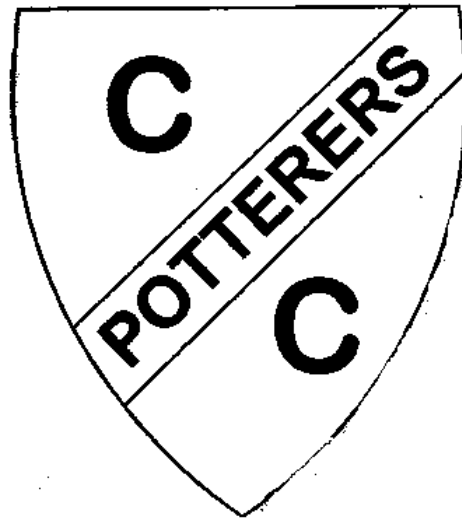


# POTTERING AROUND

**March 2019**

Founded



1971

*Usque Ad Mortem Bibendum*

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

President Bob Friend

Club Chairman Dave Rodd

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## Potterers AGM, Saddle Bag Sale & Raffle

The 2019 Potterers AGM, Saddle Bag Sale & Raffle will take place at 12am on Thursday the 21<sup>st</sup> March at The Five Bells, Eastry. Please could members bring along some raffle prizes! Hot food can be ordered on the day.

Please support the raffle,  
It's only once a year  
And all the proceeds go towards the club.  
There won't be any prizes  
So please supply your own  
And bring them when we gather at the pub.

At first we have the AGM  
To sort out business matters.  
Who's doing what? Who's won the cup?  
Then time to eat and natter.

But now the tension rises,  
Last chance to sell more tickets,  
The cry goes up, "It's 50 pence a strip".  
We've 67 prizes, enough for every-one, In  
fact you could get several in your grip.

Too soon, the meeting's over,  
We gather up our spoils,  
There's books and chocolate, Spares and  
bits and bobs.  
The Club is ticking over, we'll make another year So keep  
those pedals turning, that's the job.

D.J

Deadly Light Pollution.

It is a common myth that when you die you see a bright light. Presumably leading you to Heaven. As a cyclist riding at night that's exactly what you'll see as the driver behind you runs you over, blinded by the same pair of headlights. I know that most of us Potterers will wear hi-vis and have their lights on at night. But believe me, you could be decked out like a xmas tree and it's not enough nowadays. It's glaringly obvious that the lighting arms race has reached really stupid proportions.

The old adage was "See and be seen" meaning use your lights to see what's ON the road ahead, (not just to see where it's going) and to be able to stop within the limits of your vision, day or night. Nowadays it's "Be seen and dazzle oncoming traffic"

Years ago, (I was there), as a motorcyclist I was exhorted to use my lights even in daytime. As a vulnerable road user I could understand the logic. Then we had Volvo cars with permanently on sidelights. I thought, WTF!!!, how safe do you want to be. You're already inside a vehicle not much smaller than a tank.

Then motorcycles had their dipped headlights on permanently. I thought, well, ok then.

Now we have all new cars with permanent LEDs that are far too bright. More sun than moon. And worse, their dipped headlights are unnecessarily too bright.

But even worse than that lots of drivers don't know how to operate their lights. How often do you see cars on dipped headlights, even midday, on a bright sunny day? They're in a steel cage. Crumple zones, seat belts and air bags. Good grief !

How often do you see cars parked/waiting at night in town with their headlights on? Even though Rule 239 categorically forbids it, the reason being to prevent glare and make pedestrians and us easier to be seen.

The answer is that they don't know how to operate their lights!!! This morning a friend visited me and parked outside. He got into his usual bitch about cyclists. When I mentioned all the above he said his lights come on automatically. We went outside and I was able to show him how to wait in his car with no lights on (as allowed at night within a 30 zone) or to have just sidelights on. Engine running or not. He admitted that he wasn't familiar with Rule 239.

So, you see what we're up against. Ride at night on a busy road and your chances of seeing that mythical light are greater than ever.

And as a driver, slow as I am at night, there but for the grace of God I've not hit anyone yet.

Pete Smith.

## Berlin Adventures

In late November 2018 Peta Masey, Dee her daughter, David her son in law and I enjoyed a short 4-day break in Berlin, Germany. We booked a taxi for 4am to get us to Stanstead airport for an 8am

Ryanair flight to Berlin Schonefeld. After a routine journey we arrived on time at our destination and after passport checks followed a long, covered walkway to the airport railway station. A regional express RE train took us right to the Alexanderplatz S Bahn (urban above-ground railway) station in the centre of Berlin, where our hotel was located. This new Hampton by Hilton mid-range hotel turned out to be a great choice as it had incredibly comfortable, well equipped quiet rooms, superb breakfast choices all included in the room rate and relaxed public lounges with a well-stocked bar. Hampton by Hilton, a subsidiary of the Hilton hotel chain is starting to open sites in Europe after establishing a network in the USA. It was certainly a massive improvement on the rather-down hotel in Budapest where we'd stayed on a previous short break! By co-incidence a Hampton by Hilton is imminently due to open in Canterbury at the old Slatters hotel site.

Our Berlin hotel, like many others in the Alexanderplatz district, had stacks of hire cycles outside the door that you could rent via hotel reception. Banks of electric hire bikes were also available. Central Berlin had lots of cycle lanes included in the road network. Some of these lanes were actually in the centre of the roads rather than along the edges. There was a constant procession of sit up and beg style bikes using the lanes even at night. Riders tended to be middle aged people with big scarves wrapped around their necks. I didn't see anyone dressed in lycra or using a drop handlebar race bike. Most night-time cyclists had extremely bright front and rear lights. I did see several specialist cargo bikes that normally have a larger rear wheel, saddle then steering column not mounted on the front forks that goes straight down under the bike and the low extended load platform between the column and small front wheel. That makes for a very long machine indeed! You could even hire a cargo bike. These work bikes are hardly seen in the UK but are much

more popular in Europe where segregated cycle lanes encourage riding. We didn't see a cycle shop at any time during our stay.

After booking in we headed out for a walk around the nearby Museum Island where lots of imposing buildings house 5 famous museums plus Berlin's protestant cathedral. It was bitterly cold so it wasn't too long before we found ourselves in an atmospheric beer cellar where we stayed until darkness fell.

On the following day we became much more ambitious with our sightseeing and used buses to extend the area we could reach. We visited the Brandenburg Gate built in 1788 by Friedrich Wilhelm the Second. We also reserved places for a walk the following day, up the spiral ramp inside the glass dome on top of the Reichstag, seat of the German parliament. The reservation process included showing our passports and we had to go through an x-ray scanner after a passport check on the actual visit day. The glass dome on top of the Reichstag was designed by Sir Norman Foster, built between 1995 and 1999. The 230m spiral walkway behind the glass walls gives panoramic views over Berlin, as you perambulate around it.

The Reichstag stands at the end of a long, straight multi lane highway with the Brandenburg gate just around the corner. There are frequent official frequent trips to the building by fleets of black executive vehicles, containing visiting dignitaries with their German police motorcycle escorts, which close the main road and bus routes for 30 minutes at a time. This gets very frustrating if you're freezing to death in a draughty, unheated bus shelter! Bus shelters were fitted with illuminated electronic indicator boards that gave details of the next services due and their estimated arrival time.

After reserving time slots for the next day for the Reichstag dome tour we visited the Memorial to the Murdered Jews of Europe. This was started in 2003 and consists of 2711 dark finish concrete

blocks at various heights occupying 19,000 square metres of prime space. It includes an underground information centre.

We continued walking towards Potsdamer Platz and took a ride in the extremely fast elevator to the 360-degree open air viewing deck on top of the 25 storey, dark peat-fired brick finished Kollhoff Tower. Berlin is extremely flat so we had good views of the Reichstag, Berlin Fernsehturm 368m concrete TV tower and the tethered giant helium sightseeing balloon, situated near several hundred metres of preserved Berlin wall, that takes tourists 150m up in the air.

Peta and I took a ride up into the sky in the balloon basket with the balloon pilot but David has problems with heights so didn't accompany us. Near the balloon take off area there was a business renting out the old 2 stroke East German Trabant cars. Some vehicles were mounted on concrete plinths for dramatic effect.

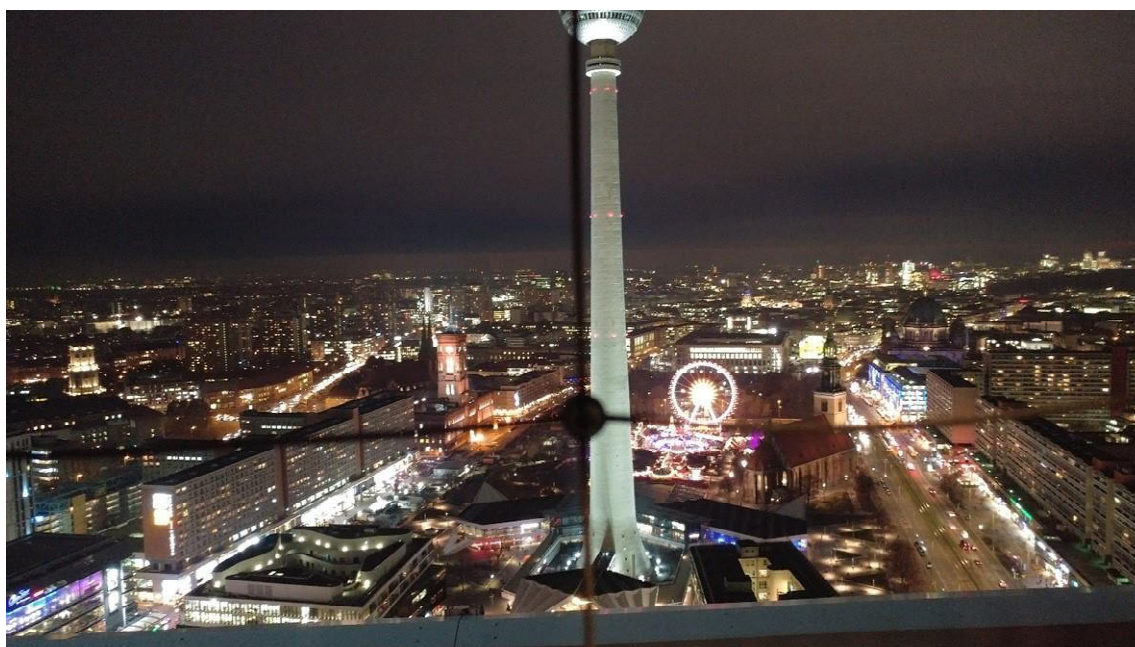
After drinking coffee opposite a recreated Checkpoint Charlie complete with a hut surrounded by sandbags and mock American soldiers we returned to the Alexanderplatz for the view from the top of the Park Inn Hotel that turned out to only be from one side of the building rather than a complete circuit. We did see the illuminated ice rink associated with the nearest Christmas market.

The following day we had our Reichstag dome visit then took several buses to the Oberbaumbrücke Bridge over the River Spree. This 1896 bridge had spectacular double deck brick and steel construction, brick clad castle like towers and road and rail decks and an internal covered arcade style pedestrian walkway. It straddled the American and Soviet sectors after World War 2 and formed part of the Berlin Wall border between East and West Germany. The River Spree looked much wider at the bridge than in the central Museum Island part of Berlin. We had chosen the coldest day possible to visit the bridge and there was a howling breeze blowing so after taking a

few hurried photographs we walked alongside a very quaint looking elevated section of the urban S-bahn railway to the nearest station to get back to our lovely warm hotel. Many of the S-bahn stations near the Alexanderplatz had a two-storey design with station platforms sitting on the upper floor under a reinforced glass domed roof and various shops on the ground floor.

Next day we returned to Schonefeld Airport for our flight home. I was surprised at how cramped the airport passenger facilities were. When called to the departure gate we ended up standing in a very narrow corridor for some time before we were allowed into a small departure lounge.

Berlin was an interesting experience but you wouldn't go there for spectacular scenery or distinctive food styles. Berlin was largely destroyed in the Second World War and by the Berlin Wall clearances after that so there is no interesting or varied architecture. Berlin didn't seem to have any centre, like London's Oxford Street but simply a series of self-contained districts. The River Spree banks were not scenic in any way, apart from the Oberbaumbrücke bridge and there was no river traffic on the widest sections of the Spree.





Berlin At Night From Park Inn Hotel

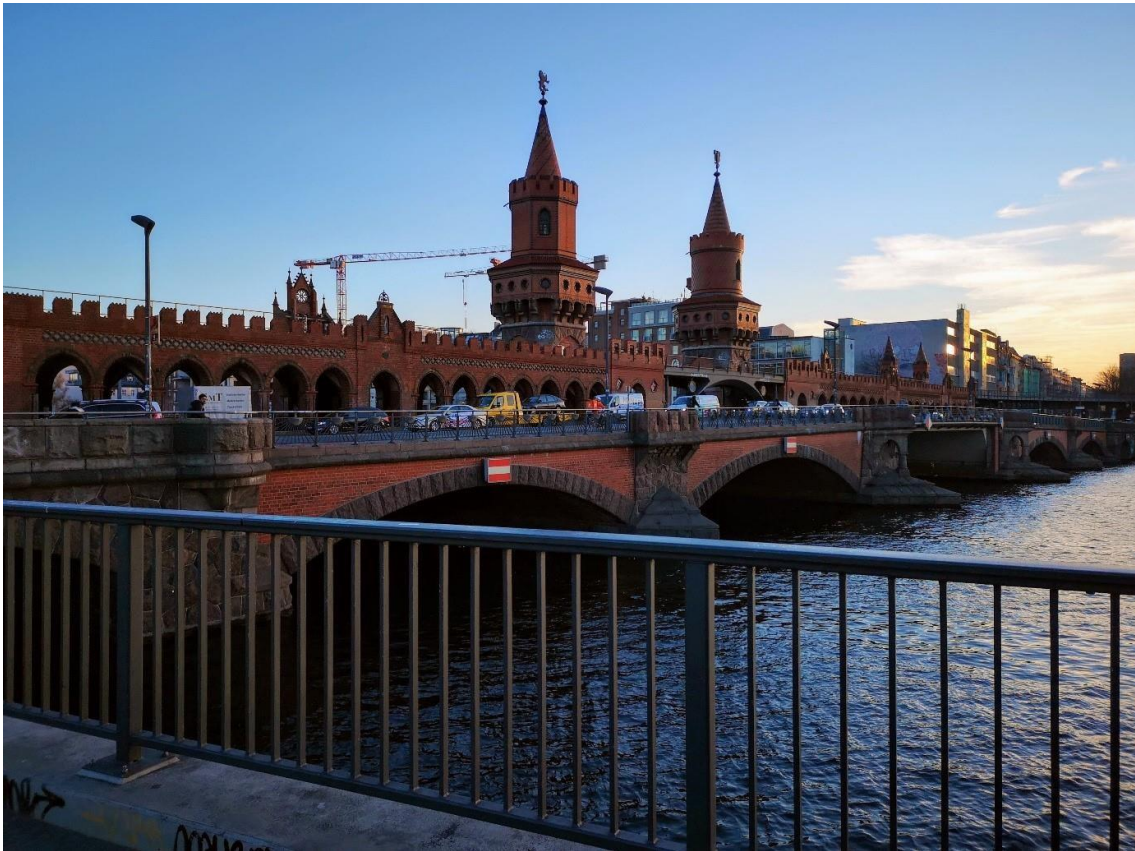


Berlin Tethered Helium Balloon



Electric Bikes For Hire In Berlin





Berlin Oberbaumbrücke Bridge over the River Spree



Berlin Reichstag Dome Walkway



Norwich Guild Hall Cafe





Berlin Alexanderplatz S-Bahn Station And TV Tower

That was in contrast to Budapest which had lots of barges and long de-luxe sightseeing cruise boats. Berlin churches only date from

the late 1880's. A massive amount of rebuilding work is going on around the Museum Island District to create more accommodation for the Humboldt University but the exterior design is all in the heavy column, Greek temple style that wasn't to my taste. The Reichstag parliament has a very solid neo-Renaissance style that wouldn't win any architectural prizes too! I thought the best bits of Berlin were the comprehensive integrated transport system of modern trams, buses, surface and underground trains plus the excellent Hampton by Hilton Hotel.

C.W

### A Short Break In Norfolk

I've recently had a short break with Peta and her daughter and son in law, at Fritton Lake Countryworld, a few miles outside Lowestoft in Norfolk. Fritton is a tiny village next to St Olaves where there's the first bridging point on the River Waveney above Great Yarmouth. St Olaves bridge is a Victorian cast iron, cable stayed bridge that replaced the original 1509 version. A ferry crossing existed at the site before any bridge was built.

I took a Brompton folding bike to Norfolk. This turned out to be very useful as the nearest station, Haddiscoe, to our lodge accommodation was an hour's walk along a busy A road with no pavement for most of the way. By bike it was a 10-minute journey. Haddiscoe station was a very bleak place, completely un-manned with 2 bare offset platforms that had small see through shelters for a couple of people. It was down the end of a virtually unmade road, past a Department of the Environment plant depot that had its own crossing gates over the railway line. The station and railway line were sited on top of a steep bank sited next to a drainage channel. With strong East winds and high tides this water course was overflowing down onto the road below. The railway was called the Wherry Line.

Haddiscoe station was 10 minutes from Lowestoft and 30 minutes from Norwich. Slow trains were made up of 2 carriage diesel powered carriages.

I took the train into Norwich by myself to wander around the 3 excellent cycle shops in the town centre. The most eye watering collection of new bikes and equipment was at Pedal Revolution. This large showroom had multi thousand- pound racing bikes plus every accessory you could think of plus helpful staff. Evans cycles was a little more downmarket and I was the only potential customer wandering around. They did have a collection of Brompton bikes for sale but the rest of the cycles and gear were very ordinary and overpriced. The third shop was a new branch of Cycles UK in the basement of a general sports shop. Cycles UK have a branch in Canterbury Bus Station.

On another day we all went to Beccles by car but were rather disappointed the stand-alone church bell tower sited on the hill above the small town, was closed until Easter weekend when there were sufficient volunteers to take parties of visitors to the top of the tower. There were boats on the River Waveney below the town but you couldn't see the harbour area from anywhere in town except the top of the church tower.

We also all went into Norwich by train for an afternoon visit to Norwich Castle and museums, a look around the spectacular Norwich Cathedral and to have an evening meal in town. Norwich cathedral has the second tallest stone spire in England, dating from 1480. It's built on top of a Norman tower and is 96m tall. The outer wall of the cathedral which is 900 years old is dressed in cream colour Caen limestone. The cathedral close is one of the largest in Europe. The Ethelbert and Erpingham gates date from the 14<sup>th</sup> and 15<sup>th</sup> century respectively, provide access to the close that contains a school as well as the religious buildings. The spire and extensive cloisters are

the most striking features of the cathedral. The interior has some attractive vaulted Gothic arches and columns but no significant stained glass. Ely cathedral interior is much more striking with its central Octagonal Lantern Tower together with very colourful, ornate internal decoration.

As a contrast to Berlin there were lots of younger people riding race bikes around Norwich but no cycle paths as all the roads were quite narrow. Norwich is also very hilly so you certainly need gears unlike in flat Berlin. Norwich also has considerably more interesting architecture than the German capital and lots of bike shops. Norwich has converted the interior of the Guildhall building alongside the central daily market, into an attractive twin-level restaurant, with echoes of the cafe I wrote about in Marseilles, in the last Pottering Around.

We had a nice short break in comfortable accommodation although it was very strange to start with as there was no manned reception point but just a key coded barrier to get into the unlit wooden lodge village and front door key in a key-safe near the front door of our booked home. Purely by accident we followed another resident onto the site and got the rundown on how things worked before re-checking our email and finding we had been supplied with the necessary lock codes. The holiday village was a really lonely place in winter with no shops and nobody around to talk to. A long private access road led straight onto the A road outside the golf and holiday village complex so things were complete contrast to the busy atmosphere of Elveden Centre Parks near Thetford, Suffolk where we'd stayed in previous years.

C.W



Norwich Cathedral Spire

Mavic UST (Universal System Tubeless) Wheel & Tyre System

The Mavic UST system is the first integrated approach to producing matching tubeless wheel rims and tyres for road bikes that sets very tight tolerance standards on tyre rim bead, seat diameter (621.95mm +/-0.35mm) and tyre bead diameter (619.6mm +/-0.2mm). Mavic UST air tight rims have a 4.5mm central rim channel plus 5.2mm sidewall height. High levels of accuracy allow the Mavic



Yksion Pro UST tyres, supplied with Mavic mid to top end priced UST wheelsets, to be properly seated with a standard track pump. All previous tubeless set ups with tyres and wheels being made by different companies, required a £50 compressed air reservoir to mount a tubeless tyre. UST tyres have a butyl, air tight lining.

Mavic supply a tubeless valve with removable core ready mounted on the rim, a tool for removing or replacing the valve core, Mavic tyre sealant and a syringe with delivery tube with their UST wheels. Seating a UST tyre is done by connecting a standard track pump to the valve, inflating the tyre so the tyre bead locks with the wheel rim then unscrewing the valve to deflate the tyre. Tubeless tyre sealant is then injected into the tyre by a syringe and small tube connected to the valve before refitting the valve and re-inflation.

Mavic together with most of the cycling press claim their tubeless UST system offers lower rolling resistance, less punctures, better grip and weight saving over conventional inner tube and highpressure tyre (HP) systems. A large number of actual customer reviews on the internet that contradict this official view. The main problem is the fragility of Mavic Yksion Pro UST tyres. They are reported to cut up or wear very rapidly and actually more prone to punctures than normal HP tyres despite being fitted with tyre sealant. Using rival makes of tyre like the new Continental GP5000 UST race tyre with Mavic UST rims means going back using a compressor to seat the tyre bead. Even with sealant the Mavic system loses at least 5% of its pressure every day so frequent inflation is necessary. Mavic sealant is reported to have problems sealing small or medium holes at relatively high (80lb/sq inch) typical road pressures leading to showers of sealant all over your bike and deflated tyres!

C.W

Faversham Wednesday Meets For Mar, Apr & May 2019

<u>Mar</u>	6 <sup>th</sup>	The Alma, Painters Forstal	01795 533835
	13 <sup>th</sup>	The Queens Head, Boughton Street	01227 751369
	20 <sup>th</sup>	The Castle Inn, Oare	01795 533674
	Thur 21 <sup>st</sup>	The Five Bells, Eastry 2019 Potterers AGM & Raffle, 12 Noon	01304 611188
	27 <sup>th</sup>	The Four Horseshoes, Graveney	01795 360880
<u>Apr</u>	3 <sup>rd</sup>	The Three Horseshoes, Staplestreet	01227 750842
	10 <sup>th</sup>	The White Horse Inn, Boughton Street	01227 751343
	17 <sup>th</sup>	The Alma, Painters Forstal	01795 533835
	24 <sup>th</sup>	The Rose & Crown, Perry Wood	01227 752214
<u>May</u>	1 <sup>st</sup>	The Chequers, Doddington	01795 886366
	8 <sup>th</sup>	The Four Horseshoes, Graveney	01795 360880
	15 <sup>th</sup>	The Queens Head, Boughton Street Committee Meeting-Members Please Gather In The Bar	01227 751369
	22 <sup>nd</sup>	The Castle Inn, Oare	01795 520881
	29 <sup>th</sup>	The White Horse Inn, Boughton Street	01227 751343

Thanet Thursday Section Meets For Mar, Apr & May 2019

<u>Mar</u>	7 <sup>th</sup>	The Bell, St Nicholas At Wade	01843 847250
	14 <sup>th</sup>	The Red Cow, Sandwich	01304 613399
	21 <sup>st</sup>	The Five Bells, Eastry Potterers 2019 AGM & Raffle 12 Noon.	01304 611188
	28 <sup>th</sup>	The Rose Inn, Wickhambreaux	01227 721763
<u>Apr</u>	4 <sup>th</sup>	The Bell, St Nicholas At Wade	01843 847250
	11 <sup>th</sup>	The Red Cow, Sandwich	01304 613399
	18 <sup>th</sup>	The Huntsman & Horn, Broomfield	01227 370965
	25 <sup>th</sup>	The Rose Inn, Wickhambreaux	01227 721763
<u>May</u>	2 <sup>nd</sup>	The Bell, St Nicholas At Wade	01843 847250
	9 <sup>th</sup>	The Red Cow, Sandwich	01304 613399
	16 <sup>th</sup>	King Ethelbert, Reculver	01227 374368
	23 <sup>rd</sup>	The Rose Inn, Wickhambreaux	01227 721763
	30 <sup>th</sup>	The Haywain, Bramling	01227 720676

Do any Potterers have photos of past cycle club runs they took part in, any cycling-based activities or bikes they've owned etc and are willing to let the pictures appear on the Potterers website? If so, please let Peter Smith see them so he can make a digital copy that he will load onto the Potterers website.

Thanet Section Sunday Meets for Mar, Apr & May 2019

<u>Mar</u>	3 <sup>rd</sup>	The Five Bells Eastry	01304 611188
	10 <sup>th</sup>	The New Inn, Minster	01843 826142
	17 <sup>th</sup>	The Anchor Inn, Wingham	01227 720392
	24 <sup>th</sup>	The Black Pig, Barnsole/Staple	01304 813723
	31 <sup>st</sup>	The Half Moon & Seven Stars, Preston	01227 722296
<u>Apr</u>	7 <sup>th</sup>	The New Inn, Minster	01843 826142
	14 <sup>th</sup>	The Black Pig, Barnsole/Staple	01304 813723
	21 <sup>st</sup>	The Anchor Inn, Wingham	01227 720392
	28 <sup>th</sup>	The Half Moon & Seven Stars, Preston	01227 722296
<u>May</u>	5 <sup>th</sup>	The New Inn, Minster	01843 826142
	12 <sup>th</sup>	The Black Pig, Barnsole/Staple	01304 813723
	19 <sup>th</sup>	The Anchor Inn, Wingham	01227 720392
	26 <sup>th</sup>	The Five Bells Eastry	01304 611188

The pinnacle of a Potterers lot  
Is to be awarded the Potterers Pot  
It used to be a sweeter dream, we held it in such high esteem  
We'd fill it to the brim with "half and half"  
And all have a sip, it was quite a laugh  
But all that came to a sudden end  
With the coming of the health and safety trend  
Now we worry about Legionnaires disease, or a nasty bout of knobbly knees  
About the germs that may be there  
From someone else's derriere,  
Can't see why it's such an issue  
We wipe it round with a toilet tissue  
But it still has the power to bring great joy, to every Pottering girl or boy  
Oh, that burst of pride, when at last you've got  
That lovely EMBLAZONED chamber pot

D.L