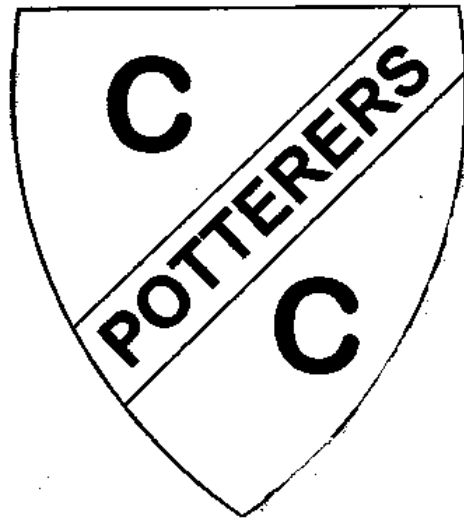


POTTERING

AROUND

June 2018

Founded



1971

Usque Ad Mortem Bibendum

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

President Bob Friend

Club Chairman Dave Rodd

Club Secretary Stephen Pollard

Club Treasurer Peta Masey

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2018 Potterers Pot And Editors Cup

The Potterers Pot and Editors Cup for 2018 were presented to Dave Rodd and Tony Clarke at the Potterers AGM. The Potterers Pot was awarded for Dave's hard work as our club chairman and the Editor's cup for Tony's New Zealand articles and photos

Campagnola Launch First 12 Speed Groupsets

Campagnola have introduced 2 new Record (£1,750) and Super Record (£2,603) mechanical groupsets, with 12 speed 11-29 or 11-32

blocks. Spacing is compatible with Campagnola 11 speed freehub bodies so existing 11 speed wheels can be used if the cassette is replaced with a new 12 speed version.

My First Electric Bike

Sue, my wife, wrote an article for Pottering Around last year. She mentioned her new electric bike and some of our adventures in East Flanders. Sue bought her Sparta ebike in April 2017 from a local dealer near the campsite where our static caravan is situated. She had spent a lot of time over the winter on the internet researching ebikes before deciding on her Sparta M8i. She is very pleased with it and uses it often when in Belgium.

I persuaded her to let me give it a proper test with some proper hills in East Kent over the coming winter whilst our caravan was hibernating. Some of you may have seen her ebike at some of the “meets”. I think I used it on five or six occasions. And I was impressed.

Briefly, it is a step-through, mid-motor (motor at bottom bracket) frame. Eight speed hub gear in back wheel. Sturdy back rack within which sits the battery. It was also the smallest sized frame in that model, 48cm, and I don't know what measurement that refers to.

I had to raise the seat 5cm, after tippexing the post. That was the only adjustment I made. The riding position on the small frame was very upright with a sense that you got into the bike rather than mounted it, as the handlebars seemed to surround me. In addition, the BB centre was about 50mm higher than my Raleigh, and the bars situated a lot higher than the seat. One website referred to a “traditional Dutch riding position”. I found it extremely comfortable, helped by a lady's saddle (can I say that?) and a powerful electric motor that made light of Dover's notorious topography and any strong headwinds. Dover to the “meet” at Reculver and back was easily in its stride. However, her bike looking so obviously electrically-assisted, I felt I had to pretend to

be exerting myself whilst cycling up Castle Hill. Rolling the shoulders and puffing the cheeks....

Suffice to say that my experiences riding her ebike decided me. I wanted one. In fact I deserved one. When I think of all those cycling days I have missed because I awoke feeling less than 100%. Why do Sunday mornings come after Saturday nights? Then, the thought of the steep hills out of Dover. I switched on the computer and entered “shopping for electric bikes” into the Google search box.....

An hour later I realised that the plethora of choice was doing my head in. So, I made a simple decision. Keep with the devil you know and, in this case, it was Sparta. A well-established Dutch make with a long history and a good reputation. I looked at their website and decided on the model. Not for me a step-through. Besides, when you stop to look at the map the bike falls over. No, I’m still young enough to get my leg over a cross bar.

So, my decision made, I looked at the London Sparta dealer’s website where my choice was described as having “regenerative braking”. I was excited, what with all the downhills hereabouts. But on the Dutch website it wasn’t mentioned. Intrigued, I dashed off an email to both countries. Categorically yes said London. Categorically not said Holland. Needless to say, I believed the Dutch but felt deflated. (Later on, you’ll discover why I think they’re both wrong.)

I ordered my Sparta R20i from Hollandbikeshop.com and chose to have the largest battery just like Sue had on hers. The “R” denotes the motor position. F, M or R. The “20” is the number of gears. The “i” denotes the “ion” control system. Delivery was “free” but I had to wait over two weeks from when they received the Euros from my account. It arrived in a massive cardboard five-sided box (wheels poking out the bottom). It was worth the wait. I had to fit the provided pedals, rotate the bars 90 and adjust the seat. The tyres and battery arrived full of air

and electrons. I made a couple of circuits of our local carpark and was happy. Especially happy that the frame was not too small.

I had been rather worried as to whether I had ordered the correct size frame. I thought that whatever system Sparta used to measure frame size on Sue's bike would apply to mine. Sue's frame was 48cm. Plus the 5cm I had raised her seat came to 53cm. But this was the smallest size in my chosen model and I'm 5'9" in old money and always thought my size average, in so many ways.

Briefly: My frame, a sloping diamond, is of steel and beautifully welded and finished. The motor is in the back wheel and the battery, like Sue's, slides into the rear carrier. This makes "wheelies" possible but rules out "stoppies", even with the very powerful disc brakes. It has a 10speed rear block a double chainring and Disraeli Gears (I still have the LP). The control system hardware is the same as Sue's but there is one significant difference in the software menu – "Automatic charging".

Regenerative Braking v Automatic Charging? I admit that I haven't bothered to look up the definition of RB, (A follow up article about this, maybe, Colin?) but I assume that it has a significant braking effect. AC does not. Basically, when I'm freewheeling, the motor turns into a generator, with consequent drag, and puts some charge back into the battery. The battery must be below 85% for this to happen, AND, strangely, the speed must be BELOW a certain threshold for it to begin recharging. The braking effect is about as much as having a brake block rubbing on the rim.

I have used Sparky on three Potterers "meets" to date and have finetuned it to my riding position and my preferences. Front mudguard - off and "Crud-catcher", attached to downtube, - on. A "Miracycle" mirror fitted to the bar end. A pair of panniers fitted to cover the battery up. I love it. It makes me feel I have the same level of fitness

that I had on the CTC rides in my thirties. AND, to the untrained eye, it looks just like an ordinary bike now.

So, I shan't be pretending on Castle Hill anymore....

Pete Smith

Audax UK

Sometime ago someone asked me about the Audax club, so I thought I would write a little about it. The idea of Audax was formulated in Italy around 1897 when one had to swim, run and walk or cycle a set distance in 14 hours. The distance covered by bike was 200km.

This idea was taken up by French cyclists and eventually the Audax Club Parisien (ACP) was formed. The ACP introduced Brevets de Randonneurs (certificate for long distance cycling).

By 1976 these rides had spread to the Great Britain and 16 founder members created Audax UK. To avoid the Police construing events as races on public roads, time checks were introduced at route controls with defined minimum and maximum time of arrival. Successful Audax completion times are not publicised. In modern times "Sportive" events are organised by various clubs and each rider's time is published- I don't know how lawful this is!

In the years that followed Audax UK members became interested in the ACP's Paris-Brest-Paris event for which qualification rides were needed. In Great Britain it was decided the requisite rides would be a 200, 300, 400 and 600km ride at an average speed of 1530km/hour, in the previous calendar year. Audax routes are not waymarked but detailed route sheets are issued by the Audax organiser.

In 1986 the Audax Altitude Award(AAA) was introduced to encourage participation in hilly events. Those including hill climbing at 15km/hour

are designated “Grimpeur” while those climbed at 22km/hour are “Super Grimpeur (super climber)”. I’m only interested in the downhill bits, you’ll have to ask Colin about other technicalities of these events as he has had his name “up in lights” in the Audax magazine several times for his outstanding number of AAA points.

I was introduced to Audax by our late member, Dennis Brunwin and my first ride was the Hop Garden 200km which was organised by “West Kent CTC” (WKCTC) in May 1997. My next ride was with Dennis when he took me in his car, to the start of the WKCTC “Invicta 400km” starting from Edenbridge. The circular route encompassed Lenham, Rye, Chichester, Petersfield and back to the finish at Edenbridge. I rode a number of events in the next few years and became a “Super Randonneur” having ridden a 200,300, 400 and 600km ride in the same season and have a colourful enamelled badge to prove it!

For 10 consecutive years I rode the “Cheltenham Flyer 200km” that took place in March. I combined the ride with visiting my sisters at Brighton and Stroud, the latter living close to the Cheltenham start. I didn’t finish the 2004 edition as a terrific gale blew up from the direction of the River Severn. I found myself riding at 5mph for some time and met marshals leaving the penultimate checkpoint who told me I was out of time. My sister picked me up from Tetbury which was a good thing as I found my front wheel rim had split. This meant I had to delay my departure until midday Monday while a kindly cycle shop manager built me a new wheel.

As I am over 80 years old, I have become a Life Member of Audax UK and receive a copy of their quarterly full colour magazine “Arrivee”. However, for some reason I don’t seem able to travel at 15km/hour these days so I don’t join in their rides. I still have happy memories of when I did!

B.F

Website Woes

The editor asked me to do a piece about making our website - apparently you build or construct them!

I began my allotted task by searching for website building software. And there's quite a selection, both free and paid for. Now software is an irritation for me. In general software tells you how wonderful it is and how simple it is to use. I usually end up feeling stupid because I often find it anything but simple.

I read lots of reviews and tried a few freebies and trialware. Eventually I decided upon Website X5 Evolution by Incomedia. They too said it was so so easy and it had hundreds of "templates" to get me started. Basically lots of pretty pictures with areas to stick one's text into. Eye candy is the name for it. It took me several hours to learn the basics but it kept me out the pub.

The software manual wasn't a book like you take to bed to help you sleep but something you must read on the screen. And there's lots of it. I think my first mistake was not to read it end to end but to proceed by trial and error, which for some (intuitive) software works. Our software wasn't intuitive, not for me at least.

Next task was to find somewhere to put it on the Internet or WWW (World Wide Web). These terms are not technically the same. But let's not get geeky. There are many website hosting companies out there and some are advertised on TV. Most of them will include their name in the address of the website. For example, our old website address was www.potterers-cycle-club.orangehome.co.uk. This is called the domain name but technically the potterers bit is a subdomain of orangehome which in turn is a subdomain of the top level "co.uk".

So it's like your email box/address e.g. John.Smith123456789@sky.com is hosted by Sky inside one of their massive network of computers or "servers". Trouble is that if Sky goes

bust or gets too expensive it can be a pain in the backside to switch to say BT as you ought to tell everyone your new address. But it's not a problem if you have your own domain name.

Anyway, the domain name potterers.co.uk was available so I had my email box provider (Fasthosts) to host our site at low price for the first year within my account. If we decide to keep the website then I'd like to separate it from my account. This means that we could have a standby webmaster to take over its running as the software has a licence to be used on another computer.

At first I thought of the website as an easily accessible place where we can store photos, articles and information like the Meets rota. By making the website address known to members via this club newsletter, to newcomers via our "business cards" and "Clubs Roundup" columns in the Kent Messenger weeklies, I had hoped this would be sufficient for our purpose.

But now I don't think it's enough. At first I had deliberately not bothered with the dark art of "Search Engine Optimisation" or SEO and so our site is not very visible on the net. By which I mean that if someone typed in "cycling clubs" they wouldn't happen upon us. I naively thought our domain name would do that trick. I am currently trying to rectify this problem. I have registered the website with Google, the biggest by far, search engine. There's plenty of geeky stuff about SEO. I could use their analytics to get all sorts of stuff about how our site is "performing". I can tell their "web spiders" to recrawl our site and read the new keywords I have inserted, "robots" text files, links to other sites etc.

The website is easy to operate now that I have got my head around it, somewhat. It is easy to add and alter text. Easy to add photos or articles. Even video. We have plenty of space up there in the "server in the cloud".



Peter Smith's New Sparta Electric Bike



Pottering Around Editor On Hengists Hills 100km 2010 Audax



Tony Clarke In New Zealand



Andrew Register & Andy Taylor Veibel On Hengists Hills 2010 Audax
You could use this space to archive the Potterers. You could have members only areas, site visit-counters, write-your-own-obituary

areas, discussion areas, for sale/wanted, links to Facebook and other flavours of social media. And much more I suspect.

That's it for now. I'm going down the pub.

Pete Smith

A Personal Audax History

I've ridden calendar Audaxes (group rides that are arranged in advance for a specific date) since the late 1990's. My first 200km started at Uckfield then developed into a tour of the Ashdown Forest. I made the transition to 400km events in 2002 with the National Invicta event from Wrotham that was jointly organised by the CTC and Audax UK. The entry was over 100 strong. There was generous funding for this ride so we were able to use village halls or scout huts for route control points. These venues had well equipped kitchens so hot food and drink was available, there was minimum queueing for refreshment (major problem with commercial cafes) and riders could lay out flat on wooden floors to alleviate back ache. The route was a loop from Wrotham, through Ringmer, Chichester, Winchester and back to Wrotham. I was really grateful for the 11pm evening chilli con carnie meal provided for us at Chichester as I'd been riding pretty briskly since noon with fitter West Kent CTC friends. I also remember the never-ending roller coaster road between Chichester and Winchester, I was tackling at 2am Sunday morning. I managed to successfully finish another 3 Invicta 400km events in later years. My one failure was due to exhaustion, lack of available clean riding gear after riding from noon Saturday to 5am Sunday morning and lack of will power to return to Chiddingtong Causeway from Canterbury when I was not too far from home.

The most scenic 200km I rode was the New Forest On and Off Shore from Lymington. This started with a ferry crossing to the Isle of Wight

followed by touring past the Needles then travelling through Bembridge and Cowes before returning to the mainland for a section in the New Forest. I used to ride on a regular basis with Pat Cherry and he gave me a lift to the Dorset Coast 200km. The Audax began at Lymington and included a chain ferry river crossing at Sandbanks before journeying through Weymouth, Axminster and Dorchester.

I completed several 300km rides from different starting points. The Invicta 300km used to commence at 03.00 Sunday morning from Harvel near Meopham. The first section was a dash down through the Medway Towns to Sittingbourne, Faversham, across the Seasalter Marshes and down to a Garlinge garage convenience store. After that the ride went to Hythe, Rye and Edenbridge before returning to Harvel. The other 300km route I slogged around was the Faries Flattest Possible 300km from Bethersden. This was a very tedious, endless grind around Romney Marsh. Flat rides are really boring and lack of change of position on your bike causes more discomfort than rubber leg inducing, hillier events. The 200km Fairies Half Flat Audaxes were more enjoyable but involved battling strong headwinds and terrible road surfaces especially in the Dungeness vicinity.

I finished the Battle and Back 200km Grimpeur several times. This was a very hilly ride that passed through Hartfield (Ashdown Forest), Battle and Penshurst. The Kent Corners 200km was another favourite of mine that started from Polo Farm, Canterbury and went down to the Romney Marsh. The Hop Garden 200km was popular West Kent CTC event I took part in many times. It visited the Ashdown Forest, Rolvenden, Brenzett, Staplehurst before returning to Meopham.

I only rode the Man of Kent 200km from Golden Green, near Tonbridge, once. The route encompassed Charing, Bridge, Sandwich, New Romney and Headcorn before returning to Golden Green. This event usually attracts a good number of riders but takes place in March when the weather is often atrocious. A close relative of the organiser

is a local vicar who opened Bridge vicarage as a control/refreshment point. More recently the vicar moved to Faversham and he continues to make his Faversham base available to Man of Kent participants.

Pat Cherry and Tim Ford used to organise very enjoyable hilly 100km Grimpeur calendar Audaxes from Canterbury and Bredgar near Sittingbourne. Both the start times and locations were very convenient to reach by public transport or by bike. Sadly both organisers have stopped putting on events leaving only Paul Britton to continue organising the Crown 100km Grimpeur Audax from Kennington, Ashford. Paul's family help him run this magnificent summer ride which uses a really scenic, rolling route to St Margaret's Bay and back. Paul provides very nice snacks before the start, filled wholemeal rolls and bananas at St Margaret's and hot refreshments at the finish. It's essential to refuel the body on hilly rides otherwise you just run out of energy.

Even more unfortunately 2 organisers from Ashford, Roger Burchett and Mick Andrews, both passed away in recent years. Roger and Mick used to run a very popular 100km calendar Audax from Evegate farm just off the A20 between Ashford and Folkestone and the off-road Wye Audax.

In the last few years I've stopped riding calendar events over 100km in length due to difficulty in reaching start locations by 8am on Sunday morning by public transport, lack of enthusiasm for getting out of bed at 5am and Audax organisers retiring or giving up due to poor support from local riders in East Kent. Even West Kent CTC no longer run 300, 400 and 600km Audaxes due to reduced numbers wanting to participate and difficulty in finding volunteers to man control/refreshment points. You need ride well over 100 miles/week and cycle on regular club runs to be fit enough to tackle 10 hour long, 200km rides and that has been a problem since East Kent CTC dissolved.

Recently I've concentrated on short, solo, hilly Audax rides. These are validated by submitting a GPS track with position and altitude data, generated by a Garmin 705 GPS device, by email to the South East England GPS Audax representative. GPS validation means you set your own control points and use Google Walking Maps to prove the minimum distance marked out by these controls is 50km, 100km or any distance normally up to 600km. You get these controls approved with the minimum set distance then fill out an on-line form just before starting the ride. You can set up a ride from your front door or anywhere covered by Google Maps so no unnecessary travelling is required and you can select a day with light wind and decent temperature.

Bob F doesn't mind covering long distances by himself but I always found it essential to ride with a good friend for as long as possible and just chat away as the miles pass under my wheels. I rode many events with Pat Cherry and later Andrew Register. They both did sterling work following endless lists of written instructions while avoiding falling down potholes, as they approached turn points. I would usually skip a line or two of directions somewhere along the route and relied on riding in groups to benefit from their combined intelligence and shelter from the wind. GPS devices were relatively primitive some years ago and although they made a good job of recording ride data my Garmin was hopeless at route guidance or turn by turn instructions.

C.W

Cycling Plus Magazine Bike Of The Year 2018

The best-selling monthly cycling magazine Cycling Plus has just decided to give it's 2018 men's £799-£3700 bike of the year award to the Giant TCR Advanced 2 racing bike. The £1499 carbon frame and fork TCR comes with a Shimano 105 groupset including a 50/34 compact chainset, 11-28 rear cassette and 105 rim brakes. The only

unusual feature of the TCR is that it comes supplied with tubeless tyres already filled with sealant. The TCR has been the mainstay of Giant bikes racing range for more than 10 years going through regular updates.

I think the TCR is a rather disappointing bike of the year choice compared to the 2017 award which went to the much more innovative Specialized Roubaix, Endurance style road bike. The Specialized bike was completely in tune with modern design themes. It had generous frame clearance for larger, more comfortable tyres, hydraulic disc brakes, dropped seat stays to promote comfort flexing of the seat post (seat post has other bump absorbing features too) and Future Shock front suspension. In contrast the Giant TCR is much less expensive, lighter but has unfashionable rim brakes and very close frame/tyre clearance that limits the maximum tyre size to 700*25mm.

There were 4 other bikes that made up the final short list from which the TCR emerged as the winner. These were last year's winning Specialized Roubaix, the £2800 Trek Emonda SL6 Pro (carbon frame/fork, direct mount rim brakes), £1899 Cannondale CAAD12 Shimano Ultegra with aluminium frame and £3399 Cervelo R3D that has carbon frame/fork with Ultegra equipment.

C.W

Garmin Announce New Cycling GPS Models

Garmin, who are facing significant competition in the cycling GPS market for the first time in many years from Wahoo, have announced 2 new models. These are the Garmin 130 and Garmin Edge 520 plus with Mapping.

The Garmin 130 has button controls rather than using a touch screen and a black and white display, rather than a colour one. Advanced

features like ability to display when you've arrived at the start of Strava segments (Live Strava segments), smartphone notification of texts and calls on the 130, Live Track, Garmin Varia Radar and ANT+ electronic lighting control, are all supported. The only major omission is the Garmin 130 cannot display maps or give turn by turn route instructions. The Wahoo Bolt/Element comes with worldwide mapping and displays turn by turn directions generated by "Ride with GPS" but doesn't support Garmin Radar or ANT+ light control. The Garmin 130 links to the wider world by using Bluetooth Smart to pair with the Garmin Connect Mobile smartphone app. Routes can be imported wirelessly to the 130 via the Garmin Connect Mobile app. Routes from other sources have to be sent to the 130 via its micro USB socket and a physical cable.

Garmin also announced the Edge 520 Plus with Mapping. This button rather than touchscreen device uses the same hardware as the existing Edge 520 but adds mapping and turn by turn navigation. However D C Rainmaker, the ace internet gadget reviewer, found the hardware can't cope with providing directions in dense, city environments. Garmin, like most technology companies, really take notice of his reviews, so have postponed launching the 520.

C.W

Cube Agree Hybrid C62 SL Disc

Cube have announced a new electric bike based on the Cube Agree racer that has its battery and drive pack all incorporated in the bottom bracket and downtube. The battery pack and motor can be dropped out of the frame leaving just the gearbox in place reducing the unpowered bike weight to only 11kg, exceptionally light for an electric bike. Transmission is provided by the excellent 22 speed Shimano Ultegra groupset including Ultegra hydraulic disc brakes.

C.W

Faversham Wednesday Meets For Jun, Jul & Aug 2018

<u>Jun</u>	6 th	The Castle Inn, Oare, Faversham	01795 533674
	13 th	The Chequers, Doddington	01795 886366
	20 th	The Brents Tavern, Faversham	01795 532282
	27 th	The Freewheel, Graveney	01795 538143
<u>Jul</u>	4 th	The Alma, Painters Forstal	01795 533835
	11 th	The Three Horseshoes, Staplestreet	01227 750842
	18 th	The Castle Inn, Oare, Faversham	01795 533674
	25 th	Peta's Beach Hut Meeting Beach Hut 381, Hampton Pier, Herne Bay (In Front Of Yacht Club)	07894466455
<u>Aug</u>	1 st	The Freewheel, Graveney	01795 538143
	8 th	The ship, Conyer Creek	01795 520881
	15 th	The Three Horseshoes, Staplestreet	01227 750842
	22 nd	The Alma, Painters Forstal	01795 533835
	29 th	The Sondes Restaurant formerly Sondes Arms, Neames Forstal	01227 752725

Thanet Section Thursday Meets for Jun, Jul & Aug 2018

<u>Jun</u>	7 th	The Red Cow, Sandwich	01304 613399
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	14 th	The New Inn, Minster	01843 826142
	21 st	The Rose Inn, Wickhambreux	01227 721763
	28 th	The Bell, St Nicholas At Wade	01843 847250
<u>Jul</u>	5 th	The Red Cow, Sandwich	01304 613399
	12 th	The Rose Inn, Wickhambreux	01227 721763
	19 th	The Crown, Finglesham	01227 720676
	26 th	The King Ethelbert, Reculver	01227 374368
<u>Aug</u>	2 nd	The Rose Inn, Wickhambreux	01227 721763
	9 th	The St Crispin Inn, Worth	01304 612081
	16 th	The Anchor Inn, Wingham Committee Meeting-members please gather in the bar.	01227 720392
	23 rd	The Bell, St Nicholas At Wade	01843 847250
	30 th	The Red Cow, Sandwich	01304 611188

Thanet Section Sunday Meets for Jun, Jul & Aug 2018

<u>Jun</u>	3 rd	The Half Moon & Seven Stars, Preston	01227 722299
	10 th	The Anchor Inn, Wingham	01227 720392
	17 th	The Black Pig, Barnsole/Staple	01304 813723
	24 th	The Five Bells Eastry	01304 611188
<u>Jul</u>	1 st	The Anchor Inn, Wingham	01227 720392
	8 th	The New Inn, Minster	01843 826142
	15 th	The Black Pig, Barnsole/Staple	01304 813723
	22 nd	The Bell, St Nicholas At Wade	01843 847250
	29 th	The Five Bells Eastry	01304 611188
<u>Aug</u>	5 th	The Anchor Inn, Wingham	01227 720392
	12 th	The Half Moon & Seven Stars, Preston	01227 722299
	19 th	The Black Pig, Barnsole/Staple	01304 813723
	26 th	The Five Bells Eastry	01304 611188

Reaching The Potterers Website

Richard (Spokes Webmaster) asked why Potterers website was “down” after typing “potterers cycling club” in the Google search box. He was directed to link on Spokes website that pointed to our old dead site. Spokes site has been around longer than ours so generic search generates hits on their site way above ours.

If Potterers members type “potterers.co.uk” in the Google search box they will reach our new site. Peter Smith asked spokes to alter the erroneous link but was told that would be discussed at Spokes midMay committee meeting, even though it was pointed out there was nothing to discuss.