



# The News

The magazine of



# The Cheshire Roads Club

Founded 1913



In 1951, twenty years after Herr Richter's rocket bike, Pierre Louvel unveils his own creation which is still on display in the Musée de la Moto et du Vélo, Domazan, France.

CLUB RUNS DEC 2008/JAN/FEB 2009

- 14th Dec XMAS LUNCH  
Meet at the Unicorn at 9:30 am.
- 21st Dec Chestnut Centre.  
Meet at the Rising Sun at 9:30 am.
- 28th Dec Coffee Tavern.  
Meet at the Unicorn at 9:30 am.
- 4th Jan Holland's Garden Centre  
Meet at the Unicorn at 9:30 am
- 11th Jan Buxton  
Meet at the Rising Sun at 9:30 am.
- 18th Jan Booth's Supermarket, Knutsford  
Meet at the Unicorn at 9:30 am.
- 25th Jan Broadbottom Garden Centre  
Meet at the Rising Sun at 9:30 am.
- 1st Feb Venetian Marine. Cholmondeston  
Meet at the Unicorn at 9:30 am
- 8th Feb Riverside Café, Holmfirth  
Meet at the Rising Sun at 9:30 am.
- 15th Feb Prize Presentation Dinner  
See Panel  
Meet at the Unicorn at 9:30 am.
- 22nd Feb Flagg  
Meet at the Rising Sun at 9:30 am

Contact us by email for more details:

[philf1951-chesh@yahoo.co.uk](mailto:philf1951-chesh@yahoo.co.uk)

(It may be prudent to check these runs with the Captain (Phil Fern) as they were chosen in his absence by the Editor,. It is possible there are errors.)

## **IN THIS MONTHS ISSUE**

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## **THE 'NEWS' TO LIFE MEMBERS**

Life Members are to take note that they will not receive a copy of the 'NEWS' unless they pay the £10.00 fee

## **EMAIL ADRESSESS**

The Committee has decided that where possible the 'NEWS' will be sent to members by email. Could any member, therefore with this facility forward their email address to the Editor.

## **PRIZE PRESENTATION DINNER**

The Prize Presentation Dinner will be held on Sunday 15th February 2009 at Ye Olde Vicarage Hotel at Holmes Chapel .

Meet at 12.15 pm for a 12.30 sit down.

Price is £15.00 per person for a four course carvery meal including coffee.

Raffle prizes welcome. To reserve your place contact Jill O'Brien on 0161 436 1303 or email [obrienjill2000@yahoo.co.uk](mailto:obrienjill2000@yahoo.co.uk)

## **COVER PHOTOGRAPH**

In 1920s and 1930s Germany there was apparently, great interest in all kinds of rocket powered vehicles. Rocket powered cars, boats, aircraft and sledges were built. Dr Wernher von Braun of course built a career on his work on rocket powered bombs but engineer Herr Richter's ambitions were more modest and he contented himself with adding a rocket engine to his bike. The cover photograph shows Richer and an assistant preparing for a record attempt in 1931. Both are equipped with the latest aerodynamic helmets but I think he should have done something about the raincoat. The white bag on the top tube held batteries, which were used via controls on the handlebars, to ignite the solid fuel in the twelve rockets over the back wheel.

The predicted speed was 90km/hr and some reports claim that he achieved this before the bicycle exploded throwing Richter into a ditch. Other reports say that at about 30km/hr he became aware that things were overheating and dismounted. It was said that Richter was "only slightly injured". The whole process was recorded on film but unfortunately this does not seem to have survived.

Mike Andrew

## **NEWS OF MEMBERS**

Congratulations to Stewart Wilson who was married to Ms Gillian Cheetham of Bodfuan near Pwllheli North Wales on November 29th..  
We send them our best wishes for a long and happy marriage.

## **CLUB CLOTHING**

If you require any Club clothing contact Rob Sharpe.

## **AT THE VELODROME**

Dates for the next two Revolution meetings are as follows :-  
10th January and 21st February

## **RACING RESULTS**

Apologies Dept:

Sincere apologies to Paul Green and Trevor Lowther. In the last issue of the 'NEWS' Trevor was erroneously stated as winning the Mercury Cup Hill Climb Trophy. The winner was actually Paul Green.

## READERS WRITES

### WILD WALES WEEKEND 2006

Thursday

No, this isn't another write up of the W.W.C. for 2006, as this was well written up by Pam, but a brief account of my rides prior to the W.W.C on the Sunday.

Due to family mobility restrictions, we usually head for Betwys –y – Coed with our caravan for the W.W.C., and this year was no exception.

Leaving Denton at 10.30 am., we arrived at the camp site in Betwys-y-Coed at 1.30 pm. After everything was set up, and a quick lunch, I was ready for the "off" by 2.30 pm.

It was a fine afternoon, but with a fair amount of cloud, the sun making feeble efforts to break through, but pleasant riding conditions.

Leaving the site, I headed into Betwys on the A5 for about ¼ mile, a right turn over the river Llugwy to go down to the B5106, then turn right at Gwydr Castle to cross the river Conway at Llanrwst, then to join the main road to Abergele. A steady climb for about 3 miles, then right on to the B5113. After the climb out of Llanrwst this road is quite high, and in parts one can enjoy some of the best views of the whole of Snowdonia. The valley sides are quite steep, so there is no sign of Betwys-y-Coed or Llanrwst. To say the view was fantastic, all the peaks of Snowdonia were distinguishable, Moel Siabod, Crib Goch, Crib-y-Ddysgl, Snowdon, the very distinct summit of Tryfan, the Glyders and Foel Goch. I stopped for some time enjoying this wonderful scene. It was very dramatic, with storm clouds gathering over the peaks, but the whole of the mountain range was backlit by the sun, now well past its zenith. I just regretted not having my camera with me, but I don't think any photograph could do this vast panorama justice. Having stopped at various viewpoints, I was with regret that I had to leave such views and carry on to Nebo, with vast expanses of moorland on the left, and then a fast descent to Pentrefoelas. A little light rain was beginning to fall so I made a quick descent down the A5 to Betwys. A little over 30 miles having been ridden in the afternoon.

Friday

I woke up to a rather murky morning, very overcast and intermittent drizzle – not very encouraging to say the least. I left the site just before 10.00 a.m. in the dry, and rode out of Betwys on the minor road with the fairy glen on the left to join the A470 (to Festiniog) for about ½ a mile, then left to make my way to Penmachno, passing the lane on the right which was to be part of the W.W.C. on the Sunday. On passing the now defunct Penmachno Woollen Mill, the rain started, heavy enough to don rain gear. Then on to Penmachno turning left on the road adjacent to the river Machno at Carrog, then bearing right up Mafodyredwydd now with views of Cwm Penmachno on the right. Whilst climbing through the forest area the rain stopped and I was able to dispense with the rain jacket. Crossing the cattle grid just above the tree line I decided at this stage (it was getting quite harder) a little walk wouldn't go amiss.

Whilst on this little walk, my thoughts flashed back to the first time I had traversed this road (in the reverse direction), it was in September of 1951, and I had just been demobbed from doing two years National Service in the R.A.F. and was enjoying a few days touring in north Wales. On this occasion I had ridden up from Llan Ffestiniog and

was riding down to Penmachno. I thought then that this would be a good climb up from the village. Although I have ridden down this route on a couple of occasions. I had never ridden up it, and now some 50 odd years later I was about to do it (I hope) twice in 48 hours.

After this little walk of about 10 minutes, it was back on to the saddle and traversed this moorland road to join the Bala to Llan Ffestiniog road, then a fast and cold descent to pass the W.W.C. check point on the A470, then a steep descent to cross the A496. The sun was out now, and much warmer as I made my way on to a little lane to a very picturesque area, with a little bridge at the confluence of the rivers Cynfal and Gaedol. It's an idyllic little area, so I stopped to take a few photos. Whilst wandering around this lovely peaceful area I was very startled to see two black swans flying upstream, under the bridge to be out of sight in seconds.

Back on two wheels again to ride a couple of miles before joining the A487 and make my way in the direction of Portmadoc. Previously there had been café on this road where I had decided to stop for lunch, but unfortunately it had closed (now a restaurant and not open until 6 p.m.) a couple of biscuits filled a gap and I continued through a very busy Portmadoc and on to Tremadoc, then right past Portreuddyn Castle, right again at Prenteg, on to the B4410, past the osprey centre to Garreg, then on to Aberglaslyn.

As I rode on through the pass, I noticed a number of workmen working on a new bridge over the river at Bryn-y-Felin. This has only recently been constructed and was installed in April as it will be an integral part of the new Welsh Highland Railway, which is gradually being restored. At the present moment, the line is open from Caernarvon to Rhyd Ddu. The next phase being the re-building through Beddgelert Forest. A new station at Beddgelert, through the pass of Aberglaslyn and will join the Ffestiniog railway at Portmadog.

The complete line from Caernarvon to Ffestiniog will be a very spectacular journey, much of which will be in the Snowdonia National Park.

I seem literally to have got side tracked, but now back on the road, it was only a short ride into Beddgelert for a rather belated lunch.

After a decent meal, it was now time to head back to Betwys, riding past Llyn Dinas and Llyn Gwynant, stopping part way up the climb to the Pen-y-Gwryd Hotel for an ice cream. I didn't stay for long here as it had become very cloudy again with a fairly strong wind blowing. A fast descent to Capel Curig (always in decent weather, a good fast ride, mostly downhill and usually with a tail wind.

It was still a little early to carry on to Betwys, so I decided on reaching Capel Curig to go on to the A5, passing Tryfan on the left and Llyn Ogwen on the right. I have often found this stretch of the A5 relatively hard going, as it always seems to be into the wind, and having ridden it many times, I always seem to have to pedal quite hard, even going downhill – (its not bad coming back). At the Mountain Centre at Ogwen, a short stay to indulge in a couple of biscuits, and then make my way back to Betwys. This should have been a nice easy bit, being downhill most of the way, but only five minutes after leaving the Mountain Centre, the heavens opened, not only was the rain exceptionally heavy, (typical mountain rain), but extremely cold. By Capel Curig I was soaked and couldn't feel my hands for the cold – it was one of the worst summer conditions I had ridden in. I was now more than glad to get back to base.

Saturday

Today it was to be a short ride and I decided to ride down one side of the Conway valley and back up the other.

Another overcast morning when I left Betwys, and took the main road to Llanrwst, then the inevitable rain came. I carried on in the direction of Conway, but at Tal-y-Cafn, I left the main road and crossed the bridge over the river to Tyn-y-Groes, then right on the B5106. By now the rain was very heavy, and after a further couple of miles I took shelter for a little while. There didn't seem to be any sign of the rain abating, and I was now wet through again, so I decided enough was enough, so turned back to go through Dolgarrog and Trefriw, where the rain had eased considerably, then right at Glydir Castle to make my way back to Betwys for an early lunch.

Ray McCarthy

## **A SHROPSHIRE WEEKEND 11-12 OCTOBER 2008.**

One of the joys of Autumn, along with the foliage which has been particularly good this year, and English Coxes has been the Cheshire Roads 'County' weekend. In 06 it was the full Cheshire Cycleway in glorious and dramatic weather and in 07 the more challenging North Lancashire Cycleway and a memorable bed and breakfast in a Lancashire longbarn farmhouse near Grimsargh.

So where in 08? Perhaps Staffs or Yorkshire or Shropshire. With little time to organise it and the weeks ticking by, Shropshire won as it was easiest to organise. Macc Wheelers have an annual spring trip to Bishops Castle which I have enjoyed, weather permitting, for the last ten years or so. Shropshire does n't have a County Cycleway as such but it does have numerous cycleways and very good publicity to be downloaded.

We would meet at Prees Heath, near enough the north of Shropshire and about the limit of our normal rides, and make Bishops Castle the overnight. I had prepared several alternative routes depending on the weather and the rate of progress.

Richard and I rode from our homes to Prees where we met Phil, Pam, Fred, Pete, David, James and Ged at the Raven. After a hearty breakfast we left via Tilstock to join Cycleway 45 via Prees village. Soon after the punctures started, and by Marchamley light rain set in. Punctures and rain dogged us through Shawbury and Upton Magna to Attingham where we were grateful to take shelter even if their lunch was slow, overcooked and overpriced.

Crossing the River Severn on the old bridge at Atcham the rain eased for a while and we made better progress via Acton Burnell to cross the A49 and into All Stretton. In Church Stretton with the corner café closed it was a good excuse to go back to the traditional first floor one for tea and cakes.

There being no takers for the Burway, presumably on account of low cloud on the Mynd rather than the gradient, we continued to Little Stretton where my second puncture struck. It was the sixth and last of the day between nine riders.

We soon made the final miles around the Mynd and into Bishops Castle albeit via a ginnel – yes I should have made an earlier turn. Norm and Rosie’s welcome at the Old Brick House was as good as ever and lived up to the CTC wings sign on the wall. After showering, the aches, pains and punctures were soon forgotten.

Bishops Castle has become increasingly popular caused by the nearby Ludlow effect. What I didn’t realise was that even in October you need to book an evening meal at either the Six Bells or the Three Tunns – both micro brewery pub restaurants. Thanks to Rosie’s ringing around we reserved for four at Poppys and five at the Ganges before meeting for more drinks in the Bells – at least enough to ensure we slept well!

What a difference a day makes! After a leisurely full breakfast it is always a struggle back up to the top of the town and the Montgomery road. Soon the sun burnt through as we weaved in and out of England enjoying the views over the Welsh border countryside.

We were almost in danger of breaking my only touring rule – no coffee stops in the first hour as we’d get nowhere. But there is nothing beyond Montgomery for miles! Fortunately our usual wholefood café in the square was closed and by the time we’d established that the hotel opposite would do coffees the hour had ticked by. Montgomery town, a county town until fairly recently, is a joy and always worth stopping in particularly on a bright sunny autumn morning.

Soon we crossed Offa’s Dyke and back into England before a brief stop in Chirbury. Apparently the Chesh used to regularly make the Herbert Arms their base for touring weekends in the 40s and 50s. So a 2008 team photo was essential.

A pleasant valley road with rolling hills either side took us via Worthen and Westbury to Halfway House and Tony’s Diner. Well it was convenient and quick and appreciated before the climb of the day. No Mynd but a steep pull up and around Breidden Hill before dropping down to cross the River Severn at Crewgreen.

For me the next ten miles or so were the best of the weekend pottering along Cycleway 81 via Molverley, Pentre – great looking pub near here on the River bank for next time but it did look busy – to Wilcott and Shrawardine, never far from the Severn to join the Montford Bridge crossing only a few miles west of Shrewsbury.

After Mytton and Bowmere Heath we made for Black Birches Garden Centre near Yorton for a welcome tea stop. Then through Wem and back to Prees Heath but the Raven shuts early now at weekends.

For most that was it, a great second day – sun most of the way, no rain and no punctures! For two of us who had ridden out we still had forty odd miles to go so heads down and ‘evens’ most of the way. Daylight failed us at Holmes Chapel – we had lights but the pace had to slow and at Chelford chocolate milk saved the day.



A great weekend – at least that’s what I was told!

Rob Sharpe.

PS the Editor has offered a pint to the first person informing him of the name, common to two or was it three different locations we passed through. No we didn’t go through the same place two or three times, even with my map reading!

PPS It was three although I can find only two on the OS map (The three do appear on an old Barts map of the area) – Ed.





**The Cheshire Roads Club** (Founded 1913)  
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Membership Fees	Active £15.00, Age 18 to 21yrs.£10.00, 12 to 17yrs. £5.00, Family £20.00 (contact Treasurer), Life Members £10.00 (News subscription).
NB.	Members are advised to have THIRD PARTY INSURANCE cover. This is NOT included in the membership fees. (contact Treasurer).