



Eden Valley

Newsletter

February 2014



issue 46

Editor's notes

Thank you everyone who has sent material for this edition of our Newsletter.

For those of you who did not get your articles to me, or having sent them, did not get them into this edition, please do not despair, there will be another Newsletter at the end of April so there is plenty of time to get them to me; please do send photos with, or without an Article. In this edition you will see a New Year Message from our President, a 'Captions' item for your responses an Article from Peter K-O about an Alpine ride which took my fancy and Geoff reveals all, or nearly.

Please send material to news@edenvalleyctc.org.uk.

I hope you enjoy this Edition. Nigel L

1. Pace e salute a tutti!

Yes – that's what all the Corsicans said on New Year's Eve as they kissed each other (and us) on both cheeks – and that was just the men.....

As your "Chair", "Lady Chairman", Charwoman – sorry Chairwoman, or simply la Présidente, I feel I have been a bit out of things recently – skulking off to warmer climes to avoid the wind and rain. Parker and I have been thinking of you and would have liked to have been "beamed" up to Culgaith for the Christmas lunch. I hear you all had a very good time.



Meanwhile back in Corsica – there is an 80 year old cyclist from the village who regularly rides up and down a mountain pass, an 86 year old who defeats everyone at scrabble and an 83 year old who makes rather good cakes. Add the 102 year old cyclist on “the continent” as they say – who does 20 km a day and is about to set another record and it makes the Eden Valley look like spring chickens! So keep on pedalling, comrades!

Pace e salute a tutti! – Peace and good health to you all (and the Corsicans always add – “especially good health!”) so let me wish all Eden Valley members the same for 2014. See you up the road soon.....

With very best wishes Janet

2. Did you know ? (Karen E, our Secretary, knows a lot you know)

Hubs with ball bearings were invented in France in 1869 - just as the bike craze for front wheel drives was at its height. Invented in France by Jules Suriray, they were manufactured by convicts. They proved successful, as James Moore from England won the first Paris-Rouen race using them. But in 1870 war with Prussia interrupted production and the French initiative was taken over by British manufacturers.

In 1897 the Wright brothers, Orville and Wilbur, came up with an innovation which is well used by cyclists today. The brothers were the first mechanics to machine the threads of the left-side crank arm and pedal in the opposite direction to normal. Before that every revolution of the crank had produced a small loosening force on the pedal on that side. Today, left pedals have a left hand thread and are consequently held securely when ridden.

The spoked wheel was invented by Eugene Meyer (French) in 1869 but it was the English inventor, James Stanley who invented the tangentially spoked wheel shortly after.

"Few people realise that when you move the seat post an inch or two you are changing the action of every muscle in the lower limb which is involved in the pedaling action" - Professor Peter R Cavanaugh (expert on biomechanics)

3. Photo Captions:

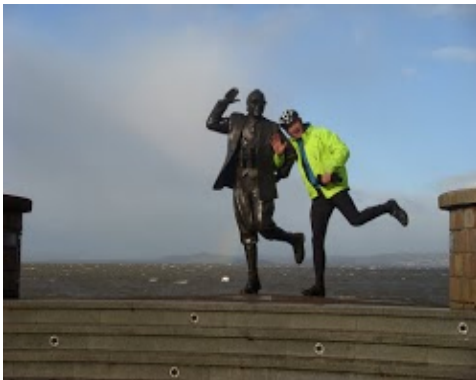
Email / blog your titles to the photos below (kindly proposed and composed by Cathy G)



Caption ? _____



Caption ?



Caption ?

4. The ride which petered out... (Alison S)

On Wednesday 9 October Rachel's ride met at Appleby cloisters for an advertised ride to Orton and Morland. For some unknown reason, I decided to cycle to the start – a lucky decision as we had the best part of the day.

Did you know that Peter is the second most common name in the club? We have 10 Johns and 8 Peters and this is the story of how it almost became 9...

Eleven of us met at the cloisters, including an extra Peter on a recumbent trike complete with prayer flags. Sadly the prayers weren't answered – or maybe they were; it depends what he was praying for. Anyway, after a speedy start up the hill to Burrells, the chain on the trike went. It was a very long chain and Peter asked us not to wait while he mended it so we set off again without him. Our leader phoned him at the end of the day, and he did get himself sorted out, but sadly we haven't seen him again.

The next casualty was our remaining Peter, who broke a gear cable. Not wishing to face the hills ahead without a full set of gears, he turned round for home.

The weather was getting significantly worse as we set off again over the moors; those that had them donned extra waterproofs and those that didn't felt a little silly – not to mention cold.

The two set-backs meant that we were running a bit late and next our leader, with an appointment in the afternoon, and the full support of the group, turned back to Appleby. Now we were eight.

After a welcome break in the Silveryard cafe - I attach the photo for illustration only – the sun wasn't shining like this when we were there – we set off up a very steep hill, with two more of our number heading straight for home. This left an intrepid sextet who followed the route towards Crosby Ravensworth – sheltering from the hail under a tree.



Silver Yard Gallery/Cafe

After finally drying out a bit at the cafe in Morland there were just two people who completed the original route and returned to Appleby with the rest of us making our own wet ways home.

5. Kendal to Morecambe (Alison S)

I surprised myself that I had the nerve to join Ernest's ride on 20 November, but I wasn't alone! A few of us normally moderate riders met rather nervously in the cafe at Kendal Morrisons before Ernest led us off.

There were a few hills out of Kendal but what a treat, approaching Brigsteer, to see the Lune Valley spread out below, the lovely autumn colours and the sun growing in strength. We headed south, crossing the River Kent and skirting Levens Hall, then following the Cumbria Coastal estuary along the plain and into Silverdale, where the wonderful RSPB cafe gives you a discount if you arrive on a bike!

Then we were on our way once more, with a little way to go and a few main roads, to get to Morecambe for lunch. Ernest shepherded us well – an unscheduled delay when my chain came off – but soon we were away again and it was such a thrill to be cycling along the seafront.

We had lunch at Eric's cafe opposite the wonderful statue to the famous comedian which offered numerous photo opportunities for those wishing to add to



Friends - Morecambe Prom

the sunshine of the day. After lunch we cycled a little further to see the refurbished Midland Hotel and to admire the improvements on the prom.

With the day drawing on, Ernest needed to keep us moving to get home in the last of the daylight. I don't know how he did it, but I am sure there were fewer hills on the way back. It was virtually dark, though, as we wended our way through the back lanes of Kendal to the welcome cafe at Morrisons.

Alison S

6. A Post Christmas exercise (Alison S)

With 'nothing planned' on the runs list for Sunday 29 December, Nigel and I felt it was about time we offered something – but without time for a reccy, what?

We fell back on the lovely 'River Eden - Source to Sea' routes prepared for the club by John Wilson. The problem was that the original plans – which we followed in 2012 – had BYO lunch stops – not likely to be very popular in the depths of winter. We chose the middle section of the route and, instead of cycling from Appleby, we decided to make that our lunch stop instead.

Many of these rides seem to develop 'twiddly bits' at each end and this was no exception, with 11 of us meeting at 9.20 at Langwathby – poor Jen thought she was only meeting me! The official route start was at Lazonby bridge (rubbish tip as Nigel unkindly called it on the blog) at 10 a.m. where we set off with a total of 19.

Six of us (moderates and Mike) set off after the others for a gentle cycle across the bridge with its new traffic lights, skirting Kirkoswald and through Glassonby and Gamblesby for a welcome coffee stop at Melmerby's village shop and cafe – as there were 12 people booked in for breakfast taking up the seating room, we were glad we could sit in the sunshine outside. We were joined by two more people before the 'fast group' sped off again leaving us newer arrivals just starting on the cake.



Melmerby cafe December 2013

The 'fast group' had a slower option but most pursued Geoff who knows all the extra twiddles anyone could wish for – and a few extra too – at least, I think that is his reputation though I have no personal experience. My group took the direct route to Appleby and arrived first at the cafe for lunch, soon to be joined by the others.

The day grew better and better; having started dry but overcast it became clear and sunny for our return route to the start – some of us glad to be finishing at Langwathby with others pushing the end of the daylight to get home.

7. A man with a past - reveals all (or a bit) - Geoff A

Why and when did you start cycling?

I have cycled all my life starting on the back of my mother's bike on holidays in the Lake District – we would get the train over from Teesside to Penrith and stay in a B&B in Portinscale. Then as a family of five, ride around the lake and row across it! I then graduated onto a 24" rod braked bike that used to take me all around Saltburn and up onto the moors. In my teens we had the family bike (for my brothers and I) but I seemed to use it more than they. It was a genuine 2nd hand Claud Butler with Benelux rear derallier; a fantastic lightweight bike compared to what I was used to and definitely designed for the road. This went to college with me in London and lasted until it was stolen from my garage in Bushey in the 70's. (A rum lot in Bushey as CJ will know)

Then for a while cars were more important to get to places where I could climb and canoe. When I moved up to Wakefield in the 80's I got interested in mountain biking as I did less climbing and started running a mountain biking club at the school where I was teaching. At about that time I started doing more extended touring both mountain biking and on the road but always staying in B&B or hostels. Only recently have I got into all up cycle camping!

What is your favourite cycling holiday?

France:

I have to say that the first time I went out to France with the team!(Chris P, CJ and Keith S) we had such a wonderful relaxing time. Warm weather makes cycling so much more enjoyable and although I am sure we did have some poor days I just remember warm sunny rides along endless back lanes stopping for treats at the boulangerie and drinking too much wine and pastis in the evening. I am eternally grateful to them for introducing me to the idea.

What is your favourite day ride?

Alpine passes – days out on a mountain bike – or day rides in this area?

A recent ride that I would have no qualms about doing again and again for satisfaction in terms of effort distance and scenery would be:

from Grasmere out by way of Red Bank Elterwater and Little Langdale to the top of Wrynose pass (that's the first effort bit) then the glorious descent through Cockley Beck down Dunnerdale to Ulpha. At which point the route turns right over Birker Fell (another climb) and then a great descent to Eskdale Green where you can stop for coffee at the station cafe. It's a good idea to do this as the next bit is a bit tough. You go up Eskdale over Hardknott where it's a good idea to get off and enjoy the scenery! Then on and over Wrynose taking care on the descent as you are overcome with satisfaction at having completed the task and might not

notice the bends, the gradient or the traffic and if you should be unfortunate to be terminated at this point at least you would end it all with an inane grin on your face! The route then returns through Elterwater (a good spot for a well earned pint) and then home to Grasmere over Red Bank (the easier way). – Well it's a route that has stuck in my mind, I was very lucky, that the weather was perfect the last time I did it.



Wrynose Pass, on a good day?

If you could buy any bike what would you choose?

If I could buy any bike I would buy several. If I can afford any bike implies that I have 'loads a money' and if I have 'loads a money' I would be able to buy bikes to suit different situations. For winter riding I would choose a titanium framed hub cycle – probably a Van Nicholas with a titanium fork! It would have a Shimano Alfine 11 speed hub and disc brakes together with a front dynamo hub. The best of both worlds and minimum maintenance.

For summer Audax I don't think I could beat the Van Nick Yukon that I have. It is particularly forgiving and comfortable (it's a titanium thing) on long days out.

For fast rides out over the passes I'm thinking maybe a carbon frame (there I've said it and have not been struck down by lightning) which would be light and a pleasure to ride in the summer and *give me the sensation* that I had trained well during the winter and was so much fitter and faster as a result!

For mountain biking – well that's another story

Sum up cycling for you?

I cannot give a trite answer so I would answer the question by using that horrible brainstorming technique that we have all I am sure had to use when involved in team building and career enhancing training programmes! Words that come close.....

Sport, Relaxation, Social, Outdoor, Escape, Mechanical, Problem solving, excuse for excess!

8. Mid Winter Thoughts on our cycling

Last summer we had some really good turnouts; I remember thinking, I hope not repeating on every ride, how many we regularly we are pedaling with. Of course it was always sunny then.

Then we had autumn and people kept on turning out in large numbers.

Now we have have winter. You could be forgiven for thinking it was still summer, albeit a slightly

summer ride to the sea side



wet and windy one.



February 2014 ride (same place)

We are still having large numbers, at least for us. Sometimes we set out with less than 10 but even when we do, we seem to pick up more as we go along. Now it is practically the norm to have nearing (sometimes over and sometimes under) 20 Club riders meeting up at coffee or lunch stops.

I think we had 22 riders who joined, in one way or another, for our ride on the 29th December (see Alison's report above) and mid twenties on a couple of rides in early January.

Sitting at the back, as I do, I have noticed how the groups riding ahead are generally very good at singling out and creating gaps for traffic to get past on narrow roads. Maybe we will not get credit for this from some car drivers, but at the least it is safer for us and takes the pressure off us trying to keep up the pace to minimise slowing of traffic.

Nigel L

9. A Bike Ride in the Alps – August 2001 (Peter K-O)

It was Michael on the phone. "Do you fancy a bike ride in the Alps?"

I was in the habit of joining in with anything that was on offer. Naturally, I accepted the challenge and we booked the 'Raid Alpine', literally an 'assault on the Alps', with a tour company. This was to be a bike ride over six days, with a short ride on the seventh morning, from Thonon-Les-Bains on the south shore of Lake Geneva, to Antibes on the Mediterranean coast, a distance that turned out to be over 450 miles. Michael and his friend Larry were my companions together with about 25 others:

We travelled to Thonon-Les-Bains by coach with a night stopover at a truckers 'hotel' in Reims. Bikes were unpacked on arrival at Thonon-Les-Bains and a ride around on the first evening confirmed that all was well with the mechanical side of things. The rest was down to our legs.



The Author en route

The ride was to head south to the Mediterranean in the month of August. Despite the relief of the relatively high altitudes the temperature rose well into the high 90s Fahrenheit or to

around 36°C. Our luggage was taken forward in the coach to each hotel and we had a support car in which we could have a small bag for access to our own food and drinks. A fund was set up for the purchase of the essential supply of bananas. Had Rosemary not made several batches of flapjack I would have been seriously short on calorie intake. As it worked out I still lost half a stone in the week.

The last full day we knew would be the crux of the ride and we were unsure of finishing the whole ride until well on into that day's ride. We knew it would be a big day but again information about the distance was minimal and information about the amount of climbing was non-existent. The French alpine passes are referred to as 'cols'.

Day One

This involved the ascent eight cols over a 74 mile ride. Most of these cols were between 1000 and 1500 metres high at their highest point and this was just the warm-up. The day's route took us through the foothills of the Alps to our first night stop at Notre Dame de Bellecombe, near Megeve. According to Larry we had climbed 9,800 feet on our first day. One guy had come off his bike on a descent and sustained a broken collar bone. This was indeed an 'assault on the Alps'!

Day Two

The second day took us up only four cols. However we were now into some serious climbs: Col des Saisies, 1,633 metres; Col du Pre at 1703 metres (this one was a real stinker at an average gradient of one in ten) and Cormet de Roselend at 1,968 metres. I was shattered at the Col du Pre and Cormet de Roselend cols but knew that I always performed at my worst on day two of a multi-day trip such as this, so was not too worried. The day ended with a ride through Bourg St Maurice and a 1000 metre (3,000 foot) climb to Val d'Isere. Another 69 miles completed with 10,600 feet climbed.

We had not been advised to carry lights and we had to ride through pitch dark road tunnels where only the exit could be seen by our slowly adjusting eyes, having just torn off our sun glasses. The sound of trucks approaching in the tunnels from behind was intimidating to say the least.

Day Three

We left the hotel at Val d'Isere and continued up what amounted to the same hill we had ended on the previous day. This was the first really serious climb, the notorious Col de l'Isere - an indeed the highest of the ride, which topped out at 2,764 metres. I had not noticed the altitude until I took yet another drink from my water bottle near the top and ended up completely winded due to the thin air. The descents were magnificent and the scenery superb, not that we had much time to appreciate it. Our route continued with a short climb to the Col Magdeleine, a short and rare stretch of flat road, and then the Col du Mont Cenis. I particularly remember this col for the mid afternoon heat which had built up day by day as we travelled further south. It was becoming impossible to stop other than in the shade and there was little to be found on this particular climb.

There followed a wonderful descent, fully 2000 metres without turning a pedal on the best surfaced road imaginable. We revelled in the fun of the speed with no effort and crossed the border into Italy before arriving in Susa for the night. Here after 54 miles and only 6250 feet of ascent we had two or three hours to spare before dinner and time to relax with a beer.

The night in Susa was a disaster. It was so hot we slept with both the hotel window and our room door open. There were two churches, one at the front and one at the back of the hotel. Both had clocks that chimed every quarter of an hour and were exactly seven and a half minutes out of synch.

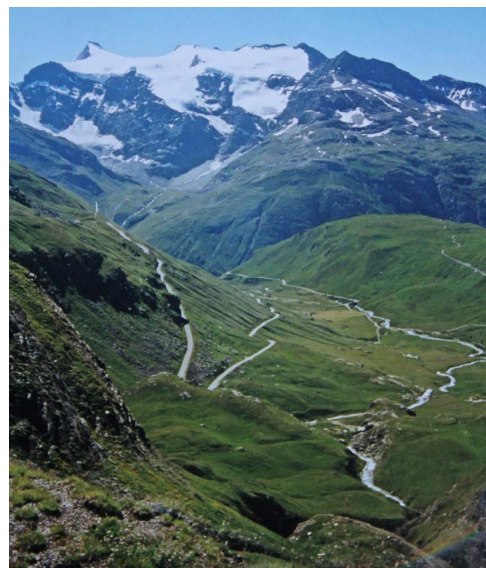
Day Four

After a bad night we faced the day with the greatest amount of climbing. Four cols and an up-hill finish. It was another day of high temperatures, but with rain and punctures to add variety. We started with a long slog to the Col de Montgenevre at 1,850 metres, a short descent through Briancon, and another climb up the Col d'Izoard at 2,360 metres, the third highest climb of the whole trip.

The descent from Col d'Izoard was magnificent and a small climb followed. We rode on through Guillestre and finished at the hotel in Vars. The day had been a long; 75 miles with over 11,000 feet of ascent.

By this stage some of the riders were beginning to suffer. As we got further in to the ride I got stronger but some of the younger riders started to suffer and were relieved to be nearing the finish. Two guys in their 70s had ridden to the start from England and rode home from the finish.

We slept soundly that night after the previous sleepless night. We had cycled 129 miles and climbed over 17,000 feet since we had last slept, some 40 hours ago.



Day Five

We started with the Col de Vars, yet another descent and then it was the second highest climb, the Col de Restefond at 2,692 metres, just under 9,000 feet. After a long climb of around two hours the summit was cold and windy. The descent was, once again, magnificent though the top section was quite cold; this was the first cool air we had experienced since the start – and it was the last.

We rode on through St Etienne. Our hotel was off the route up a 300 metre climb so the ride had an unwelcome sting in the tail.

Day Six

I set off on my own at 7.00 am before breakfast had been served. I stoked up on Rosemary's flapjack and wanted to get some miles under my belt before the day got too hot.

I freewheeled back down last night's last climb and on to the main road. To my delight I had almost 20 miles of very slight downhill. This really was a 'freebie' – a full 20 miles with almost no effort. I got stuck into the first climb of around 1,200 metres or 4,000 feet. I crested the top of the Col de la Couillole at 1,678 metres at around 10.30 am, having already done 30 miles and a third of the day's climbing. I felt that success was beginning to be a realistic possibility. The temperature began to soar and I was soon overtaken by the fittest member of the party who had had the hotel breakfast and set off an hour or more after me.

The day was blisteringly hot and I struggled with the poor maps. At one point, in the absence of any clear road signs (or any other cyclists) I turned back for about two miles until I saw a small road sign to a village off my route that nevertheless confirmed my position. Soon the other cyclists began to overtake me and I eventually saw the support car and heard that Michael and Larry were not too far behind. The ride down the Gorges Supres du Cains passed through some of the finest rock scenery I have had the pleasure of seeing. And the hottest. The sun beat down and the reflected heat off the walls of the gorge almost hurt. Stopping in the sun was impossible as we needed either the cooling effect of our own movement or shade to make it bearable. There followed a series of shorter climbs as we seemed to be travelling across the 'grain' of the country dipping into valleys and climbing back out of them. The roads hung on to cliffs with huge drops off to the side, passed through tunnels and over spectacular bridges, once spanning between the walls of the gorge.

It was only now apparent that we would succeed in our completion of the ride and elation began to spur us on through the heat. I got through no less than seven litres of drinks whilst on the bike that day alone in addition to that liquid taken 'on board' before setting off and the 'protein recovery' and other drinks after the ride.

It was after 7.00 pm when I rode into Grasse and our hotel for the night. I had spent twelve hours on the road covering no less than 113 miles and climbing 10,700 feet. A truly magnificent day's cycling, the like of which I knew I would never better or even repeat.

Day Seven et al

The plan for day seven was for all 25 or so riders still on their bikes to ride in convoy with the coach, its bike trailer and the support car the final 18 miles to Antibes. The roads were busy and the route complex – our maps would have been completely useless here. We expected chaos as we rode in the slow convoy amongst the heavy traffic, especially when we all had to stop at the side of the road for a puncture to be mended. No problem at all; we received nothing but encouragement from the French drivers. There were no 'incidents' with drivers for any of the cyclists throughout the entire trip.

10. Notes and News (Karen E, our Secretary)

1. Being a ride leader is enjoyable, rewarding and fun and best of all you get to choose where and when to ride. If we could get a some more leaders it would provide a greater variety of locations and rides in Cumbria. And of course our experienced leaders are more than happy to support you on your first few rides. If you are interested please contact Karen through news@edenvalleyctc.org.uk or look at the CTC guidance on www.ctc.org.uk/events.

2. **A summary of what EV committee talked about at its meeting on 25th January 2014**

Tour de France: Keith would organise a cycle ride on Saturday 5th July 2014 to watch the Tour de France go by. The ride would meet at Kirby Stephen and ride to Hawes.

Funds: Most people riding have paid £1.00 and we would ask all members who have still to pay to pass it to a ride leader when they are next out. Thank you to everyone who came to the AGM – we raised and have given the Watchtree Wheelers £54 raised.

Club Clothing: We agreed until the CTC has confirmed their new logo we would postpone taking this proposal further.

Filey arrangements: The committee are most grateful to Ian and Dallas for all the work they have put in to organising what looks like being another great week. 42 members are booked to come along.

Encouraging and accepting new Leaders: Agreed that we wanted to encourage members to become leaders. This would provide a wider variety and location of rides. All new leaders would be fully supported by more experienced leaders. Information about becoming a leader will appear in the newsletter and a blanket email covering a number of items would be sent to members.

Winter rides: Agreed that it is at the leaders discretion as to whether they arrange a coffee stop when organising a winter 10.00am ride. Accepted that in exceptional circumstances e.g.: bad weather, scheduled coffee stops might not be visited, as the route might need to be changed. Members have responsibility to contact the leader prior to the ride if they are meeting the ride at the coffee stop and to confirm ride is still as advertised. Leaders are responsible for updating the BLOG with any necessary route changes they know in advance of the ride. In the rare circumstance members wish to propose an alternative ride due to adverse weather they must contact the stated runs leader.

Workshops: Members have suggested some maintenance workshops are organised and Keith would follow up this proposal.

CTC EV rides on CTC Web: Agreed to widen EV coverage by placing our ride details on the CTC events web site.

Cumbria Life Best Café Award: Agreed we visit many wonderful cafés during our cycle rides and it is difficult to pick one but we would nominate ‘The Smithy’, Caldbeck.

Membership: Karen would send out an updated EV contacts list to members. We are grateful for the annual £1.00 from each member and if you have not yet paid £1.00 for 2014 please pass it to the ride leader on your next ride.