



### ***Karen's notes***

Welcome to our November newsletter. I hope you all had a brilliant summer with lots of great cycle rides and have some great photos to show at our slide show.

This takes place on **Friday 15 November, 7.00pm, The Stoneybeck Inn, near Penrith.** Please do look on page

**7 and 8 to find out more** about the slide show and 'eats' plus: 2 important items from our recent AGM, how to book our Christmas Event on Saturday 14<sup>th</sup> December, and an update on our 2014 April Trip to Filey.

I hope you enjoy this issue as we have a great '90's tale from Peter, interview with Cathy, fun articles from Les, and cycling snippets. Wee somethings for inclusion in the February newsletter by 20 January please - just email [news@edenvalleycyc.org.uk](mailto:news@edenvalleycyc.org.uk).



*Eden Valley Cycle Club or Tour of Britain?'*

## ***Skye by Bike, May 1996 by Peter KO***



Early in May we had a weekend cycle ride to Tongue and back; 228 miles over three days so, when we heard 'The Group' (our old walking club) were going to the Isle of Skye, we decided to cycle over to meet up with them. They had rented two flats in Dunvegan, about as far from the Skye Bridge as it was possible to go. However, we had plan; we would go via Kintail and the Pass of Mam Ratagan, crossing by the old Kyle Rhea ferry from Glenelg.

Eileen and I cycled on the Jackson tandem. We rode over the hill from Beaully to Drumnadrochit and down the Great Glen to Invermoriston. We rode on, up Glen Moriston to the Cluanie dam and Loch Cluanie, and then the long descent into Kintail and Shiel Bridge. This brought us in to Ratagan and we were too early to get into the youth hostel so a trip to the end of the dead-end road and back filled the rest of the afternoon. We had ridden 80 miles and were well placed for the hilly route into Skye the next day.

We had an early start and attacked the 25% gradient of the Mam Ratagan Pass with gusto, though it was rather a sudden start with no warm up first, as the road climbed up almost from the door of the hostel. The pass was surmounted and the fast descent into Glenelg was soon dismissed. The local Kyle Rhea ferry still runs in the summer despite the Skye Bridge displacing the main ferry at Kyle of Lochalsh. Skye felt more like an island going this way. Soon across the ferry and the next climb was just as severe as Mam Ratagan though we were making good progress and anticipating an early arrival in Dunvegan to meet our friends. The gradient steepened near the top of the climb; one more big effort. Crunch! We ground to a halt, the bike refused to move. Investigation revealed we had bent the rear wheel axle, chain tension had pulled the axle forward and the back tyre had come to a stop against the frame.

I always carried a spare rear axle as this same breakdown had occurred a couple of times before on the old Hetchins tandem. Changing the rear

wheel axle is quite a dismantling job to undertake at the side of the road but we had no choice. At least it wasn't raining! I got to the stage where I needed a second spanner but I only had one. I flagged a passing motorist down and we were in luck. Not only did he have a spanner, but he was a tandem owner (what sort of a coincidence was that?) and he helped with the job in hand. He even gave us a cup of tea each from his flask and wipes to clean our hands up when all was put back together. What a guy! We gratefully waved him off with our sincere thanks (he still had a long drive ahead of him, to Aberdeen) and we set off once again for Dunvegan, now seriously late after a two hour delay. We arrived just in time for our evening meal after 60 miles.

The weather in Skye broke and it was so bad it was worth watching. The gales were horrendous and we watched the waves crashing into, then up, the sea cliffs, then descending in brief but spectacular waterfalls. A corrugated iron barn was completely wrecked and sheets of the material cart-wheeled dangerously over a distance of two miles from where it once stood. Cycling, or indeed hillwalking for our friends, was out of the question.

After four days on Skye, and only one very short sortie on the tandem in four days, the wind dropped sufficiently for us to venture out so we decided to head for home. A tentative start was made from Dunvegan; we had a very strong but gusty tailwind but it was so variable it was as much a hindrance as a help. It took all morning to carefully cover the 50 or so miles across the island. We could not take full advantage of the downhill sections or the tail wind due to the unpredictable gusts. We cycled over the Skye Bridge and set about the hills on the road to Strathcarron. The plan was to get as far as possible and probably stay at a B&B or at Gerry's Bunkhouse on the way to Achnasheen.

The wind now became steadier and we barely noticed the rising ground that took the road up from sea level at Strathcarron. It was still only mid afternoon so we decided to press on. Through Achnasheen and on to Garve the wide open road was fully exposed to the tailwind and our speed frequently touched 30 mph even on the level road. We revelled in the sheer exhilaration of the speed and bowled along for mile upon mile in our highest gears. We would make it all the way home! We kept going until Contin where we stopped to eat, and then it was a more sedate ride as we dropped down to the more sheltered roads through Muir of Ord and on home to Beaully.

We arrived home around 7.00 pm after an exhilarating 123 miles in the day. And what a day it had been!

## Didn't We Have, a Lov – er - ly Day .... by Les



The day we didn't go to Bangor, t'were Morecambe instead! Keith & Cathy led a September ride from Burneside, just half a dozen out as at least four traitors had foolishly paid in excess of £25 for an Audax in the same area that day, whereas they could have instead enjoyed a fantastic ride with convivial company for free. Mind you, I nearly didn't go as a 70 mile round trip drive is usually beyond my self imposed limit. However, have wanted to explore the area, so pushed the fuel boat out and turned up on a sunny with the chance of showers day, feeling rather humble when newish member Sue turned up having driven 62 miles from Gilsland – that means a 120 mile round trip – that is dedication to the EV cause.

The route took us to Kirkby Lonsdale for 11's at the superb bakery café, via an initial steep climb on the back lanes above Kendal. The tiffin as recommended by Cathy was to die for, though everyone else's selection looked pretty good too. Sue decided her toasted tea cake was too big and would leave half until later – later being about 30 secs though, as she devoured remainder in the café after all. More nice lanes and attractive villages to Burton in Kendal, Kellet villages, outskirts of Lancaster and then the Sustrans cycleway past congested traffic to Morecambe for lunch / windy butties at the pier head. Colin indulged in baked spud & filling plus an extra portion of chips, but downed the lot – fact is he could be in the running for EV's CED (compulsive eating disorder) prize, probably in competition with CJ who will probably decide to rebuild his tub of lard once again over winter!

Grey and showery as we waved ta-ra to Eric Morecambe's statue and headed north along the coast with a tail wind towards Carnforth, only 'bad' part of the day as sharing main road with busy traffic for a few miles until turning off on lanes to Arnside & Silverdale, the sun once again shining on the righteous and somehow reaching us too. Finally north east to Kendal and across the town on cycleways well known to K & C, up a final bank to theirs near Bowston for tea and cakes (confessed to being bought at the bakery – very sensible) after 72 miles at 13 mph average courtesy of the tail wind.

One of the best rides I've done for a while, new lanes, pretty villages, interesting semi urban cycleways plus seaside too. Company comprised

leaders Keith & Cathy (call them too fit by far), Ian Woolstonholme (call me classic car-trim Woolie), Colin (call me gannet), Sue (call me crazy to drive 120 miles then think I've lost my keys at K&C's blocking everyone else in) and moi (call me at the back on all the climbs). Next time a similar ride takes place, do make the effort to travel there – guarantee you'll enjoy it.

## **Interview with Cathy**



### **Why and when did you start cycling?**

Apart from having a paper round (many years ago) I started cycling in 2011 because my husband told me I would enjoy it. Reluctantly I have to admit that on this occasion he was right, but please don't tell him.

### **What is your favourite cycling holiday?**

Probably always the most recent one, so currently Mallorca. If

you'd asked me in May I'd have said Shilbottle despite the 'breeze'.

### **What is your favourite day ride?**

Favourite ride from home would be over Kirkstone from Troutbeck, along Ullswater, over Matterdale, St John's in the Vale, back of Thirlmere and return via Hawshead, Windermere Ferry and Lyth valley. Excellent coffee and lunch stops in the sunshine essential.

### **If you could buy any bike what would you choose?**

No idea, but I'd start with the Colnago catalogue.

### **Sum up cycling for you?**

An exhilarating chance to enjoy some beautiful landscapes, sunshine, challenging adventures, birdsong, scents of lavender, pine, honeysuckle, laughter, great company, scones, coffee and fun. I love it.

## ***Changing Gear by Les***

For a while I've had problems with the 9 speed Campag system being literally clunky. Changing to a larger sprocket (pulling tension) generally OK, but if changing back (releasing tension) would often need two clicks and then a part click back again. Noisy, damaging and unpredictable to say the least. Had previously rebuilt Ergo lever and that was still OK when I dismantled it to check. Fitted new cassette, chain and inner & outer cables (Park via Chain Reaction), no improvement so what next? Rear mech has some play in the 'parallelogram' but then most do, quite surprising how much gear systems will tolerate. However did try a spare of CJ's which had a bit less play than mine, but little improvement. At a loss what to do next, then unearthed by accident a Campag inner & outer compatible 'k.ble set 3' bought at York rally a few years ago. Fitted that with about 1.5" less 'loop' at the rearmost cable to the mech and whilst not 100% perfect, it's a huge improvement. No idea why, other than the inner to outer cable clearance being better on the k.ble set, especially on the 'loop' section where lost motion or excessive friction is critical. So there you go, if any of you experience similar problems, maybe just try a better quality cable set.

### ***Yet another great club ride – photo from Cathy***



## **'Cycling Snippets'**

*Did you know DOSSARD is the number on the back of a racer's Jersey. Major cycling team events give the number 1 to the previous year's winner. So in each team, the designated leader is given a jersey ending in 1. For instance at the 2011 edition of Parisce at Nice, Bradley Wiggins wore 31 and the rest of the Team Sky numbers 32 – 38.*

*Did you know LYCRA was invented in 1958 by Joseph Shivers at DuPont's laboratories in Virginia, USA. A piece can stretch up to seven times its length without breaking. Lycra keeps our cycle clothing smooth and it compresses the muscles slightly, reducing fatigue !! In USA it is also known as spandex which is an anagram of 'expands'.*

## ***Two Items from our AGM on Saturday 26 October***

Thanks to everyone who contributed to yet another successful AGM. Members agreed the committee as : Chair – Janet, Secretary – Karen, Treasurer -Cathy, Newsletter Editors – Nigel and Lance, 3 others – Keith G, Geoff A, Paul H. Here are 2 key discussions you will be interested in: 1. Rides and use of the blog ; 2. Club clothing

**RIDES AND USE OF THE BLOG:** The AGM agreed that the Blog could be used to post new rides if there is not already one on the runs list. This would mainly apply to Moderate rides (although also when there are occasional gaps in the main runs list). A foot note on the runs list will read ' Please check the BLOG for additional rides as there might be a moderate ride on that day' . These rides are NOT to be used to set up rival rides detailed on the runs list! If someone offers a ride in this way it would replace the alternative coffee/lunch stop. This would help busy leaders who find it difficult to commit to put their name down to lead runs up to 3 months in advance. The BLOG is a great bit of technology to inform people of these new rides. If you don't have access to the Blog or, like CJ, can't be bothered to use it then phone a friend or get them to inform you of any ride changes. Of course if we can encourage some of our keen new members to become Ride Leaders an increased number of moderate rides can be offered. So if you are interested please drop Karen an email on [news@edenvallyctc.org.uk](mailto:news@edenvallyctc.org.uk) . Karen will provide more information and register you with the CTC . The great advantage of being a Leader is you get to choose the route and, more importantly, the Pace! New leaders for the growing interest in

moderate rides would also increase the ride locations helping them to become even more popular.

**CLUB CLOTHING :** The Committee would like your view on whether to keep the existing clothing Club design or prepare a new design. So PLEASE would all members respond via email [news@edenvalleycyc.org.uk](mailto:news@edenvalleycyc.org.uk) OR phone Karen **by 30 November** to the following 2 questions:

*1. Would you prefer to keep the Existing design, 2. prepare a New Design; 3. Don't mind or 4. Both?*

*2) How many items of club clothing might you purchase over the next two years:?*

### ***Notes and forward Dates for your diary***

**Slide Show, Friday 15 November, 7.00pm, The Stoneybeck Inn, Penrith :** Please let Karen know if you are coming along and whether you would like to show some slides- max time 15 mins per person. If you would like to book chips and sandwiches half way through - £5.00 per person please let me know – Karen tel 01228 712689 or [news@edenvalleycyc.org.uk](mailto:news@edenvalleycyc.org.uk)

### ***Club Christmas Dinner - 12.30pm - 14th December***

***Mrs Millers Culgaith :*** This is usually a very pleasant not to say festive occasion and this year it is being held at Mrs Millers Culgaith - about 100m from our house so guess who's organizing it! It's not even November but if you want to secure your place at the Christmas Lunch - BOOK NOW Look on the BLOG for details or see Geoff. Alternatively just ring me on 01768 88444 – thanks Geoff.

***Next years cycling week away: 26/4 - 3/5 2014 :*** Will be near the Yorkshire Wolds at The Bay near Filey. [www.thebayfiley.com](http://www.thebayfiley.com)

Four eight-bedded houses have been booked and one six bedded house. At present there is a vacancy for a single male. If you have not yet booked but wish to come then please let Ian know and he will place your name on the waiting list. When there are sufficient numbers to book another house he will arrange and be in touch.