mates who had the keys to a German bunker atop of which was a very big gun that they'd hauled up the cliffs a few years back. For £2 we were able to explore the bunkers that I later discovered cost the lives at least 600 of those that had built them.

Then there was the food. Well Jersey is just one big potato field, grown on slopes, in small fields and allotments and the Jersey Royal is king. Like the Jersey cow, which also decorated the islands, if anyone even whispered Desiree, I'm sure they would be frog marched back to the port. We had Portuguese seafood one night; like a paella, full of fish, except the rice was replaced by.....yes, you've guessed it, potatoes. However,



they were delicious and so impressed were we that we bought a load last week in good old Somerset. The crowning event though, was the hog. Reared at Debbie's cousin's farm (the whole island was related to Debbie) it was reverentially basted and cooked on a charcoal spit all Thursday,

as Daniel and Debbie gave up a day to supervise, leaving everyone else to have a slice or six washed down with delicious Jersey Royals in the evening.



I could go on and on. There were good beaches, a lovely zoo, a winery and loads of cafes filled with Jersey Ice Cream and the fact that Jacob, Harry and Jim won the impromptu freewheeling contest, but I need time to thank Daniel and Debbie for their impeccable routes, choice of campsite and their willingness to ensure that everyone had a good time.



Should the club go back to cycling heaven? I think we should, no road was repeated all week and if you like the miles you could have easily added a few more, but sometimes life is for relaxing a bit and maybe next time we could fill the campsite and I'll be there too.

NEIL WHEADON

NORTH EAST

Sunday 14th May



Four tandems and five solos set off on an adventure by cycle paths, bridleways and minor roads from Durham to Penshaw Monument. This is a rather ostentatious replica of a Greek temple and was built in 1844 on a hill to the south of Sunderland. It is a significant north east landmark with a great café at its base.

We followed the banks of the River Wear out of town, to look back at the more majestic of the day's landmarks, Durham Cathedral. Once out of Durham we quickly found our way onto a network of off road cycle routes through a rolling green landscape, much of which has been reclaimed after centuries of mining.

The view from Penshaw Monument is extensive with views out to the North Sea and then we freewheeled back to the River Wear and joined the C2C as far as Chester le Street from where we headed back to Durham.

KEN AND AUDREY

PETERBOROUGH

July 23rd 2011

Like a new-born infant, the emergence of a new tandem group will slowly take its first few faltering steps, gain a little in confidence and momentum, and will eventually find its feet (aka 'wheels') firmly planted on the ground.

Thanks to the initiative taken by John & Elaine Blackburn, the Peterborough group is ideally situated to attract riders from a wide geographical radius, and four crews gathered at Orton Mere on July 23rd for a 38 mile ride out into Northamptonshire.

The route took us through remarkable villages such as Fotheringhay (birth place of Richard III and where Mary Queen of Scots lost her head), and places with evocative names such as Bulwick, Blatherwycke and Apethorpe, through the picturesque village of King's Cliffe and past the impressive estates of Elton Hall, family home of the Proby family. It was an excellent ride, new friendships were forged, and we had a tail wind to enhance the speed of the return journey (part of John's careful calculations!).



Participants in photo (from left to right):
John, Elaine, Lynette, Mike, Frank, Jenny, Sarah & Andy.

And, interestingly, three of the four tandems were Dawes, accompanied by a venerable Jack Taylor.

FRANK BURNS

THREE COUNTIES

19th June 2011



After coffee at the house of our leaders, Brian and Sylvia, five tandem crews left Leominster to cycle to the pretty village of Eardisland where we met up with Norman and Margaret. The twelve of us continued through the very quiet lanes of North Herefordshire to Lyonshall where we had lunch in the Royal George.

In the afternoon a long, but steady climb to the south west gave us splendid views of the Black Mountains before a fast descent to Almeley where we took the opportunity to enjoy 'Jazz and Pimms' in aid of the church restoration.

The return was by further quiet lanes to Monkland from where it was just a short distance back to Leominster. The ride reminded us of the joy of cycling in this part of our Region and it is an area that will be explored further by those who attend the National Rally at Lucton in August.

Our thanks to Brian and Sylvia for leading this enjoyable 32 mile ride.



10th July 2011

From their house in Woodmancote, Howard and Jenny led four tandems and one solo around the base of the Cotswolds passing through Gotherington and Gretton to reach Toddington Station on the restored Gloucestershire and Warwickshire railway where we had coffee. Our visit coincided with a vintage bus rally and we spent time looking at the buses, many of which brought back happy memories from our childhoods.

Leaving the station we climbed the Cotswold escarpment up Stanway Hill and then

turned north to reach Hill Barn Farm where we were met with stunning views of the lavender fields, their purple blooms stretching to the horizon. From the fields it was only a short ride to Broadway Tower Country Park where we had lunch and admired the extensive views to the Malvern Hills.



In the afternoon we went through the pretty Cotswold village of Snowhill before the long fast descent down the escarpment towards Broadway. From here further minor roads and quiet lanes took us through Wormington, Alstone and Dixton back to Woodmancote where Jenny supplied us with tea and cake after an excellent sunny ride of 39 miles.

ROGER AND JENNY MCNAE

WESSEX

May 2011

On 8th May a few Wessex tandems went out on the joint ride with Wessex CTC and Audax UK, tackling the 30 and 62 mile rides. Two TC members resorted to their solos to attack the 160 mile ride - hats off to David Muir and son Joshua. Some tandems from further afield also took part and we were delighted to welcome them.

On May 22nd, ably led by Chris and Jenny Davison on a joint ride with Wessex CTC, nine tandems and nine solos left Wimborne to ride to Blandford. They found the route was very busy with cyclists as they had chosen the same route as the Bournemouth Arrow 110k reliability ride. The group stopped for lunch at Winterbourne Thomson and everyone enjoyed viewing the 1000 year-old chapel. Continuing through Bloxworth to Sturminster Marshal, a charity tea room provided welcome refreshment. A very good day for all in reasonable if windy weather.

SHEILA WARD

June 2011

Three tandems including leaders Dave and Claire Muir set out from Wilton near Salisbury and up the delightful Wylve valley with a tea stop at The Ginger Piggery. Reaching the top of the valley we headed down through the Deverills for a picnic lunch on the green at Monkton Deverill. After lunch we climbed over the downs and on to Tisbury for more tea at the Boot Inn. The big climb of the day followed, a 20% up followed by a 20% down as we crossed into the Ebbel valley. By this time the showers that had been threatening all day finally caught up with us, but we soon whisked down the valley and back to Wilton.



DAVE AND CLAIRE MUIR



Please send all items for inclusion in this section to the Editor by the deadline date, which is the 22nd of the month prior to production. Contact details and publication dates can be found in the front pages of the Journal. If adverts are not typed or emailed, please write clearly. Copy will be edited to ensure that first line of advert will be highlighted and advertisers name, telephone number and location included.

RATES:

For Sale:	Under £100 is FREE. Otherwise 10p per word (members) 20p per word (non-members). Photos £1.50 each
Wanted:	FREE
Accommodation:	30p per word

Please make all cheques payable to 'The Tandem Club'.

FOR SALE

DAWES TWIN STREET TANDEM 23/21" Reynolds 531, blue, drag brake, fully serviced, carrier £350 ono. Tel: 01989 770357 Fred Carpenter, (Ross-on-Wye, HR9) email: fred@fredandhilary.co.uk.

DAWES TWIN STREET TANDEM 21/19" Reynolds 531 blue, drag brake, little used, carrier £400 ono. Tel: 01989 770357 Fred Carpenter, (Ross-on-Wye, HR9) email: fred@fredandhilary.co.uk.

DAWES SUPER GALAXY TANDEM 23"/21" Gunmetal grey, Expedition spec. Shimano/Stronglight 24 gears transmission. Drag hub brake. Mechanics good. Finish fair. 6 years use. £500. For more details contact Roger Mantom (West Midlands) Tel: 01384 377362

THORN EXPLORER TANDEM SIZE MM New October 2004, used locally until April 2009 – unused since then due to illness. Good condition with some minor wear. Size (guide only) MM. Rider height 1780/1590. Stand over height 815/752. Pedal crank 175/165. Price sought £1250 ono. Further information can be sent on request. Contact Rowland Pickerill Tel: 01509 853072 or 07817 217888 (Loughborough LE12)

Tandem Club Regalia items are obtained from:
Ian Lambert, 1 Bitterley Close, Ludlow, Shropshire, SY8 1XP
Telephone: 01584 873196



Socks: Top quality sock with tandem design. Sizes S, M, L

£5.00
pair



Cap: Blue cap with Tandem Club written on each side.

£6.00

Prices include 2nd class postage in the UK.
See also: http://www.tandem-club.org.uk/_clubshop.htm



Club-led day rides and other activities. Contact your Regional Officer or the Event Organiser for more information. All welcome to come along and join in.

If you participate in any ride organised by or in the name of the Tandem Club, you do so entirely at your own risk. The Club, its officers and the ride organisers accept no responsibility for any loss, damage to property, accident, injury or death that may occur, however caused, whether by negligence, deliberate act or otherwise.

GENERAL

Please let the organisers know when you plan to join a run so that they know who to wait for, etc. If you like to ride with others and are interested in organising a run in your area and would like to know what it takes or how it's done – please feel free to contact your Regional Officer.

Details of all Regions' contact details and any corresponding websites can be viewed at http://www.tandem-club.org.uk/_regionalgroups.htm

BIRMINGHAM

Monthly rides most of the year of around 30 - 40 miles and always include a stop for lunch at a well-chosen venue with sometimes a morning coffee/tea stop as well. If we start from someone's house, we start and end with a bit of a chat and get-together. If you would like to join us on a ride, then please ring Rob or Elizabeth on 01527 878255

EAST CHESHIRE

New group has started with emphasis on family rides.
Contact Simon Preston Tel: 01625 576319 or 07799496080
email: simonpreston@tiscali.co.uk

EAST LONDON, SOUTH & WEST ESSEX - Regular monthly rides covering all of Essex to the west and south of Chelmsford. For further details contact Nic Ketley, Tel: 020 8518 8190 email: nketley@doctors.org.uk
or visit: <http://www.tandemsinessex.btinternet.co.uk/>

HERTS - Join us for a ride on the third Saturday/Sunday of the month. 30-40 miles. Family orientated. Pace to suit. An evening social drink at a local pub on the first Thursday of the month. Kim and Julian Kirby. Tel: (Mobile) 07944 654213 or email: jr.kirby@ntlworld.com or kim.kirby@ntlworld.com

LANCASTER & BLACKPOOL

As many of our members are now reaching retirement age (or more!), they are less keen to do the distances they previously did. Some are spending more time on holiday, and this has meant we have seen falling numbers on the rides. With this in mind, we would welcome new members. Typically, our monthly rides are of around 40-50 miles with regular stops along the way.

If you live in the LA or FY postal area and would like to join us, we would be pleased to hear from you. Please contact me, Paul Rodman on 01539 730792.

NETHERLANDS - Contact <http://www.tandemclub.nl/activiteiten.html> for Dutch ride information. The site is entirely in Dutch but emails in English are answered in English. Marten Hoffmann webmaster of <http://www.tandemclub.nl> +31 343 457392 info@tandemclub.nl

NORFOLK (NR) - Regular monthly rides, normally second weekend of the month. Contact Roy Abigail for details, 01603 612104, abigail@btinternet.com.

NORTH WALES - Regular monthly rides all year. Contact Gerald or Sue Davison for latest information on 01352 752068 or see www.tandemnw.org

NORTH WEST (Liverpool & Preston) - a new discussion board for collaboration of the North West members. You can check it out here: <http://tcnorthwest.freeforums.org>

NOTTINGHAMSHIRE - Regular monthly rides, usually second Saturday. Length can vary with season. For more details contact Pippa and John by email at: highwheelers@gmail.com or Helen and Graham on 0115 841 8811.

PETERBOROUGH (PS to PE) rides on the fourth Saturday of the month. For enquiries please contact John or Elaine on 01733 20 24 70 or by email: joel.black@ntlworld.com

SHROPSHIRE - Monthly social rides throughout the county ideal for Tandems. Tel: The Tandem Shop 01952 883249.

SOUTH EAST LONDON - For details of our programme of rides and activities, see our website: <http://www.tandemclub-southeastlondon.org.uk> or contact Tricia on 020 8325 8445.

SOUTH SCOTLAND - Regular monthly rides. Usually first weekend of the month. Details from Michael & Linda Hamilton, 4 Wilfrid Terrace, Edinburgh EH8 7DH for a runs list and more info. Tel: 0131 661 2516 or email Michael.hamilton@virgin.net or Linda.hamilton3@virgin.net .

SUFFOLK - Rides are first Sunday in each month. For details: Ken and Margaret on 01394 388344 or see our website <http://www.tandemclubsuffolk.co.uk>

THAMESWEY - Monthly rides around Berkshire, Hampshire or South Oxfordshire. For details contact Paul or Barbara on 0118 941 2994 or email: thamesweytandem@googlemail.com

THREE COUNTIES - Regular monthly rides in Gloucestershire, Herefordshire and Worcestershire. For details contact Roger and Jenny on 01531 637312 or email: roger@themcnaes.plus.com or see our web-site for details <http://www.3countiestandemclub.org.uk/>

WAKEFIELD - Regular Sunday rides throughout the year. Contact Tony and Margaret for details on 01977 700687.

WESSEX - Monthly rides all year. Contact Sheila Ward on 01590 671205, or email sheilaward@talktalk.net for details.

WEST COUNTRY - Regular monthly rides throughout the year. Contact Jackie and Stuart Hibberd. Tel: 01179 695159 or email stuart.jackie@tiscali.co.uk. Also regular monthly socials. Contact Jean and Denis on 01454 775786 or email: denisbradbeer@blueyonder.co.uk

WEST YORKSHIRE - Rides all year, mostly in the north-west of the region. Go to group web-site from www.tandem-club.org.uk or contact Steve & Anna on 01535 658925.

WHATS ON – NON TANDEM CLUB

The Forty Plus Cycling Club is celebrating its sixtieth birthday in 2011. Free membership for the rest of the calendar year is offered to non-members participating in our 62m "Ugley ride" on Thursday 25th August from Ugley Village Hall, Essex (near Bishops Stortford) or in our 60m "Ride in the Sussex Weald" on Tuesday 13th September from Southwater Country Park (near Horsham) or Cuckfield (near Haywards Heath). Further details of our extensive programme of mid-week rides in Beds., E. Northants, Essex, Herts., Kent, Surrey and Sussex can be found at www.fortypluscc.co.uk.

JUDY ALLFREY

General Secretary 40+CC

Notations used for speed/distance: E = Easy, Av = Average, H = Hard

Sunday 14 August 2011	
<i>LA</i>	Start Appleby Station 9:00. 45m. Coffee at Culgaith. Lunch at Melmerby. John & Allison Wild, 01524 421671.
<i>Leicester Charnwood</i>	Start Bus garage, Melton Mowbray 9:30. 35-40m, Av. The Cream tea ride (If you like home made fresh cakes, puddings, desserts and piping hot tea this is one not to miss!). John & Gill Barradell, 0116 288 2745, email: j.barradell@btinternet.com .
<i>Thameswey</i>	Start Tadley 10:30. 30 - 35m. Meet at Alan & Margaret's house at 10 am for coffee. Leave at 10:30 for a 30-35 mile ride with pub lunch. Please phone to let them know you are coming. Alan & Margaret, 0118 981 1108.
Saturday 20 August 2011 – Sunday 21 August 2011	
<i>Derbyshire</i>	Start Mansfield Woodhouse, Notts. 10:00. 100m, Av. An out and back ride into the Trent valley. Overnight stay in Gainsborough. John Trewick, 01623 470728.
Sunday 21 August 2011	
<i>North East</i>	Start 09:30 - Phone leader for details. Bill Wickham, 0191 2844145, 07710390949, email: bill@wickham6379.freeseve.co.uk .

Thursday 25 August 2011

<i>West Country</i>	20:00. The Swan Inn, Tockington. BS32 4NJ. For last Thursday in month social. Please give Jean and Denis as much notice as possible of your intention to attend so that they can inform the pub of numbers. Denis and Jean, 01454 775786, email: denisbradbeer@blueyonder.co.uk .
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Saturday 03 September 2011

<i>West Country</i>	Start Edington Station Yard. OS184/ 926 538 09:00. 65m. Ride to Amesbury including Pewsey Vale, Avon Valley, Wylie Valley and Salisbury Plain. John and Mary, 01380 831370.
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<i>West Yorkshire</i>	Start Dalesman cafe, Gargrave 09:30. 12m, E. A walk to Airton. Steve & Cheryl, 01422 356390.
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Sunday 04 September 2011

<i>Derbyshire</i>	Start Bolsover, Nottinghamshire 10:00. 50m, Av. An excursion into North Nottinghamshire. Craig Sankey, 01246 862519.
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<i>East Solent & IOW</i>	Start Fareham 10:30. 30m, Av. Meet at the leaders home for refreshments and then ride to Stokes Bay for lunch. Alan & Margaret, 01329 823965.
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<i>Wessex</i>	Start Lymington CAB, New Street 10:00. 31 or 62, Av. 31 and 62 mile rides - self-led with route sheet provided. 31 mile ride starts at 10.30 and uses some Forest tracks. Refreshments at end. John Ward, 01590 671205, email: johnontrike@yahoo.co.uk .
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<i>West Yorkshire</i>	Start Dalesman Cafe, Gargrave 09:30. 60m, Av. Ingleton via Horton in Ribblesdale. Steve & Cheryl, 01422 356390.
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Friday 09 September 2011 – Friday 16 September 2011

<i>Wessex</i>	Start Calvados, Normandy. Week in Calvados - camp site or B&B. Sue and John Sutton, 01425 273840, email: suesutton1@live.com .
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Saturday 10 September 2011

<i>Milton Keynes</i>	Start Leaders' House, Bedford 10:00. Av. Doug Greenwell & Cathy Hibbert, 01234-402291.
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Sunday 11 September 2011

<i>LA</i>	Start Levens Bridge 9:00. 37m. Coffee at Grange Over Sands. Lunch Bowland Bridge (Bring PL). Geoff and Alma Dobson, 01229 480412.
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<i>West Yorkshire</i>	Start 43 Priory Way, Barnoldswick 09:45. 45m, Av. Chipping. Mark & Juliet, 01282 816686.
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Saturday 17 September 2011 – Sunday 18 September 2011

<i>Wessex</i>	Joint rides in the New Forest with visitors from West Country region - contact leaders for details. John and Jane Taylor, 023 8084 0561, email: tjohnandjane@btopenworld.com .
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Sunday 18 September 2011

<i>Kent</i>	Start Biddenden Car Park 09:45. 40-45m, Av. This ride will fairly flat, across the marshes. So come and join us for this September ride. Rita and Maurice, 01580 713887, email: ritpetite.rit@googlemail.com .
<i>North East</i>	Start Kielder Dam Car Park 10:00. 27m, Av. Off road circuit of Kielder Lake. Cafe lunch. Phil Lawless, 01830 540373, email: phil.lawless@btopenworld.com .

Saturday 24 September 2011

<i>Derbyshire</i>	Start TBA 10:00. 45m, Av. A Fixed route visiting question sites. Most points wins. Bob Pitt, 01332 723719.
<i>Three Counties</i>	Start Newlands Caravan Park (MR 151/261545), near Wellesbourne 10:00. 25-40m. Self-guided rides on first day of Three Counties Warwickshire weekend. Book own accommodation on campsite (Tel: 01789 841096) or YHA Stratford (3 miles) or B&B nearby. Roger and Jenny, 01531 637312.

Sunday 25 September 2011

<i>Leicester Charnwood</i>	Start East St car park, Oadby 9:30. 35-40m, Av. Kevin & Frances Riley, 0116 2717684, email: kcrileyoadby@aol.com .
<i>Milton Keynes</i>	10:00. 25-35m, Av. Barry and Grace Inwood, 01908-397505.
<i>South East London</i>	Start TBD 09:15. 35m. Rob & Hilary, 07973512953, email: hilaryaudsley@live.co.uk .
<i>Three Counties</i>	Start Newlands Caravan Park (MR 151/261545), near Wellesbourne 10:00. 25-40m. Self-guided rides on second day of Three Counties Warwickshire weekend. Roger and Jenny, 01531 637312.

Thursday 29 September 2011

<i>West Country</i>	20:00. Hare and Hounds, Lansdown Rd. Bath. BA1 5JJ. For last Thursday in month social. Please give Jean and Denis as much notice as possible of your intention to attend so that they can inform the pub of numbers. Denis and Jean, 01454 775786, email: denisbradbeer@blueyonder.co.uk .
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Sunday 09 October 2011

<i>East Solent & IOW</i>	Start Emsworth 10:30. 20m, Av. Meet at the leaders home for elevenses. Leave at 11:15 for a ride to Fishbourne. Neil & Sue, 01243 432379.
<i>LA</i>	Start Leaders Home 160, Warley Road, Blackpool 9:00. 45m. Coffee at Lytham. Lunch at The Plough at Eaves. Anne & John Hall, 01253 592136.

<i>Three Counties</i>	Start Ledbury 10:00. 30m. Big Apple weekend - see local cider makers in action. David and Eileen, 01684 540981.
<i>Wessex</i>	Start Boldre Memorial Hall, Pilley, Lymington 9:00. 62m, Av. The 'Gridiron' ride round the New Forest. A popular classic ride with 100s of riders. Refreshments before and after. Entry fee - cheaper if you book ahead.
<i>West Country</i>	Start Bitton Station, Avon Valley Railway. 10:00. 20m, E. Destination Bath with lunch at The Snack Bar Cafe. Melanie and Mark, 0117 9328727, email: mweber@talktalk.net .
<i>West Yorkshire</i>	Start 43 Priory Way, Barnoldswick 09:45. 35m, Av. Airton. Mark & Juliet, 01282 816686.

Sunday 16 October 2011

<i>Kent</i>	Start Staplehurst 9:45. 40-45m, E. Colin and Monica Stanley, 01732 844292, email: stanleycol@aol.com .
<i>North East</i>	Start Woolsingham or Bishop Auckland 09:30. Av. Cafe lunch. Wear Valley ride. Phone leader for more details. Andrew Charles, 01388 605925, email: ndrw.charles@gmail.com .
<i>West Yorkshire</i>	Start Otley Buttercross 09:30. 65m, Av. Knaresborough via Thorp Arch & Boroughbridge. John & Janet, 01943 462045.

Monday 17 October 2011 – Friday 21 October 2011

<i>East Solent & IOW</i>	Start Portsmouth. Av. Winter Wine Down in Normandy Tandem and solo touring. Contact leader for details. Barry & Gill, 01243 373651.
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Sunday 23 October 2011

<i>South East London</i>	Start TBA 09:15. 35m, Av. Murray & Angela, 01322 294984, email: mandaspencer44@gmail.com .
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Thursday 27 October 2011

<i>West Country</i>	20:00. Codrington Arms, North Rd. Yate. BS37 7GG. For last Thursday in month social. Please give Jean and Denis as much notice as possible of your intention to attend so that they can inform the pub of numbers. Denis and Jean, 01454 775786, email: denisbradbeer@blueyonder.co.uk .
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Sunday 30 October 2011

<i>Leicester Charnwood</i>	Start 39 Chaucer St, Narborough 9:30. 35-40m, Av. Roy & Maggi Dayman, 0116 2862005, email: frodar@talktalk.net .
<i>Milton Keynes</i>	Start Leaders' House, Aspley Guise 10:00. Av. A short ride followed by planning of rides for 2012. Kevin & Miriam Woodland, 01908-282485.
<i>West Yorkshire</i>	Start Old Bridge, Ilkley 09:30. 55m, H. Airton via Arncliffe. Steve & Anna, 01535 658925.

Tandem Club Regalia items are obtained from:
 Ian Lambert, 1 Bitterley Close, Ludlow, Shropshire, SY8 1XP
 Telephone: 01584 873196

	Socks: Top quality sock with tandem design. Sizes S, M, L	£5.00 pair
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	Key Ring: Matches the Badge Holder.	£1.50
	Spoke Nipple Key: 13g workshop nipple key.	£0.50

Prices include 2nd class postage in the UK.
 See also: http://www.tandem-club.org.uk/_clubshop.htm



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