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CTC Coventry - www.coventryctc.org.uk

CTC Coventry & CTC Rugby - Weekly Bulletin

24th November 2021

Recently

Again there was an excellent turn out for most of the rides this week. There will not be a long ride on a Sunday until March 2022, as there is an understandable reluctance to ride back home in the dark.

On Sunday there were 11 riders on the intermediate ride. I'm pleased to say we found two new (to most of the group) watering holes - Newlands Berry, near Catherine de Barnes for coffee in the middle of some delightful wooded, narrow lanes and Umberslade Espresso Farm, just south of the M40/M42 interchange - not a great slogan, but actually very welcoming and in a secluded spot near Tanworth-in-Arden.

There were 12 riders on the short ride, including three new riders. A coffee stop at Lavender Hall Fishery was enjoyed by all - this is a great attendance and thank you, Paul Whateley, for leading the ride.

The Tuesday ride was split into two smaller groups: thank you, Jill Seamen, for leading another successful ride indirectly from La Delicia, Balsall Common to lunch at Farmers Fayre, Stoneleigh Park. A few minor route changes were necessitated by HS2 works, but we are used to that these days.

What next?

The **next Clubroom on 4th January** will start at 2000hrs at the Friends Meeting House in Hill Street, Coventry when Dave Hearn will look back over our Centenary celebrations. [A program for the new year may be viewed by clicking here](#). Unfortunately last week's link was incorrectly printed, but you'll be OK with this one, sorry.

The **Christmas Dinner** will be held on Sunday 12th December at 1630hrs at Time for Tea near the Castle in Kenilworth. [There is more information and a menu on the website](#), or you can book by emailing Dave Hearn: davehearn56@gmail.com. There will be rides from WMP arriving in time for the dinner, or you can make your own way there.

Vicky, our secretary says, "**Thank you to all those that contributed to our survey**. We gathered comments from over 40 members, either through responses to the survey or through The Ride Leaders forum.

It was rewarding to see the comments you made about this year's programme. The main message was, 'same again please'. However, it's important to recognise that the programme for our centenary year was over two years in the planning!!!

In essence there was a repeated plea to continue a **programme of varied rides** including some longer, but faster rides, for working cyclists and shorter, gentle rides to encourage new riders. Varying the starting point for rides, both within and outside the city was also suggested.

The 100km challenge was very popular and we are looking forward to holding another one in September next year. More short/week end tours would appeal to many, not necessarily that far afield.

The feedback relating to rides and tours will be shared with the Ride Leaders Group in the New Year.

A feature of this year's Centenary programme was the **range of social events**: to set up more of these events we need to create a Social Event Group. The Club Committee will be looking to develop this in the Spring. The next social meeting after the Xmas dinner will be the **Annual General Meeting on Tuesday 5th April**. Please put this in your diary: more details will be confirmed shortly.

There was also a range of comments about **our visibility as a club**, the use of Social Media and ways of communicating better with members and the public. A sub-group will meet in the very near future to see how these areas can be improved."



The Severn-Wye watershed in mid-April 2013.

Rides this week Whatever ride you're on, please ensure that you have a set of working lights on your bike. Whilst we aim to finish our rides before lighting-up time, it is often sensible to show lights earlier in the day.

An online copy of our Rides Planning chart can be viewed in the 'Whats On' section of the website to help you with your own planning. The quick link is:

<https://coventryctc.org.uk/rides-programme>. It should be understood that this is a work in progress document and will be subject to continuous editing.

Saturday 27th November Martin Lee is leading another 35-mile "Stamina Building / Hilly Ride" to help members prepare for the touring season in the spring. Meet at the War Memorial Park, Park and Ride facility at 09.30hrs - [there is more information on the website](#). Please email Martin: martinjacklee@yahoo.co.uk to join the ride and get full details.

Sunday 28th November - 9.15hrs at WMP, Park & Ride

All Sunday rides are now starting at the War Memorial Park, Park & Ride facility at the same time - 0915hrs before going their separate ways.

- Marina Friend will lead a **26-mile ride** to Long Itchington via Wolston and back to WMP. Please email Marina: marinafriend@hotmail.co.uk to join the ride and to get full details.
- Nigel Hickman will lead a **43-mile ride** from WMP to Starbucks at the M40 Warwick South Services. Please email Nigel: 22tandn@gmail.com to join the ride and to get full details.

Tuesday 30th November

10.15hrs Bob Tinley will lead a 33-mile ride from Lavender Hall Fishery to The Cow Shed, Wootton Wawen and back to Kenilworth. Please email Bob:

Chairman@CoventryCTC.org.uk to join the ride and to get full details.

Tours Next Year

Mike Thomas is leading a holiday to Mallorca. This is something of a new venture for us based on a Jet2 package to Port Pollenca in the north of the island. Rides, walks and sightseeing will be arranged, or you can relax by the pool at the newly refurbished Park Hotel. The start date is Thursday April 21st, but members can be flexible when they join. More information can be found at <http://coventryctc.org.uk/mallorca-2022-prospectus>. Bookings are now open for this tour and it should be noted that Jet2 have a good refund policy should this holiday be cancelled because of Covid restrictions.

Alan Jelley is leading a **Peak District Trails Weekend** based on Hartington Youth Hostel on the weekend of 28-29 May 2022. This tour is now fully booked.

News

A46 / A428 junction

The A46 / A428 junction (TGI Friday, Cocked Hat junction) will be totally closed to motor traffic between 20:00 Friday and 06:00 Monday on the weekends 3-6 and 10-13 December.

Pedestrian access will be maintained.

HS2

The latest news can be viewed here: <https://www.hs2.org.uk/in-your-area/local-community-webpages/hs2-in-warwickshire/>. Also, you can subscribe for updates at <https://engagement.hs2.org.uk/join-mailing-list/>

A road closure and diversion will be in place in **Dalehouse Lane** from 22 November 2021 to

3 December 2021, it will be in place 24 hours a day seven days a week. Access to all properties will be maintained throughout the closure period. A fully signed diversion will be in place. <https://www.hs2.org.uk/work-items/road-closure-and-diversion-dalehouse-lane-kenilworth/>

On Tuesday 4 January 2022, **Truggist Lane** will be fully closed from 8.00am until 6.00pm. <https://www.hs2.org.uk/work-items/notice-of-temporary-closure-of-truggist-lane/>

Where are we?

Here is the answer to last week's puzzle plus another teaser from Dave Hearn:



The rider is Alex Dowsett, who is a haemophiliac. His foundation has been set up to encourage youngsters with the condition to cycle in whatever way they can.



My two questions this week are around the Cheshire village of Bollington. Not somewhere thought of as particularly hilly, but at its eastern edge it certainly is.

1. Nearby is the steepest cobbled climb in the England. It has an average gradient of 33%, and a maximum gradient of 44%. What is this ridiculously steep climb known as?
2. On Kerridge Hill, overlooking Bollington stands this 'folly' or 'summer house'. It is grade 2 listed and was built in 1817 to commemorate victory in the Battle of Waterloo. What is the structure known as?

GPS hints - episode 7 Inside .gpx files

.gpx files can hold a variety of information in addition to the minimum data required to define a course. The minimum data required is a collection of waypoints, a collection of routes and a collection of tracks – one, or more of these elements may be present in a .gpx file.

A waypoint is defined by a longitude/latitude pair; it may also have a name, an elevation (height above sea level), a time, and a symbol to use when displaying the waypoint. It can be useful to have a waypoint on your GPS for 'home', say. **Tip:** Select the waypoint in "Saved Locations" and press "Ride" – the GPS will calculate a route to 'home' from your current location.

A route is defined by a series of route-points (similar to waypoints) with each point having a name. Depending on the app that generated the route there may be additional information with each

route-point: a display symbol, elevation, and time. This format was designed for navigating, although some GPSs (eg. Garmin Montana) allow a maximum of only 50 route-points in a route and calculate intermediate points using the routing information in its internal mapping.

A track, like a route is defined by a series of track points (like waypoints), which are optionally associated with an elevation and time, but without names. This format was designed to be used as a snail trail of where you have been. However, most GPSs are just as happy being fed a 'track' to navigate from as a 'route', which is perhaps why Garmin use the neutral term 'course' to refer to either a route or a track.

We're going to **open some .gpx files in a text editor** to see what the data looks like. I'm not trying to bamboozle you, or turn you into a geek, but stay with me and all the mystery of .gpx files will disappear.

Each **.gpx file has some header information** that looks like this:

```
<?xml version="1.0" encoding="UTF-8" standalone="no" ?>
<gpx xmlns="http://www.topografix.com/GPX/1/1" creator="bikehike.co.uk" version="1.1"
  xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
  xsi:schemaLocation="http://www.topografix.com/GPX/1/1 http://www.topografix.com/GPX/1/1/gpx.xsd">
<metadata>
  <bounds minlat="52.294320" minlon="-1.660850" maxlat="52.411554" maxlon="-1.564570" />
</metadata>
```

The first thing to notice is **every type of data is framed between '<' at the start and '>' at the end** and the first item inside the opening bracket tells us what sort of data it is. Frankly, we don't need to concern ourselves with this header data, but you might be interested to see that this example was created by "bikehike".

The next group of significant data will **describe waypoints, routes, or tracks**. There may be other control information between the header lines and waypoints, routes, or tracks, but we can ignore that for now.

Waypoint data looks like this:

```
<wpt lat="52.5103641481" lon="-1.5994371662">
  <name>Devitts Green</name>
  <sym>Flag</sym>
  <type>Marks</type>
</wpt>
```

1. You can see that a waypoint has a latitude/longitude and a name. The 'symbol' and 'type' information can be used in displaying the waypoint, but the app may ignore it.
2. The .gpx file may contain several waypoints appended as many times as needed.
3. **Tip:** Some apps use a default "type", but with others you can specify the type – so you could classify bunches of waypoints as "hotels", "cafes", "bike shops", etc. In Memory Map you can show or hide each class of waypoints separately to minimise clutter on the map display.
4. **Tip:** Accented characters are treated in different ways - some GPSs ignore them, which is not too much of a problem. However, the Montana, for example, just stops reading beyond an accented character. This caused me a problem in France on a tour, so when you're planning a foreign tour use only non-accented characters.

Route data looks like this:

```
<rte>
  <name>Ken-Berkswell</name>
  <rtept lat="52.343650" lon="-1.579684">
    <name>001</name>
  </rtept>
  .
  .
```

</rte>

1. It starts with a start of route label (<rte>) and the 'name' of the route, which will be displayed on your GPS. You can edit the name field if you want.
2. This is followed by route-point (<rtept>) information which, as a minimum, is a latitude/longitude pair and a name for the route-point.
3. The route-point section is repeated many times – there maybe over a thousand route-points defining the route.
4. Finally, there is an end of route label (</rte>). You can have more than one route in a single .gpx file, in which case the <rte> to </rte> block is repeated as many times as necessary.

Track data looks like this:

```
<trk>
  <name>Ken-Berkswell</name>
  <trkseg>
    <trkpt lat="52.343650" lon="-1.579684">
      <ele>88.52</ele>
      <time>2021-11-04T17:15:20Z</time>
    </trkpt>
    .
    .
    .
  </trkseg>
</trk>
```

1. Like the route, it has a start of track label (<trk>) and a name. A single track can be split into segments (<trkseg>), although I've never used the facility.
2. And then there are as many track-point (<trkpt>) blocks as necessary. Optionally there is an elevation (height above sea level) and a time associated with the track-point.
3. The end of the track is marked with an end of segment (</trkseg>) and an end of track marker (</trk>).
4. Finally, the end of the .gpx file is labelled with an end of marker, (</gpx>).

That wasn't too bad, was it?

To make it seem more complicated some apps use the **extended gpx (gpxx) format** to add more information to the gpx data – like colour, line width, style and opacity. This is prefixed in the .gpx file with <extensions> and may, or may not, be used by the app used to display the route.

The extended gpx format can be used to instruct the displaying app to **calculate a route** between adjacent route-points/track-points and you will see a nice bendy line following roads and paths on the underlying map. If the displaying app (eg. Memory Map) doesn't understand this instruction the route may be displayed as a series of long straight lines, instead of following the roads as you had probably hoped. The importance of this will become apparent when we talk more about Garmin's BaseCamp software.

Problem: When a route is displayed by an app that uses the route-point symbol from the .gpx file (eg. BaseCamp and MemoryMap) the display can be overwhelmed by a huge number of overlapping symbols, which obscure all the map detail. The solution is to use tracks, rather than routes, as tracks don't use track-point symbols.