

January 2005

Saturday, 29th January Wheeler's Bicycle Maintenance Workshop

11.00am-3.00pm at Limehouse Town Hall.
646 Commercial Road, E14
Ring the 'Boxing Club' doorbell

January 29th Saturday Hawksmoor Architecture Ride

Time TBA Green Bridge
To meet Southwark and Lambeth cyclists
for a tour of Hawksmoor's works

February

February 5th Saturday Canterbury - Tonbridge - London

Green Bridge 8:00am
100 miles
Train to Canterbury-cycle back
Opt-out points along the way for shorter
distances. NCN routes through quiet
lanes, North Downs through Weald of
Kent and on to London

February 19th Saturday Easy Ride

Green Bridge 9:00am
30 miles
Tenterden and Rye very flat ride,
through marshes and Shirley Moor,
historic towns, cream tea and scones.

February 23rd pub socials

9:00pm onwards at Approach Tavern

March

March 5th Saturday Ten Hills in London

10:00 Green Bridge
Nones of March
Revisited and revised route,

Scenic route and panoramic views non-
taxing, and opt-out when you want

March 19th Saturday 100+ miles into Kent

March 19th
Meet Green Bridge 6:30am
Pilgrims Way, and scenic countryside
with opt-out points along the way

March 23rd pub socials

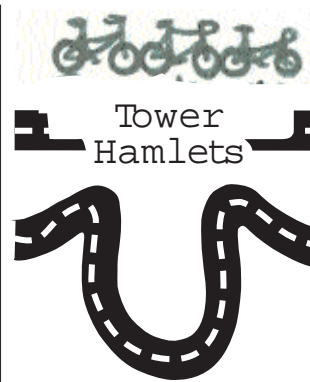
9:00pm onwards at Approach Tavern

March 25th Cycle racing at Herne Hill Stadium

After a year's absence the international
track meeting at Herne Hill Stadium on
Good Friday is back. Hooray!!
<http://www.goodfridaymeeting.org.uk>
We will do a Wheelers ride down there to
watch some world class bike racing on 25
March. Call me nearer the date to confirm
a meeting up time.
Owen 020 7515 9905

Easy after workers rides begin April Anybody interested in off-road riding, contact Steve

The Green Bridge is in Mile End Park; it
crosses Mile End Road near the junction
with Grove Road and is the one that's
yellow underneath.
Details of all events: venues, rides
meeting times and train times are posted
to the email group nearer the event
dates. Otherwise phone Owen for further
details of meetings and Steve for further
details of rides and socials and to check
that there have not been any
cancellations. All contact details
opposite.



Tower Hamlets Wheelers

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THW news

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Grease continued
can with a cloth and then wash the
bike using hot water with a little
washing up liquid in it but DO NOT
wash the bike's transmission system.
When the bike is dry, oil the chain.

Both Jizer and Muk Off are worth
considering because they are water
soluble and will wash off with hot
water. They can also be diluted 50/50
with water if the bike is not so dirty.
Whichever degreaser you use pour the

remaining contaminated liquid
carefully into a sealed container and
when it's full dispose of it into an oil
waste sump at a garage, workshop, bike
shop or the local recycling centre,
NEVER pour it down the drain.

The degreaser I recommend is Jizer
which I have been using for 30 years on
all types of vehicles because it's
effective, water soluble and has a
hidden secret. Agitate brushes that
have been used for gloss paint for a

couple of minutes in it and then they
can be washed clean in cold water. But
wait it gets better. Leave the solution
for a day and the paint will settle at
bottom of the container and the red
colour return, now pour the liquid, but
not the settled paint back into its
container and it's ready for use again. It
cost £5 for 750ml at most automotive
stockists.

Keith Jones, Mr Bike (Consultant)

THW news

FEB - MARCH 2005

THE NEWSLETTER FOR TOWER HAMLETS WHEELERS • LONDON CYCLING CAMPAIGN

'it is still my firm belief on the basis of DfT advice that the safest design is one where the vulnerable road user has a duty to give way'

Margaret Cooper, Head of Traffic and Transportation, LB Tower Hamlets

This is the answer given last year in
response to my letter asking why, after
re-building the Cable Street cycle route,
the original design giving priority to
cyclists using the LCN track running
parallel to the Cable Street was
reversed, this meant that traffic from
side streets took priority to bicycle
traffic (but not cars) using Cable Street.

If one takes the logic above further
one could come to the conclusion that
motorcycles should always give way to
cars, or cars should give way to lorries
and those lorries should naturally give
way to tanks. Or pedestrians, now
should they give way to cyclists where
these two transport modes mix, for
instance on Canary Riverside?

Here is the view of the London Cycling
Campaign on sharing space:

'If you are cycling on a path sign-
posted for shared use with
pedestrians, you should show
consideration by cycling at an
appropriate speed and giving way at

all times. You should alert pedestrians
to your presence if there is any risk of
collision by sounding your bell or
giving a polite verbal warning.
Pedestrians can feel threatened when
people cycle close to them.'

Members of THW when buddying
newcomers to cycling, encourage the
attitude that where cyclists are
permitted to ride in areas where they
share space with pedestrians (lets take
the example of the pleasant space at
Canary Riverside again) then the cyclist
has an obligation to take care and avoid
possible conflict with the pedestrians by
reducing their speed, by anticipating and
watching out for children darting into
their path for instance.

To use a nautical term, - *Steam gives
way to sail.*

But at LBTH Transport team *Might is
right* is probably a more appropriate
phrase. A puzzling attitude actually
when when one remembers that Tower

Hamlets has one of the lowest levels of
car ownership in the UK, so the minority
takes precedent over the majority.

This leaves us with a conundrum, we
as considerate highway users naturally
give way to pedestrians, but we are also
expected to give way to everything else
on the road too! And what does
everything else do? Take priority
obviously.

The most puzzling aspect of this
whole story is that further along Cable
St, at the junction where the cycle route
crosses Watney Street, cyclists take
priority over traffic entering from
Watney Street, which seems to be in
direct contrast to the rest of the route.

Perhaps by bringing this anomaly to
the attention of our planners they will
now remove it and make us give way
here too. Or we can hope that a little
common sense prevails and they rectify
the rest of cable street, by giving cyclists
priority, on a cycle lane.

<http://www.wheelers.org.uk/campaigns/>

Wheelers AGM & Social Wednesday 9 March

**Wednesday 9 March, from 7pm at Limehouse Town Hall,
646 Commercial Road**

AGM (including election of committee members)
Special guest speaker (to be announced)
Social including nibbles & drinks

Come along, join in and meet the Wheelers! Put names to

faces, and find out who you have dissed on the e-list!

Last year Patrick Field gave an excellent and thoughtful
lecture to 20+ people, we enjoyed post chat-chats and food
and drink afterwards.

Full details will be published on our website or call

Owen 020 7515 9905.

Nicked lane

Colin is working hard trying to prevent you from having your bike stolen

The evenings may be dark and the weather may be getting colder, but the campaign to remove Brick Lane from the map of places to buy stolen bikes in London is still in top gear.

The most important thing is that the enforcement process that the council began in August has fed through and had an impact on the number of bikes stolen from the borough.

Although still many are being stolen, in October and November there were 100 less bikes stolen in Tower Hamlets than at the same time last year.

Big thanks to all those that wrote letters in early summer pushing for enforcement!!

We have continued to highlight the problem at Brick Lane is several ways.

A few jolly Wheelers attended the Brick Lane (markets) Action Group meeting in December chaired by Councillor Louise Alexander. This was a good opportunity to push for more police resources to tackle the problem and meet those that had been responsible for the good work so far.

On the media side we've also been busy, if you get this newsletter with your Feb/March copy of London Cyclist, have a quick flick through. If all goes to plan then you will find a prominent article in there to highlight the issue at Brick Lane!

In order to help the enforcement effort we have now started actively working with the police.

A couple of Wheelers met Sgt. Kennedy and Inspector Antill of Brick Lane station. They are interested in tackling the problem and were suggesting ways in which local cyclists can help reduce the problem at Brick Lane.

Here are a couple of specific requests from the officers:

- If visiting Brick Lane on Sunday morning, please, please either don't bring your bike or if you do,



park it a good distance away. The number of proper cyclists wandering around with their bikes is making their enforcement effort more difficult.

● When cycling out and about they recommend using two different types of lock. A typical thief will normally only carry the equipment to defeat one type of lock so you drastically reduce the chances of your bike being stolen. The police's main problem is proving that a bike is stolen so they can nick a suspect. The cycling community can really help out here! What we need to do is improve the standard for the theft reports we provide.

This is easy, all we ALL need to do is make sure we write down our frame numbers somewhere safe.

These are unique numbers, an officer on the beat can radio in and check them

against the police theft database and then nick the person if the bike they have is stolen. It's that simple!

You can probably find your frame number underneath your bike, stamped onto the bottom bracket (that is where the pedals connect in), or it may be stamped on the inside of your rear dropout (that is where the rear wheel joins the frame) either way it is probably hidden by layers of filthy London grease and grime.

Currently we believe that helping the police in this way is so crucial that we're working on a handy Wheelers postcard to hold these details. Watch out for this at one of our events in early Spring.

However, in the meantime you can help our campaign, there is a space below. Go on, check your frame number, write it down here and bung this newsletter in the back of a drawer!

My frame number is:

The make of my bike is:

The model name is:

An Ace day out

Our ride to Wembley

What is it about some people that despite riding on Xmas Day they still turn out the day after for more riding? 11:00am on the Green Bridge and there are 8 madmen, later to be joined by 2 women, almost all of whom had been riding the day before. Name checking: there was ride leader The Black Knight, Trevor and Gary, who had not ridden the day before, myself making up the Wheeler's contingent, Steve on his recumbent; he had joined Steve Collins, Trevor and myself on the January 04 post-Xmas flab-buster and three other guys whose names I do not recollect, but I had met them all the day before.

After the obligatory faffing we set off. All went exceedingly smoothly including picking up the first of the girls, also a refugee from the Deserted Streets Ride at a point along the route, which I fail to remember. Soon we came to Camden and we were rewarded for being good by a coffee stop at Camden Lock.

After we detoured at Paddington basin to view the amazing redevelopment there. It seems almost as impressive as Docklands. Shortly after we picked up our final rider, another woman whose name I again fail to remember but she was

mounted on a Birdy and had been riding on Xmas Day. Once back on the canal we had a little race when some of the boys proceeded at indecently high speed along the good surface that we met.

Eventually after stopping to see one of the hidden sights of London, where the canal passes over 8 lanes of North Circular Road we arrived at The Ace Café. Loads of gleaming powered machinery and a car park marshal who pointed out where we could lock our bicycles.

Lunch was swift and surprising value for money although not overly imaginative. I suppose that is what bikers like! Several of us whipped out cameras and took snaps of the biking memorabilia before we reluctantly had to prepare to return.

Before returning we said our goodbyes and thanks to ride leader Keith who headed for Wembley Park to get the Metropolitan Line back. The rest of us, now, only 8-strong turned round and retraced our tyre tracks. All too soon and, fortunately, just before it got dark we arrived back at Gainsborough Studios, where I now live, and Gary and I enjoyed afternoon tea. A good day was had by all!

Ken Peters



Above: Leader of the pack Keith Jones is on the right.

Dr Bike's Technical Showcase

De Grease Is The Word

Since my last article on cleaning and preparing your bike for summer I have been asked what is a degreaser? And which one is best?

A degreaser is a petroleum based solvent that is used for the removal of fats, oil and grease from surfaces. We all have one degreaser at home, washing up liquid, whilst it's alright for cleaning a dirty bike it doesn't remove the build up of oil or grease easily and is definitely unsuitable for the bike's transmission system. Other types of degreasers you may have at home are the following – white spirit, turpentine, metholated spirit, paraffin, petrol and diesel. All these are good but care must be taken when handling them, they are all inflammable, are caustic to your skin and not water soluble, (i.e. washes off in water), so wear gloves, eye protection and don't smoke. Of these paraffin is the one I recommend and can be bought in hardware stores but usually only in quantities of 5 litres.

However, there are degreasers that are safer to use and are available from any automotive shop or hardware store, two of the most popular are Gunk and Jizer. Now most stockists and bicycle shops sell biodegradable degreasers such as Muk Off which are much kinder to skin, the environment and is water soluble.

Whichever product you choose to use the handling procedure is the same. You will need some newspaper, disposable gloves, a small container made of metal, glass or hard plastic, some cloths or rags (cotton is best) and a small paint brush and old toothbrush. Place old newspaper sheets around the bike and put on the gloves. Carefully pour some of the degreaser into the container, dip the paintbrush in the solvent and agitate it into the grease. Leave it for a minute and then wipe it off with a cloth. For all those intricate parts such as the front chain-ring, rear sprocket and the space between the wheels and frame use the toothbrush. For the chain dip a cloth into the solvent and run the chain through it until it's clean. You can also use a cloth to wipe clean the frame and wheels.

Wipe away the grease and oil as best you

Continued over