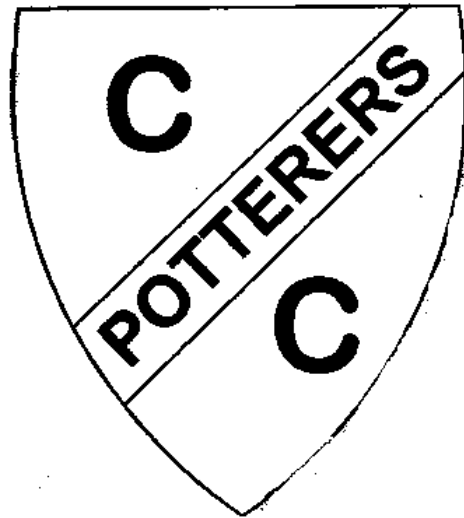


POTTERING AROUND

December 2018

Founded



1971

Usque Ad Mortem Bibendum

Founded by Jim Catt, Ted Harrison, Arthur James Ted Upton

President Bob Friend

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Advance Notice Of Potterers 2019 Annual General Meeting

The 2019 Potterers AGM, saddle bag sale & raffle will be held at The Five Bells, Eastry on Thursday 21st March 2019.

A Weekend In Roubaix At The 2018 Tour De France Stage 9

On Saturday 14th July, Pete and I drove to Roubaix for the weekend to watch Stage 9 of the Tour De France – the dreaded cobbled stage, which was to be held on the Sunday. We arrived at the Grand Place in Roubaix without mishap and checked into the Hotel De France. It was a lovely old building with a buzzing bistro outside, and opposite was the ornate Maison De Ville. Although the inside of the hotel had seen better days, it was both friendly and comfortable with an en-suite room, sink, microwave, kettle etc. and views over the Grand Place. After unpacking (throwing a few items around the room), we headed for a cold beer in the bistro. Saturday's stage of Le Tour was on the T.V. and the weather was Scorchio with full fat sun. I'm sorry to say I don't remember who won this stage, but I do remember it was Bastille Day and so we went walkabout to explore the environs and the French at play. The Grand Place appeared to be the best part of Roubaix and so after a couple of beers in a dodgy bar called "Dave's", and a slightly weird conversation with some locals, we headed back to our bistro bar for nightcaps and looked forward to see what tomorrow would bring.

After a sweltering night with no air-con (although I do admit it's not normally needed in the north of France), we had breakfast and

realised the walk to the finish of the race was over 3km away, so armed with the excuse of the weather being at least 30 degrees centigrade, we asked Madame La Patron to organise a taxi for us. After circumnavigating a few road closures we were deposited at the finish area. The atmosphere was hotting up along with the weather, and it was a vast scene of pop-up food and drink bars, T.V. coverage installations, barriers, podium, security and people everywhere. We walked a kilometre along the course to the Flamme Rouge and found a convenient 90 degree bend with a friterie located directly outside the barriers, and a T.V. showing the race so far. So with food, drink, toilets, T.V. and a good viewing point – there we stayed and met up with our friends Doug and Jason, who we had shared many cycling adventures with over the years, and were originally members of the West Kent CTC. When the T.V. showed the race was 2-3km away, we bounded to the barriers to watch the riders come blasting past. The noise and the cheers were electric as the first three contenders hove into view. As I remember it was John Degankolb, Greg Van Avermaet and Yves Lampaert. The next four came around including Peter Sagan then on and on they came, broken up into big time splits, with clothes and faces covered with grime and dust. It was a terrible beauty to behold. The T.V. coverage had already shown it was carnage on some of the cobbled sections, and poor Richie Porte never even made it to the first one. The winner John Degankolb apparently broke down in tears at the end, after suffering an horrendous accident out training over a year ago and could finally put it behind him. After watching every single rider come through, we made our way up the town and settled into a local bar which was now showing the football World Cup match. Although I am certainly not a football fan, France was in the final and we were in France. Obviously the T.V. was on and we got caught up in the atmosphere and were willing France to win, waving our tricolour as a sign of peace to our new found amiss in the bar. Le Patron was very kind and gave us some token gifts of Roubaix including keyrings, an espresso china mug and even some cycle wheel reflectors, as well

as copious amounts of beer. Well! France won and the whole of Roubaix went ballistic! People hanging out of windows, car boots (?!), car horns hooting, motorcycles doing wheelies and people just cheering and waving flags, as we waved ours with them and strolled back to our bistro for a fine dinner cooked by a worn-out chef, and tried to sleep through the on-going celebrations. What a day, what an experience – Vive La France.

The next morning dawned hotter than ever. We had breakfast and said our adieus to the hotel staff. It seemed too soon to go home, so after picking up a parking ticket!, we stopped for lunch in Bergues, putting off the Dunkirk/Dover crossing for a couple of hours. They had a thriving market going on where Pete indulged himself in three new shirts for 5 euros a-piece! The town bought back good memories of the times we had spent staying in Dunkirk and cycling to Bergues in the past. If you've never seen the DVDs "Bienvenue Chez Les Ch'tis" and "Rien a Declarer" – you should, they are extremely entertaining! We bought a copy of the French newspaper – L'Equipe and tried to translate and decipher it over lunch, as it described the race and outcome of yesterday. We also re-lived the weekend and what a fun time was had by all, especially when I caught a keyring thrown from the caravan (or carnival) which precedes the race, single handed!

What I love about these huge cycling sports extravaganzas, is that nobody has to pay for a ticket, it's all performed on public roads, and anybody has the chance to go and experience it. The cycling elite are so close and so much more vivid than on T.V., I don't know any other sport like it. I can't wait for next year's season to go and watch a wonderful Flanders Classic or perhaps another stage of Le Tour.

Salut and Cheers

Sue and Pete.

Bathtub Blues

The “Bathtub Effect or Curve” is a graph used in engineering that shows the maintenance time/cost of keeping a machine, let’s say a bike, reliable over time.

Time is the horizontal, or X-axis, from brand new on the LHS to knackered on the RHS. The vertical or Y-axis shows the fixing-it time/cost. The higher the line the more cost in time and money to keep it reliable. The shape of the graph, tenuously, looks like the cross section of your bath.

The bit where you place your bottom represents the period of time when all is going well, aside from a bit of oiling or even cleaning. The bike, that is.

The left side of the bath, facing the plug hole, represents the bedding-in time where all the initial adjustments are made. In our case things like initial cable or chain stretch, rattles, fine-tuning seat height, bar angle/height etc. are made. And, money spent on lights, bags, racks etc, and Potterers CC stickers (available from Peta. 80p).

The right side of the graph/bath shows the increasing costs of replacing worn out components until you think it’s uneconomic. Okay, okay, maybe a bicycle isn’t a good example. Some of you still ride bikes that rolled off the Ark, but Colin wanted me to write something....

Since getting my electric Sparta R10i back in April I have ridden it over 1500 miles and I have encountered problems that make me wonder if it’s still at the point on the graph where you keep the soap.....

The spokes in the back wheel (wherein is the motor) became very slack and buckled early on. This was solved by Mr. Rodd with his jig.

For a very reasonable ~~cost~~ amount of beer he tensioned the spokes and trued the wheel to the precision of a gnat's cock.

The built-in bike lock, situated where the traditional rear brake callipers are, comprises a curved steel arch that rotates via a lever to encircle the rim. Except in my case it eventually refused to budge. That took me well over an hour to strip down, file, lubricate and reassemble.

There is a rubber covered spy hole behind the steering tube where you can see a groove on the steering column and a corresponding line on the tube to denote whether this column is dangerously high. Yes, you guessed. It is. I spent a couple of hours or more trying to remove one spacer. Gave up in the end.

Rattles: I've cured the worst one with a couple of beer mats. The rear mudguard is twin skinned to house electric etc. cables and tinkles somewhat. I cured all this irritation finally by buying a pair of bluetooth connected earphones for my pocket digital music player.

The most worrying problem is the control system. There was a couple of periods of several weeks when the automatic charging system didn't work. This charges the battery up if you are freewheeling. On one occasion I had stopped for a call of nature and the electric motor refused to function. I rebooted it all by removing both the battery and the clip-on control screen. Consequently, it is hard to trust this e-bike for longer rides as without a working motor it would be a nightmare getting home due to the enormous magnetic drag of the hub motor. I wish now I'd bought a bottom bracket located motor that doesn't have this problem, so I'm told.

I've come to believe my bike was assembled in the Dutch Sparta factory on a Vrijdag afternoon. The equivalent of the English "Poet's" day.

(P##s Off Early. Tomorrow's Saturday)

Peter Smith, e-Potterer.

Exploring Marseille

I returned to the UK from France at the end of this summer, travelling alone for the first time, using TER and Eurostar trains. I left myself plenty of time to wait in Marseille for the limited stop Eurostar service to Ashford International station. On previous journeys through Marseille Peta and I had spent the time before our Eurostar train departed just sitting on benches in the modern extension to Marseille St Charles station. This annex, costing 230 million Euros, and housing all the refreshment outlets, opened in 2007. It also houses a Hammond organ that the public are invited to play and bicycle charging of mobile phones for those passengers who need a workout. There are 2 underground lines that call at Marseille St Charles and 2 tram line systems lower down in the town. I decided to go for an exploratory mission into Marseille to while away the time as the only luggage I had consisted of a small wheeled suitcase and rucksack.

Marseille St Charles, that TGV and Eurostar trains access via a 5 mile tunnel, is perched on top of a 50m hill giving panoramic views over the town, if you look in the right direction. I'd never noticed this before as the scenic view is only apparent from one end of the station, not the direction in that all the platforms are aligned in. In



Finishing Strait At Roubaix Stage 9 Of The 2018 Tour De France



Sue & Peter's Roubaix Hotel Frontage & Town Hall





Marseille Skyline from Marseille St Charles Station



Marseille Comptoir Dugommier Café Interior



Top Of Marseille St Charles Railway Station Steps



Marseille St Charles Railway Station Front Entrance

the distance is the Notre Dame de la Garde church topped by a statue of the Virgin Mary covered in gold leaf. A very impressive flight of wide steps with 7 landings plus all sorts of sculptures, opened in 1925, gives access to the station from the town.

Descending the steps I found myself in the Turkish and Arab quarter of Marseilles which was not the most comfortable experience as footpaths were very narrow and crowded. There were lots of couscous cafes and kebab shops but not many traditional French feel refreshment options until I stumbled on the Comptoir Dugommier “Belle Epoque” styled restaurant. This establishment had a really high ceiling with big mirrors on the walls, a wide Parisian zinc counter and spiral stairs. It felt like something out of a wartime movie. The business had been acquired by a Swiss antique dealer and set designer husband in 2010 and had been an Armenian restaurant before they took over. Everyone working in the restaurant seemed to have American accents and service was a bit haphazard but the food and drink were well worth sampling, being cheap and tasty.

Marseille Roman Catholic cathedral, one of the largest in France, built in the late 1800’s lies close to the St Charles station. It’s a multi domed building built with alternate green and white layers of stone so looks very striking. The cathedral is also close to Marseille ferry port and the ferries seem to be on the same level as the cathedral, which is really strange as the cathedral seems to be on a hill! Marseille ferries serve ports in Algeria, Corsica, Sardinia and Tunisia.

To summarize there’s a lot more to Marseille than you might think but the town is the most Arab/Turkish town I’ve visited in France. It certainly feels much more dangerous than other big urban centres and you need to be careful with personal valuables.

C.W

Electric Bike News

Bianchi, the famous Italian cycle maker have just announced the Aria e-bike which is one of the lightest electric bikes currently available. The Aria has a full carbon frame, the latest Shimano Ultegra 22 speed (2*11) STI hydraulic disc, groupset and 700*28mm tyres. The rear hub

motor is practically invisible as it's so small with a diameter less than the rear brake disc. This 250W motor, 250Whr battery concealed within the carbon frame, control unit and wiring only weigh 3.5Kg so overall bike weight with the carbon frame & quality components is only 13-14Kg. The only real drawback seems to be the exorbitant £4500 price tag but all Bianchi bikes tend to be £1000 more than any other similar from a different manufacturer.

Last November Bianchi brought out the aluminium framed Impulso e-road electric bike that had a larger 500Whr battery concealed within the frame and an Italian Polini 250W motor in the rear wheel. It was also fitted with a Shimano 22 speed hydraulic disc brake components but had wider 32mm tyres to cope with its considerable 19Kg weight. The Impulso cost £4000 but I can personally vouch for how quick and efficient the model was as I had great difficulty trying to catch up with some Swiss lady riders using them in hilly country at the Epinal Semaine Federale.

The Impulso was an improvement on the original 22 speed drop handlebar, full range 500Whr Giant Fastroad E+ electric bike. This had great long-distance performance but looked ungainly and weighed over 21Kg. The Giant is still available at a more reasonable £2500.

There are at least 2 other lightweight electric bikes that look exactly like a normal drop handlebar road bike and use similar small battery packs to the Bianchi Aria, efficient rear wheel motors and Shimano Ultegra or Sram 22 speed hydraulic disc brake componentry. These are the £3000 Cube Agree Hybrid C:62 SL and Orbea Gain D15 LR.

An interesting alternative approach to buying a new electric bike is to invest in the "Cytronex" electric conversion kit. "Cytronex", who are a British company will build their motor into a front rim for £995 or you can buy the kit with UK or US specification motor, battery and control system for £906. The whole kit is remarkably light and received a very positive review in the September 2018 issue of Cycling Plus.

The smaller batteries in the new range of electric bikes need to be used rather more intermittently than the older 500Whr versions but the benefit is much more reasonable weight and ease of handling.

As a footnote the Brompton electric bike should have been on sale from this June. Brompton were still developing the electric control system from October 2017 to June 2018 while demonstration models of Brompton electric bikes were available at selected dealers. Electric Brompton's are still not available outside the UK until Brompton can train its foreign dealer network to maintain them. The control system appears to be more elaborate than normal as Brompton's tend to be used in congested environments where a sudden burst of power could be dangerous or upset the slightly nervous, standard handling. Sensors constantly monitor rider torque, crank position, wheel speed, motor temperature and the battery state. Each pedal revolution is divided into 36 segments and the cranks have to travel through 5 segments before the front wheel motor will engage, to avoid bursts of power at inappropriate moments.

Under EU regulations all of the electric bikes discussed above can be ridden on public roads or cycle paths just like any normal unpowered bicycle and don't need to be taxed, insured or need a licence plate. There is another class of high speed pedelec (pedalling assisted by an electric motor) electric bike that has a top assisted speed of 45km/hr(30mph). In the UK they must be registered with the DVLC as EU law defines them as mopeds requiring them to be taxed and insured. Riders need motorcycle style helmets too which are much heavier than normal cycle variety. It's very difficult to insure or buy these high-speed bicycles in the UK as due to regulations associated with them they represent a tiny part of the electric bike market. High speed pedelecs are banned from cycle paths, are heavy, extremely expensive (£6,000) and are a target for thieves. They are impressive devices from a technical point of view with 1000Whr batteries (double

any 15mph type electric bike) and 100mile range but may have more in common with motorcycles than bikes.

These machines can be ridden on private land without restriction but that doesn't help people like a friend of mine who used to ride with East Kent CTC. He lives in Hythe but works in Canterbury (a journey of 18 miles each way) but would like to commute to work by electric bike for the sake of the environment and to save parking costs. He's a solicitor so needs to arrive at work in an immaculate condition. The journey would take too long on a normal 15mph an hour electric bike but might be viable riding a 30mph machine, although riding any electric bike still requires pedalling input so a change of clothes & shower facilities would be required.

C.W

Faversham Wednesday Meets For Dec, Jan & Feb 2019

<u>Dec</u>	5 th	The Dove, Dargate	01227 751360
	Wed 12 th	Potterers Christmas Lunch At The New Inn, Minster Thanet	01843 826142
	19 th	The Queens Head, Boughton Street	01227 751369
	26 th	No Meeting- Boxing Day	
<u>Jan</u>	2 nd	The White Horse Inn, Boughton Street	01227 751343
	9 th	The Chequers, Doddington	01795 886366
	16 th	The Four Horseshoes, Graveney	01795 538143
	23 rd	The Queens Head, Boughton Street	01227 751369

	30 th	The Castle Inn, Oare, Faversham	01795 533674
<u>Feb</u>	6 th	The Alma, Painters Forstal	01795 533835
	13 th	The Four Horseshoes, Graveney	01795 538143
	20 th	The Three Horseshoes, Staplestreet	01227 750842
	27 th	The White Horse Inn, Boughton Street	01227 751343

Thanet Thursday Section Meets For Dec, Jan, Feb 2019

<u>Dec</u>	6 th	The Haywain, Bramling	01227 720676
	Wed 12 th	Potterers Christmas Lunch At The New Inn, Minster, Thanet	01843 826142
	13 th	The Rose Inn, Wickhambreaux	01227 721763
	20 th	The Bell, St Nicholas At Wade	01843 847250
	27 th	The Red Cow, Sandwich	01304 613399
<u>Jan</u>	3 rd	The Haywain, Bramling	01227 720676
	10 th	The Rose Inn, Wickhambreaux	01227 721763

	17 th	The Bell, St Nicholas At Wade	01843 847250
	24 th	The Red Cow, Sandwich	01304 613399
	31 st	The Rose Inn, Wickhambreaux	01227 721763
<u>Feb</u>	7 th	The Anchor Inn, Wingham Committee Meeting-Members please gather in the bar	01227 720392
	14 th	The Bell, St Nicholas At Wade	01843 847250
	21 st	The Red Cow, Sandwich	01304 613399
	28 th	The Rose Inn, Wickhambreaux	01227 721763

Thanet Section Sunday Meets for Dec, Jan & Feb 2019

<u>Dec</u>	2 nd	The Black Pig, Barnsole/Staple	01304 813723
	9 th	The Half Moon & Seven Stars, Preston	01227 722296
	16 th	The Five Bells, Eastry	01304 611188

	23 rd	The Anchor Inn, Wingham	01227 720392
	30 th	The Black Pig, Barnsole/Staple	01304 813723
<u>Jan</u>	6 th	The Half Moon & Seven Stars, Preston	01227 722296
	13 th	The Five Bells Eastry	01304 611188
	20 th	The Anchor Inn, Wingham	01227 720392
	27 th	The Black Pig, Barnsole/Staple	01304 813723
<u>Feb</u>	3 rd	The Half Moon & Seven Stars, Preston	01227 722296
	10 th	The New Inn, Minster	01843 826142
	17 th	The Anchor Inn, Wingham	01227 720392
	24 th	The Black Pig, Barnsole/Staple	01304 813723



Seperable, Daccordi Steel Frame, S & S Coupling Super Bike With Sram E-Tap Bluetooth Wireless Shifting, That Fits Into Case Behind



Detail Of Daccordi Bike Above Showing S&S Coupling & Sram E-Tap Electric Motor Powered Front Derailleur. Bike Shown At 2018 Epinal Semaine Federale.