

Fife Wheels

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Spring is in the air it seems.

The end of February saw a rare benign spell of fair weather accompanied by fairly light winds encouraging us out into the bitter cold... but (to date) there's been very little of the white stuff as seen on the cover.

The cover shot was taken on a phone whilst climbing the Loch Glow Road one handed and without stopping... no mean feat I may add in the conditions! The gloves first had to be wrestled off and stuck on the bar-ends for safe keeping, then the phone had to be retrieved from my back pocket (of course it was in the pocket with the jammed zip) and then I had to swipe the correct security pattern to unlock the screen... whilst all the while missing the snow, ice and potholes... and as if that wasn't enough... there was the task of catching up with the cyclist that was fast disappearing up the road having dropped off the pace with all my 'phone - faffing'. Finally I managed to line up the shot you see on the cover (but not until I'd taken and deleted a couple of blurry ones first!) Phew!

This is probably why the rider in the picture (Ian Nicol) is looking like he's cycling at a jaunty angle? OK I know I could've fixed it by rotating the picture a few degrees and cropping the edges... but then the readership wouldn't know the lengths that the Editor goes to for your reading pleasure... and I wouldn't want you thinking that I'm some sort of whizzkid on the computer... because that I definitely 'aint'!

Incidentally get well wishes go to Ian who recently suffered a heart attack on the way to the Powmill meet. That didn't stop him from attending the meet though, and he even cycled home (albeit not at his normal pace!) Ian is already well on his way to recovery and talking of tackling the 7 Ferries + the Scottish Tri-Vets ride!

Pssst.. have you heard about our name change? No? I didn't think so, neither had I.

In recent years we've gone from this



to this



and then



Now are you ready for this? We will no longer be the 'Cyclists' Touring Club' or even the shortened 'CTC'!

We are about to become **Cycling UK**

..and this is the logo that goes with it..



Now I'm being very careful to present this (HQ driven) change in as neutral a manner as I can so that the good Cyclists' Touring Club members of Fife & Kinross can form their own opinion of the change. I wouldn't want to fall foul of **Cycling UK** when they're just starting up (after 138 years!) My thoughts for what they're worth? All I can say is that in one fell swoop our brand new club kit has been rendered 'Retro'... which is no bad thing given the current trend for all things retro!

So why not grab your chance to own a piece of nostalgia... this will definitely be the last time you can own a jersey or top with Cyclists Touring Club down the sleeve and with our very own Fife and Kinross badge on the front and back incorporating the now redundant name and logo. Details are on our website.



Cycle camping tour, through parts of Netherlands, Belgium, Germany and Luxembourg.

July 2014

article and photos from Dave Frew



In summer 2014 for the first time in a long time we had 4 weeks with no children to look after! The plan was to go on our first long distance cycle tour together (first ever for one of us!). We wanted to cycle in Europe using as many segregated cycle routes and quiet roads as possible, camping most nights. The route we came up with allowed us to leave from home in Kirkcaldy, take the train to Newcastle and cycle to the DFDS ferry terminal in North Shields. We sailed overnight to IJmuiden in the Netherlands where we joined the long distance Dutch coastal cycle route the LF1 heading south.

This route took us close to Haarlem through Zandvoort, Katwijk, Den Haag and Hoek van Holland and onto a passenger ferry through Rotterdam's Europort, Europe's major port. The next two days were spent crossing huge dams, dykes and engineering structures in the Zeeland area of South Holland, through Ouddorp, Oostkapelle and Vlissingen, heading for Bruges in Belgium.

Sluis was where we left the Netherlands and entered into Belgium near the village of Damme. By now we had spent 4 days cycling down the coast and had covered around 185 miles. The weather was warm and sunny with the occasional shower but we were cycling into the prevailing wind... what's more, the terrain was not as flat as you might expect... but we had great views over the North Sea.

Before arriving in Bruges we joined the Flanders cycle route. This is an 800km closed loop taking in the five provinces of Flanders stretching from the French border in the south to Maastricht in the north. There is a campsite close to the centre of Bruges which made it easy to visit the town in the evening and again before we left the next day.



It was very pleasant cycling, mainly on asphalt canal paths, passing through lots of pretty villages and the historic city of Ghent. We left this route and took the Belgium LF2 cycleway to visit the two historic cities of Mechelen and Leuven. At the modern looking Leuven station we boarded a train to Aachen in Germany. By now we had been cycling for 8 days and had covered 325 miles - plus the 2 hour train journey from Leuven to Aachen via Liege.

Aachen has been famous for its spa facilities since Roman times and in the 8th century Charlemagne made it the centre of his empire. We had two days in the city, staying in a hotel for a well-deserved rest and rejuvenated by a day at the thermal baths.

We were looking forward to cycling the Vennbahn, the 2014 European Cycle Route of the Year. Built on an old railway line, this is a new 125 km cycle route from Aachen, through Belgium to Troisvierge in Luxemburg.



What should have been 2 days of pleasant cycling across varied terrain was actually 3 days of constant torrential rain. We survived this experience by only cycling about 35 miles a day and staying in hotels where we could dry off. (From this we learned that we needed better waterproofs. The older lady we met in a cycle cape seemed perfectly dry!) Despite the award this route was still a work in progress and the closer to Luxembourg the poorer the quality of the track. At times the route was in fairly remote countryside but we passed through some small villages and stayed overnight in Monschau in Germany and St. Vith in Belgium. It would be good to cycle this route again in the sunshine.



From Troisvierge we took the train into Luxembourg city – a bargain at only 2 Euros each for a one hour journey! We joined the Mosel Radweg (Moselle) at Trier and had 3 pleasant days cycling through vineyards along the riverside until we reached Koblenz where the Mosel flows into the Rhine. On route we stayed in campsites at Bernkastel Kues and Cochem. The Mosel is known for its white wines and we passed through many famous vineyards such as Piesporter. The cycle routes along the river are not busy, very easy to follow and there are lots of places to stop for coffee and to take in the scenery. We reached Koblenz on Day 18 of the tour by which time we had covered 575 miles.

Originally we had not planned to cycle along the Rhine, but take the train back to The Netherlands and cycle to the north of the country. Since we were a few days ahead of our schedule we chose to cycle as far as Duisburg passing through Bonn and Koln on the way. These were a frustrating couple of days. The route was poorly signposted with frequent detours round large factory sites and some major route-finding when the cycle path suddenly stopped due to road works with no diversion routes signed. This busy, industrial part of the Rhine was a marked contrast to the very quiet rural nature of the Vennbahn and the tranquil Mosel valley routes.

From Duisburg we took trains to Arnhem in the Netherlands, back to the original plan. From here we picked up the LF4 cycle route which took us on a climb through the national park (Veluwe Zoom) and on to Brummen where we camped. The next morning we cycled along the LF3 to Zwolle and then the LF9 towards Geithorn (the Venice of North). This route is in a very quiet and lovely part of the Netherlands mostly on segregated paths but sometimes on cycle lanes marked on the roads.



We had to use ferries to cross some canals and on a couple of occasions there were small community owned chain pulled barges to get you from one side to another.



We had visited Giethoorn before and had planned on spending a couple of days in this car free village, camping at the lakeside and exploring the waterways by boat and bike. Temperatures in the 30s made this a most pleasant mini break.





Leaving Giethoorn we cycled to Lelystad using the LF22 and LF15 routes where we crossed the 30 km long dyke separating the Markermeer from the IJsselmeer (the old Zuiderzee) to Enkhuizen. This was our longest cycling day on the trip covering 77 miles in glorious sunshine. This was day 23 of the tour and we had now cycled 870 miles

Over the next few days our route took us to Alkmaar, Zaanse Schans Windmill Reserve, Edam, Voledam, Marken peninsula, and Monnickendam.



We then spent part of a day cycling round Amsterdam on a route recommended in Eric van der Horst's 'Cycling in The Netherlands' book, which allows you to see most of the city from a bike.

We camped the next night near Haarlem before getting the ferry back to Newcastle and the train north.

Arriving home after 28 days we had cycled just over 1000 miles altogether.

Information for the tour was all sourced from the internet.

<http://www.nederlandfietsland.nl/> this site has a cycle route planner.

Basiskaart netwerk LF-routes 1:100,000 is a really useful map set both for long distance routes and cycling in urban areas within the Netherlands.

Vlaanderen Fietsroute 1:50,000 guidebook and maps of the Flanders Cycle Route

<http://www.vennbahn.eu/en/vennbahn-cycle-route/> provides lots of information on the Vennbahn cycle route.

<http://www.germany.travel/en/leisure-and-recreation/cycling/moselle-cycle-route.html> provides information on the Mosel cycle route along with cycle route information for the whole of Germany.

I have been riding and repairing bikes for over forty years and it came as a shock to find that this became impossible due to a dodgy heart causing low blood pressure, which in turn gave me cramp and pins and needles in my hands and arms. My dodgy knees didn't help either as it was now difficult to throw my leg over the saddle. After trying every kind of handlebar configuration and accumulating a whole shelf full of useless handlebars I was giving up hope of continuing cycling when I spotted an ad on Gumtree. Here was a chap who, in anticipation of retirement had bought a new Moulton bike, a dream of his since he was a boy. Unfortunately for him he found the reality of cycling after a lay-off lasting fifty years such a shock that after twenty miles he decided cycling was not for him, and so the Gumtree advert. I bought it and it has proved one of my better decisions....perhaps the only one.

Perhaps a few words about the Moulton company might be helpful at this point, as this is same Alec Moulton who designed the rubber-based suspension of the Mini but later looked at the conventional design of bicycles and dared to ask why it should consist of a triangular frame and large wheels. His initial design was an "F" frame using large diameter tubing and extensive use of mouldings and lugless construction but later developed the triangulated configuration of the modern bikes. His earlier models were fast enough to sweep the field in team track events of the time and so were banned from competition by the racing authorities which is after all what they do. A Moulton bike still holds a world record for a speed event.

The bike I bought was a "go anywhere" model and designated the **TSR 27**, a bike made on license by Pashley using jigs supplied by Moulton.

It has 20" wheels capable of using wider tyres and a single chain-ring and uses a 9 speed dérailleur combined with a 3speed Sram DualDrive.

This system gives twenty-seven *useable gears* and with a range for 20" to 106", ideal for loaded touring and is a system often used by Recumbents.



It also scores by allowing gear changes while static, in fact a wonderful system for those like myself who are old and decrepit.

For someone with circulation problems it was the suspension system that really shone, as it has swinging-arm suspension at the front which allows the user to tune this to his/her weight by adjusting a spring located in the head tube, while at the rear it features Dry-cone suspension. Now what I've found this means is that it floats over uneven ground and pot-holes to the extent that riding a conventional bike now feels uncomfortable and jarring.

My circulation problems have disappeared and I only wish that I had discovered this bike when I was touring, as the low centre of gravity, strong frame and wide gear range would make this a superb touring machine. My model separates into two, which takes only a minute, so it can be packed away in a couple of bags.

If you can bear it, I'll go on to discuss yet another good decision, which was to buy another Moulton, and this time from the CTC Forum. The bike in question was made at the Moulton factory and is the **AM Esprit** which is a road bike, lighter than the TSR27, uses smaller gauge stainless steel tubing, has 17" wheels and uses conventional gearing. Altogether it is a more elegant bike, but with a similar suspension system and fast (when ridden by others fitter than myself). The smaller wheels make for faster acceleration and the steering is more sensitive, a bit like climbing aboard a racehorse when compared to the comfortable old Dobbin that is the TSR.



As the bike comes with a double Chain-set and a 9 speed dérailleur (9-26 teeth), it was a bit too highly-g geared for my old legs so I split the cassette by grinding down the rivets and substituted the largest three sprockets for three larger ones from another cassette. This gave me a range of 20" to 98" which I thought was pretty good for a double chain-set and which just might get me up a fair incline with the help of a following wind.....and so it proved.

Again, I think this is a superb machine and one which combines a fast ride with high levels of comfort. The Esprit came with racks both front and back, but I prefer to see it as a perfect day bike, perfect for the those long, hot, sunny summer months that we are accustomed to see in Scotland, rather than a beast of burden.

To those whose eyes are so accustomed to the conventional idea of a bike (and I count myself as one of those) it takes a while to accommodate something so radical in shape and design and to consider a Moulton as a serious alternative.

I can only say as someone who has owned many bikes over the years that this is an alternative well worth considering.



I'd always fancied trying a barge holiday along the canals in Holland and when I saw that CTC were running just such a holiday with the added bonus of cycling, I put my name down. I had to book in January or February as places go quite quickly and it's run by Pam and Dave Pilbeam from Hampshire.

We met on Friday 12th June at noon at the Ferry terminal in Newcastle and it was easy to recognise one another as we all had bikes and were huddled around the top corner of the car park, where the van was located to carry all of our luggage. Yes, this was an assisted ride. The parking had been included in the price and lucky for us, the exchange rate when we booked was quite high so by the time we actually went on the trip, we'd overpaid slightly so a full meal package on board the ship was included. It was good too. It was two sharing a room throughout the trip but lucky for me, there was a last minute cancellation and I had a room to myself. Yay!

We arrived in Ijmuiden about 10am and we walked or rode off the ferry and handed over our luggage to go into the van then set off for Amsterdam. It was a beautiful day and we were on quiet roads although we did have to go through a town and there was a potential to get lost. Dave was leading and rides ahead assuming that everyone is behind him. Pam brings up the rear on her electric assisted bike, however, going through the town, there were quite a few turns and traffic lights and I had to shout for Dave to stop at one point to let everyone catch up.

We got to Amsterdam around 4pm travelling through what was almost a rush hour. I have never seen so many bikes and there were all kinds including school transport bikes with 6-8 toddlers strapped into a bogey behind the bike. Amazing but we had to keep riding through the traffic to the harbour where we saw our boat. It was a converted haulage barge and the accommodation was perfect. The bikes were all tied to the rails on deck and secured, as you never know!

There are ten en-suite bedrooms sleeping two and we had dinner each evening about 6pm all cooked on board and three courses and was delicious.

After dinner a few of us went off exploring, whilst others went off in smaller groups seeking pubs.



Breakfast was at 8am and set us up for the day. We also made a packed lunch for taking with us and as soon as we left the boat, it was heading off to the next meeting point, to prepare our dinner.

It was a led ride to our destination each day as Dave doesn't like to give out route maps, so we had to stay as a group which was fine as the majority of time we were on cycle routes where we could easily span out and still be together. It did mean the faster riders had more numerous stops but we also had numerous coffee stops i.e. at least two each day and a stop for lunch.

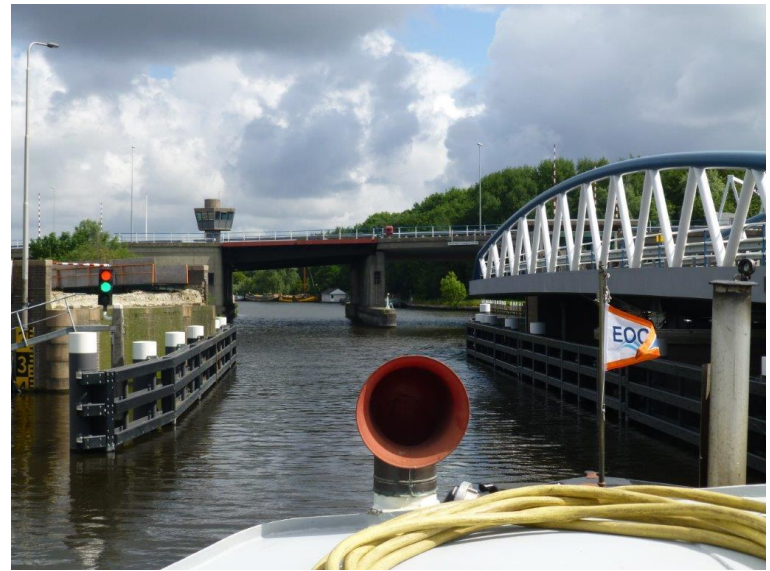


Dave was a good guide as each day he took us to some area of interest starting off with Oudewater where we had to check out the Witches Weighbridge and get our certificates to confirm that we weren't witches. This was where witches were weighed and if they were above a certain weight, they were deemed too heavy to fly on a broomstick and therefore given a reprieve. I have mine but not sure that's a good thing as it obviously means I'm too heavy!!

Our route included a glass museum, castle, windmills, loads of ferries [some free] and we came across loads of cycle route maps.



We had great weather throughout the week, but on the last day I had decided to stay on board the barge [wasn't I lucky, as that was the only day it rained ☺]. I wanted to see what it was like on a barge and we were going into Amsterdam. It was terrific and so much to see including the number of bridges that I saw being lifted or turned and of course the canal gates. It's amazing how quickly the traffic builds up on the road, when a bridge is opening to allow a barge through. By traffic, I mean bikes!!!



The numerous route maps and easy cycleways gave me an idea that I could easily do a trip myself and may think about this for the future.



I have loads of great photos but here are a few just to entice you. Enjoy.

Linda Body

Setting up a Front Dérailleur on a Triple Chain-set.:

In my opinion indexed Front Dérailleurs are the work of the Devil and I would much rather opt for the non-indexed variety which are easier to set-up and require little in the way maintenance. However, time moves on and I offer this guide to a task which is particularly suited to those possessing a wide and colourful vocabulary.

With the gear lever in the low position and the chain on the smallest chain-ring, ensure that chain just misses the inner plate of the FD. It may be necessary to use the “Low” screw on the FD to move the cage to this position (anti-clockwise to move the cage inwards).

Now, with the cable adjuster in mid-position (a cable adjuster may not be mandatory but makes the exact tensioning of the cable so much easier) and with the cable correctly placed in the clamping bolt of the FD (something which is easy to get wrong), tension the cable to the point where it just fails to move the FD cage, using a “Fourth Hand” tool makes this job easier.

Now clamp the cable and then check that the chain is carried to the middle chain-ring when operating the lever and turning the pedals. Move the lever to the large chain-ring position and check that it engages with the large chain-ring without hesitation as you turn the pedals. If there is some hesitation or if it fails to mount the ring, then turn the “High” screw on the FD a quarter of a turn in an anti-clockwise direction until it does so in a smooth and definite manner. If the chain threatens to peel off the large chain-wheel in an outward direction, then turn the “H” screw in a clockwise direction a quarter of a turn at a time until it moves crisply onto the ring and remains there.

Most indexed systems these days have a “Trim” function, which on a Triple is designed to operate while on the middle chain-ring and moves the FD slightly in-board when the larger (lower gears) sprockets at the rear are engaged. This stops the chain from scraping on the inner plate of the FD cage and is operated by a light click on the down-shift lever. In order that the trim function works on the middle chain-ring and not on the large ring, the tension of the cable must be correct.

We set the tension with the chain on the middle ring and have to make sure that the trim function is not engaged before adjusting the tension. I find that the surest way of doing this is to move the chain from the small ring to the middle and that way I know the trim function is non-operative.

Now adjust the cable-adjuster by screwing it (anti-clockwise to tighten the cable) until the chain just misses the inner plate of the cage. In order to make sure that there is enough range of adjustment is why we start with the adjuster in mid-position. This adjustment should ensure that the cable now has the correct tension and when changing from the large ring to the middle, the trim function should operate allowing the chain to be on the larger sprockets without dragging on the cage.

Given that we have now adjusted the tension of the cable, it is best to check if the chain is carried smoothly to the large chain-ring. It is sometimes necessary, when positioning the cage in its lowest ringposition to put just a little more tension on the cable and then re-adjusting the “L” screw, which is why this particular job is often accompanied by so many profane commentaries.

For those people who are computer literate, there are many YouTube videos which show this process and the Parktool guides are to be recommended. <http://www.parktool.com/blog/repair-help>



For those that are fed up with the many 'Ferry' articles that have made it to these pages you can skip this next bit.

For those that are intrigued (as I am) about linking cycling with multiple ferries (or as in earlier articles in this edition, barges and rafts) you may be interested in the following article submitted for use in another publication.

As regular readers of Fife Wheels (the CTC Fife & Kinross newsletter) will know.. many, many moons ago I was all set to go on a solo 5 day tour of the West coast of Scotland.

The date was fairly flexible, as was the route, but not having the luxury of being retired (as I am now) it had to be completed sometime within the 2 week window that my annual leave had to be taken in. Unfortunately the weather was abysmal that year so I kept putting it off (and off) until there were not enough days left to do it in. Typically the weather started to improve on the last few days I had left, and as I looked forlornly at a map and what I'd missed out on, an idea started to form. Perhaps I could still do a whistle stop tour? It would take in some of the West coast peninsulas and a couple of islands, but what was most appealing was that several ferries would be taken en route... and all in just one day!

The '5 Ferries' cycle was born! Now I can't claim to have invented the '5 Ferries' cycle or even to have been the first to do it... but given that I'd never heard of it before then, and how long ago it was, there is an off chance I might just have!

So '7 Ferries' you may be wondering? Well here the story really begins. This year, not being content with just 5 Ferries, I came up with a plan to attempt 7 ferries.. still in one day, albeit a very long one!

The route measured out to be exactly 100 miles and climbed over 6000 feet. So pick a day, any day (as long as it was a Friday!)

Unfortunately the staff of the ferry company, **Calmac**, had strike action planned for the very day that I had randomly picked to attempt the 7 Ferries. A revised 7 Ferries date unfortunately saw more strike action, and although the dispute was resolved late in the day prior to the revised date, it was just too risky to attempt. Some of the ferries may not have been running to schedule due to the knock on effect of the industrial action.. and that is absolutely imperative if you have to link 7 ferries together. So that date was reluctantly abandoned too. Wisely as it turned out, as two of the ferries I was due to take were in the wrong locations! I hasten to add I'm not having a moan about **Calmac** (their employees or management).. I've had nothing but great service from them in the past.. and long may it continue.

Anyway, it was getting late in the year, so I resolved to make it a priority for 2016.

That was until my brother in law, Richard came to visit.. with his bike!

Rich had just arrived at our home in Fife, on the East coast of Scotland, after an arduous train journey up from London. We were looking at weather forecasts and maps over a glass of wine after a hearty evening meal when it became apparent that the only good weather we could expect during his visit was the very next day.. but what could we do in just one day?

Why the '7 Ferries' of course! 

So with little or no preparation or sleep and a hastily revised 'shorter' route of 85.4 miles we left to drive across Scotland at "stupid o'clock" (to pinch a very apt phrase from a past 5 Ferries newsletter article). Only this was really stupid o'clock.. just after 02:00 a.m. to be precise! The plan was to be in Ardrossan in time for a fairly flat 13.5 mile cycle to Largs and to catch the 06:45 sailing to Great Cumbrae. The drive through went without a single hitch and we arrived much earlier than expected.

The weather was absolutely perfect once the sun came up, although it was only a chilly 3c before it did! We of course arrived far too early in Largs (even after dawdling up there). All the things that could've gone wrong, and we had allowed time for, didn't actually materialise for once.

When the Largs Terminal opened we purchased the necessary ticket to Great Cumbrae and even managed to get the Hopscotch tickets we'd need for our later ferry crossings. The ferry was bang on schedule so we had plenty time of time for a leisurely flat 10.1 mile clockwise cycle round the island to catch the next ferry off at 08:00... **Ferries 1 & 2 completed.**

Due to the benign weather we covered the next flattish 6.5 miles to Wemyss Bay in no time at all. Being already armed with the necessary tickets we surprisingly managed to roll onto the earlier 08:45 ferry to the Isle of Bute.. **Ferry 3.** I hadn't accounted for being this early so we used the time on board to rejig the schedule. We arrived in Rothesay just in time for breakfast, and despite the early hour, I had my (by now) traditional rainbow ice cream at Zavaroni's.



Above – Ferry 1 to Cumbrae at early o'clock.

Right – Ferry 2 off Cumbrae and warming up.

Middle – Only 09:00 and Ice Cream required!

We could've probably not bothered with the stop in Rothesay but it was pointless getting too far ahead of schedule due to ferry timings later in the trip. Despite the breakfast stop we still managed to catch the earlier 10:25 Rhubadoch ferry to Colintraive after yet another very flat cycle.. **Ferry 4.**

On landing back on the mainland it was starting to heat up.. typically just before the climbing was about to start! Unbelievably we had cycled 38 miles on nearly flat roads.. what are the chances of getting that anywhere in Scotland? That was about as much as we could expect though, the serious stuff was about to start! Being so far ahead of schedule we didn't push too hard on the grinding hill over to Tighnabruaich stopping only at the viewpoint to look down the Kyles of Bute. The view afforded us a grandstand view of a good portion of where we had just come from and I took the opportunity of pointing out the huge hill we had wisely avoided by taking the old single-track road round the coast after landing at Colintraive.

I was amazed to see my computer reach 50 miles just before midday on the swoop down to Tighnabruaich. We were on a roll so we didn't even drop into town and kept going over the next drag to Portavadie to meet the (once again earlier than planned) 12:45 ferry to Tarbert. **Ferry 5.**

We had a good long stop when we landed in Tarbert preferring provisions bought from the local store over the many tearooms available.. it was far too nice a day to sit inside! We chatted to a bunch of cyclists who were quite frankly amazed at what two old guys were undertaking.. or maybe they were just amazed that it was possible to link 7 ferries together in one day. Anyway, preferring the 'old guys' option (for once), we were quietly chuffed that they were impressed... it hadn't really been too arduous having cycled at no more than a brisk touring pace. On leaving Tarbert we pushed on down Kintyre into the only breeze of the day for a few miles before crossing the peninsula to catch the ferry to Lochranza on the Isle of Arran.. **Ferry 6.**

From Lochranza we had to climb one last hill of note.. and as you'll have gathered by now.. we had time to spare.. so what could we do in Lochranza to while our time away? The distillery of course, for its excellent café you understand. Whisky before a big hill? Never, not us! So after our 'wee dram'.. erm, sandwiches and coffee, we ambled up the last big climb in the sunshine, enjoyed our scenic freewheel down the other side and pootled our last few flat coastal miles into Brodick... job (almost) done! There was a long wait before getting the ferry off the Isle of Arran. It being a Friday there is an unusually big gap in the late afternoon/evening ferry timetable. Friday was initially chosen for the longer 100 mile version of '7 Ferries' and was crucial to the ferry timings for that particular ride... not so for our 85 mile route though.. which is best done on most days except Friday (or Thu.) Riding the 7 Ferries on a Mon. to Thu. or Sat. in an anticlockwise direction would allow an 18:00 sailing back to the start point in Ardrossan rather than the 19:20 ferry that we had to wait for.

It was no hardship though on this day of all days as the weather was by now absolutely glorious. On any other day of the year we would have missed the perfect conditions that we enjoyed for the inaugural 7 Ferries. We could unwind knowing we had no more than half a mile to cycle after our final sailing of the day on **FERRY 7**

Some of you may know me, some not, but, to recap, I have been a regular on our club runs since I retired a few years back and considered myself fit if no longer in my prime. Cycling all through the winter, February's run to the Powmill Milk Bar was just another day following in the draught of Dougie Latto, the Dysart Dynamo, except that it wasn't!



On the first decent incline out the back of Kirkcaldy I wasn't keeping up but then I never do and this time I had less energy than normal but, yes, I was feeling a wee bit "tight" in my chest. The Dynamo kindly waited for me to appear and, while we did discuss my slow start, there was no thought on my part of turning back there and then so the day continued in a similar stop/start fashion. I'll not elaborate but we cycled over 40 miles at average speed 11+ mph while I was having a heart attack!

Never one to appreciate the obvious, I even declined a lift home from David and Linda Gibson, ignored my wife's concerns, cut the grass the following day and eventually saw my GP on the Monday to discuss a few health matters including my current "chest infection".

Why am I writing all this? Simply, it could happen to anyone and, whilst I got lucky, the consequences of ignoring any potential symptoms could be dire...don't be me, be warned, be educated - to clarify, the advice re suffering a heart attack (and everyone's is different) is to get to hospital within one hour...

How are things now? I'll start physical rehab via the NHS shortly but I'm already doing stretches and some exercising each day and walking increasing distances each week. I expect to be off the bike for at least 3 months and my wife has already given me pelters for cleaning the thing in anticipation! The upside is the doctors have all told be to avoid rubber gloves around the house and vacuum cleaning is a serious no-no. The main downside is my creeping doubts regarding the future - not health wise, so much as, will Mrs N let me go off cycle touring around the Hebrides any time soon.

Please stay aware and don't ignore things when you are feeling a bit different on the day - happy cycling...

EVENT

CTC Scotland Tri-Vets Ride

Date: 5 June 2016

Type: Local Group Event (inc DATC and Audax Rides) Sportive/Challenge Ride. **Cost:** £6

The CTC Scotland Triennial Vets Ride will start and finish at the University of Stirling on 5th June. Vets Rides are 100 miles (approx) in length, and open to members over 50.



The route has been chosen to take advantage of quiet roads and excellent scenery, and to mix flat or undulating terrain with a few hills to add interest and variety. The centre-piece of the ride is the road round Loch Katrine, which is tarmac, but closed to general traffic.

The entry fee of £6 includes morning and afternoon refreshments at Thornhill. There is the option of an evening meal (2 courses, £12) at the MacRobert Centre, University of Stirling (near Bridge of Allan), where riders can relax and swap notes and certificates can be given out. Entry fee includes: a page of notes, a route description, maps, morning coffee and afternoon tea, the certificate, and admin costs. Lunch can be obtained at places along the route, or you can bring your own.

Accommodation: Stirling Youth Hostel (01786) 473442; TIC (to book B&B etc) 01786 475019.

The entry fee of £6 (basic) or £18 (to include a 2-course evening meal)

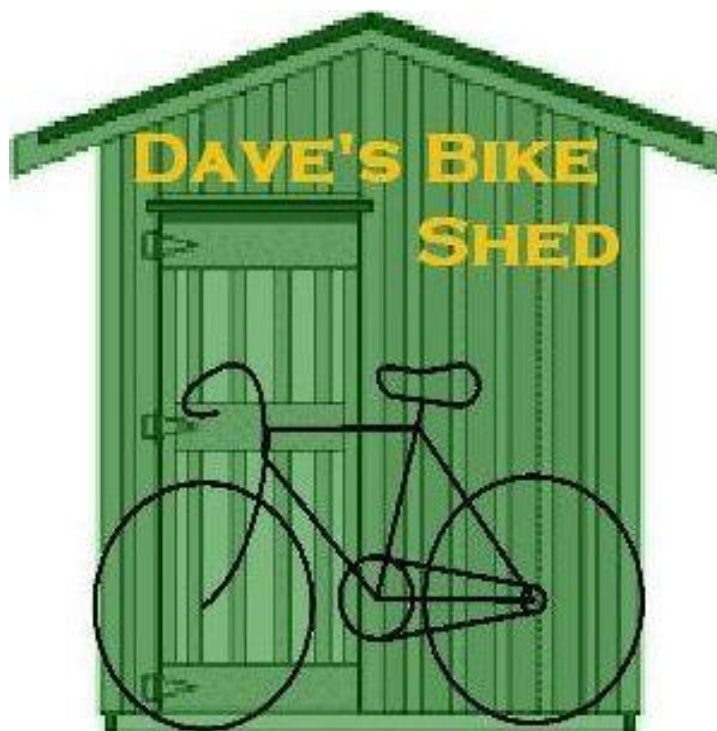
More details and registration forms can be found at.... <https://www.ctc.org.uk/event/ctc-scotland-tri-vets-ride>

DAVE'S BIKE SHED

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Full time home based workshop offering bicycle maintenance, repair and cycle skills training. Price matching to the web always possible on parts that I fit, on bikes I maintain.

Fully qualified bike mechanic; wheel builds/truing, spoke replacement; bike builds and vintage restoration; drivetrain, bottom brackets and hubs; freewheels and cassettes; suspension; hydraulic/ disc brakes; tyres, tubes; headset, brakes, frame alignment checked etc

Parts and components - Sturmey Archer, Cinelli, Rohloff, Mavic, Campagnolo, Shimano, Sram, Truvativ, Deda, Stronglight, Sunrace, Hope, Ambrosio, Rigida, ACl, Schwalbe, Continental, Tektro, KMC, Avid

Sustrans volunteer ranger; Fife CycleStart ride leader and Bikeability/Cycle skills trainer - kids and adults.

I understand the needs and requirements of the touring cyclist! Tandems and folders - no problem. Visit the website; phone, email or call at workshop to discuss all your bike needs.

"My mission is to look after your bike so it gives you the performance you expect." David Seaman



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Qualified

RENDEZVOUS MEETS & RUNS 2016

APRIL 2016

Sat 02	MR 58 NO035002	The Inn, Crook of Devon	
Wed 06	MR 58 NO239118	Cycle Tavern, Auchtermuchty	
Sat 09	MR 59 NO488155	Stuart and Nikki Brown, 18 Cairnhill, Gardens, St Andrews- bring lunch	Note when visiting someone's home.
Sat 16	MR 65 NT111861	Douglas & Lorraine Allan, 85 Evershed Avenue, Dunfermline- bring lunch	Note when visiting someone's home.
Wed 20	MR 58 NO118015	Cashmere Shop/Cafe, Kinross	
Sat 23	MR 59 NO487002	Golf House Club Cafe, Elie	Pedal on Parliament - see website for more details - http://pedalonparliament.org/
Sat 30	MR 58 NO019145	Kirkstyle Inn, Dunning	

MAY 2016

Wed 04	MR 58 NT160990	Cafe at RSPB Vane Farm by Loch Leven	
Sat 07	MR 65 NT079832	John & Sheena O'Reilly, 14a Brucehaven Road, Limekilns - bring lunch	Note when visiting someone's home.
Sat 14	MR 58 NO235185	Sailing Club Pavillion, Newburgh - bring lunch	
Wed 18	MR 59 NT254943	The Tea House, Evans Easyspace at JSBP, Kirkcaldy	
Sat 21	MR 65 NT082790	Abercorn Church, West Lothian - bring lunch	
Sat 28	MR 58 NO134102	Wallace Park, Glenfarg - bring lunch	
Sat 28	The CTC Ladies' weekend. Staying at West Lodge, a small caravan site just outside Comrie.		
Sun 29	Cost will be £15 -£20 per person/night, depending on numbers. Places limited, on first come first served basis.		
Mon 30	Contact Kaye Lynch fifectc.sec@ctcfifeandkinross.org.uk or 01337827164		

JUNE 2016

Wed 01	MR 59 NO603108	Distillery Cafe, Kingsbarns	
Sat 04	MR 66 NT235859	Gary & Aileen Cummins, 26 East Leven Street, Burntisland - bring lunch	Note when visiting someone's home.
Sun 05	Scottish CTC Tri Vets 100m ride. You need to be 50 or over on the day of the ride to take part. More information on the Tri Vets rides and how to register can be found here: http://www.ctc.org.uk/ctc-tri-vets-rides-2016		
Sat 11	MR 58 NO002028	Castlehill Reservoir, Glendevon - bring lunch	
Wed 15	MR 65 NT040784	Rouken Glen Garden Centre, West Lothian	
Sat 11	MR 58 NO002028	Castlehill Reservoir, Glendevon - bring lunch	CTC York Rally. See http://yorkrally.org/ for details
Sun 12			
Sat 25	MR 59 NT417025	The Crusoe Hotel, Lower Largo	
Wed 29	MR 59 NO253073	The Lomond Tavern, Falkland	

JULY 2016

Sat 02	MR 58 NO063033	Carnbo Village Hall - bring lunch	
Sat 09	MR 58 NN859204	Crieff Visitor Centre - departing 13:00 for Sma' Glen run	
Wed 13	MR 59 NO417132	White Chimneys Tearoom, Pitscottie	
Sat 16	MR 65 NS129784	Picnic tables at South Queensferry - bring lunch	
Sat 23	MR 58 NO120252	MacMillan Cafe at Quarryden Park, Isla Road, Perth	
Wed 27	MR 65 NT005899	The Rustic Dog, Blairhall	
Sat 30	MR 59 NO369247	George & Margaret Berwick, Midcraigs, Balmerino - bring lunch	Note when visiting someone's home.

AUGUST 2016

Sat 06	MR 58 NO173071	Dryside Road Picnic Tables, by Gateside - bring lunch	
Wed 10	MR 66 NT200854	Sands Cafe, Aberdour	
Sat 13	MR 59 NO520052	Kellie Castle, Arncroach by Anstruther	
Sat 20	MR 59 NT302928	Dougie & Maureen Latto , 2 Pan Ha' , Dysart - bring lunch	Note when visiting someone's home.
Wed 24	MR 58 NO121046	Heaven Scent, Milnathort	
Sat 27	MR 65 NS985859	Picnic Tables, Culross - bring lunch	

SEPTEMBER 2016

Sat 03	MR 58 NO129190	Brig Farm Shop, Bridge of Earn	
Wed 07	MR 59 NO399117	The Villager, Ceres	
Sat 10	MR 66 NT 182751	John & Margaret Bean, 602 Queensferry Road, Edinburgh - bring lunch	Note when visiting someone's home.
Sat 17	MR 59 NO389186	Morwyn Porter, Denbrae, by Logie - bring lunch	Note when visiting someone's home.
Wed 21	MR 65 NT043890	Tilly's Coffee House, Carnock	
Sat 24	MR 65 NT115892	Linda Body, 13 Queen Margaret Fauld, Dunfermline - bring lunch	Note when visiting someone's home.

Venues for all of the 2016 Rendezvous Meets and Runs are available in **pdf** format on our Website.

Please check 'Latest News' on the Website regularly. Unavoidable short notice venue changes will be posted