

Fife Wheels

CTC Fife & Kinross Newsletter. Issue 78. Winter 2013/14



Is it that time already?

It doesn't seem so long ago since the last newsletter was published. I suppose if I was getting them out on time then it would be every 3 months and ideally ready to publish in December (for Winter) March (for Spring) June (for Summer) and September (for Autumn). Note to self.. must try harder!

Helmets !?!?!?

I'm sure you will all have heard of the unbelievable banning of a TV advert which was commissioned solely to create a safer environment for cyclists by giving them more road space.

And the reason for the ban? Some of the cyclists in the advert weren't wearing helmets.

You will probably also have heard of the subsequent outcry from all parties, whether from motorists or cyclists that were pro/anti/or indifferent to helmet wearing... it didn't make pleasant reading!

So I thought I should put this one to rest (as far as Fife Wheels is concerned) I will not be wasting space in Fife Wheels by airing opinions on whether helmets should or shouldn't be worn.. nor will the benefits of wearing helmets (or otherwise) be discussed on these pages.

One last thing re Fife Wheels and helmets.. (on a purely personal note) it matters not a jot to me whether a cyclist wears a helmet or not... each to their own I say... so for this very reason I will be making absolutely no attempt to vet photos in this (or future editions) of Fife Wheels in a pointless attempt to 'even out' the number of helmet wearers versus non-helmet wearers (as some magazines are obliged to do) I only take note of the cyclists in photos and not what's on their heads, so if it's a nice cycling photo then it'll be in Fife Wheels regardless. If there is an imbalance in the numbers it is purely unintentional and is in no way intended to sway opinions or to promote helmets (caps, woolly hats, or even flowing hair for that matter) Now if they were wearing inappropriate footwear in the photo I'd maybe have something to say about it (with tongue firmly in cheek of course!) *Editor*

And finally

I couldn't resist sharing this daft conversation Ian and I had on the way to the 'Muddy Boots' meet on very cold morning in January. We were heading towards Cadgers Brae at the time.

Doug. - "Look, there are two cyclists away in the distance up front"

Ian - "Are you sure?"

Doug. - "Yes, one is wearing a red jacket, the other has a yellow jacket on"

Ian - "It can't be George and Denise, can it? I think they're behind us somewhere"

Doug. - "I don't think it'll be them, I know George is wearing red but Denise has an orange jacket on.

Ian - "It has to be some of our lot though... they're travelling at much the same speed as us"

Doug. - "Maybe it's Nan and George, they wear red and yellow jackets sometimes"

Ian - "Well one thing for sure... it can't be us... because we're here and not up there!"

Doug. - "It definitely can't be us - you've got a blue jacket on!"

I think the icy weather was getting to us.. it was Geo. & Denise!

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Cover – Lorraine and Douglas Allan, Glen Ordie.



SOME WORDS FROM THE VICE CHAIR

Gary Cummins (a Fife & Kinross member) has recently been elected Vice Chair of CTC Scotland.

I asked if he could pen some words for inclusion in the Winter issue to which he has kindly responded at very short notice

(my apologies for landing him in it.. and sincere thanks for his quick reply. *ed.*)

At the CTC Scotland AGM and Gathering back in November 2013, a new CTC Scotland committee was elected.

This includes :-

Paul Timms, an Aberdeen based member who was the previous Vice-Chair is now Chair.

My role is vice chair and with seventeen or so years' experience of organising and leading tours as a club member and more recently for the CTC's own Cycling Holidays & Tours business, I have a particular interest in contributing to the development of the Scottish Cycling Tourism industry.

Chris Oliver the Edinburgh based 'cycling surgeon' who was our previous chair was elected 'upstairs' to represent us on the National Council.

Along with us we have an executive committee totalling six members with specified posts along with a further five in non-role posts.

The new committee are now slowly putting together a strategy to take the club forward.

Among other things our priorities include;

Communications

- How we work with the traditional media to best reflect the club and ensure we are seen and noticed out there and able to comment when required to, dealing with the press at short notice for instance. Along with this we are keen to improve the clubs internet presence, George McDermid of our group is working with National Office on this issue;
- Then there is social media. How we can use the new mediums offered by Facebook and Twitter for example, to make the public aware of what we do and deliver a consistent message.

Membership

- The other big issue is membership - this is a serious issue. The club needs to increase its membership to not only ensure it has an ongoing member and income stream, but also to endorse our mandate, we can only claim to represent cyclists if we have a membership that reflects as much;

For me, at the time of writing the past week has seen the CTC at its best. With National Office working with MPs at Westminster and officers at Cycling Scotland to put forward a careful and intelligent response to the Advertising Standards Authority's recent decision to ban a Cycling Scotland TV. This ban followed the broadcasting of an advertisement which showed cyclists not wearing helmets and cycling more than 0.5 meters from the kerb!

How aware the public are that the CTC, The UK's National Cycling Charity were one of the major players in putting this response to the ASA together I don't know, but I feel it should be one of the new duties of the new committee to help make sure they are aware in future.

Gary Cummins

Lidl Wind Blocking Tee Shirt

Many moons ago Nicki bought me a wind-blocking tee-shirt from Lidl. The back panel is made from a very thin nylon-ish fabric but the front is made from a couple of layers of a wind-blocking material. It was as cheap as chips but although it's been worn and washed a zillion times it's still a first class base layer and has kept my core cosy on many a winter's bike ride. The glossy front panel and very open neck have earned it the name of "Stoo's disco tee shirt".

Ortlieb Bar Bag

One of my friends realised when he was selecting a gift for our wedding that we weren't too keen on crockery and bed linen so he bought Nicki an Ortlieb bar bag (I got a cycle tool kit). Fourteen years of happy marriage and thousands of cycling miles and that bar bag is as useful as ever – purse, sunnies, summer gloves, winter gloves, buff, tissues, Allen keys, chewing gum, maps, phone, inner tube, tyre levers, spare Euros... ..I could go on. And it's more waterproof than a crab's bum.



Roller Brake and Hub Gears

I only have one bike and it has to do everything for me. If it can do everything whilst being immune to salt, grime, dust and breakdowns and with a bare minimum of maintenance then so much the better. And as far as I'm concerned, the only thing which meets that demand is a Shimano Nexus hub with the matching roller brakes. I haven't done any maintenance to the hub – none at all – and the brakes just need a squirt of grease (yes, grease) once a year. I've never missed the 8th, 9th, 10th or 11th gear that I don't have, nor the brake fade in the wet, although their bite – wet or dry – is a bit wimpy.

Mirror

Nicki has bought me several mirrors over the years – the sort that attach rigidly to the end of the bar. And a few weeks later I'd be sheepishly admitting that her gift had been smashed to bits in some wee accident. Until, that is, she got me this wee Zefal mirror. It's brilliant: if the bike falls over the rubber strap just allows it to ping out of the way. I appreciate the argument against mirrors – they shouldn't replace a careful check over your shoulder – but all the same I couldn't do without this one now.



Stuart came up with this great idea for an article.

Rather than just 'Favourite Things' why not tell everyone about your **least** favourite thing!

Like 'Favourite Things' it can be anything at all... as long as it is something you **really** dislike.. and it detracts from your enjoyment of cycling e.g. a particular pothole, a rogue bike, a poor component or even 'white van man'!

The obvious name for such an article is 'Room 101' (in homage to the TV programme.. rather than plagiarising it!)

So Stuart's nomination to be consigned forever to 'Room 101' is..

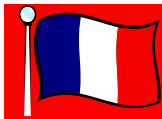
Cycling trousers

Funnily enough, the favourite things have all been bought for me. The one thing I got myself is really 'pants': a pair of long black cycling trousers. The back panel is too short, the belt thing is naff, they always slide down and the ankles just flap around – even if I wrap the over-long tapes round my ankles half a dozen times. The seams are anything but flat and the pockets are too shallow, misshapen and wrongly placed for useful stuff. The writing on the label has long since washed off but I remember they were a brand from Madison. Never again...

The Touring Cyclist's Glossary

by Denise Chapman

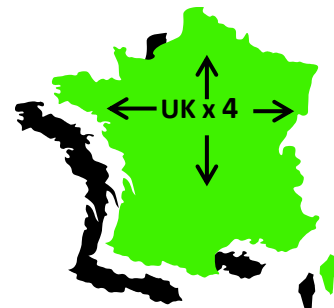
- 1) **Head wind** persistent wind direction, despite the fact that you have travelled a circular route
- 2) **Tail wind** mythical phenomenon
- 3) **Howling gale** persistent Saturday wind speed, regardless of what the Met Office forecasted
- 4) **Rain** persistent Saturday weather, regardless of what the Met Office forecasted
- 5) **Hill** obstacle, usually shrouded in 4 and designed to channel 3
- 6) **Climb** direct way to traverse 5
- 7) **Alternative route** indirect way to traverse 5 (for wimps)
- 8) **Free-wheel** reward for 6
- 9) **Tea** internal lubrication for cyclists and further reward for 6
- 10) **Flask** essential equipment for transportation of 9
- 11) **Café** essential rendezvous point in absence of 10
- 12) **GPS** new-fangled boy-toy designed to crash at critical decision points
- 13) **OS Map** backup for 12, useful at decision point between 6 and 7, during 3 and 4 and with a 1 when in dire need of an 11 or at very least a 10 of 9



Looking out of the window on yet another cold and wet day I thought it might be useful to pass on some thoughts about cycle-touring in France. After all it could just be that Summer will eventually come and someone may be tempted to act on my suggestions.....or not as the case may be. Anyway after thirty-odd years cycle touring in France, here are a few of my thoughts on cycling there.

FRANCE

France is big. In fact France is four times as large as the U.K. while having the same size of population. But it is not the size that impresses, it is the diversity. Some wise Frenchman once said that every man has two countries...his own and France. This is because France is many countries in one and there is something to please everyone no matter ones taste. From the Germanic influenced Alsace in the north with its steep pitched roofs and heavy cuisine, to the sunny hills of Provence in the south, with its smells of lavender, sun-baked pantiles and deep-shadowed farm houses. The people differ too and each region offers up its own identity, a physical type and character shaped by their individual history. It is this diversity that makes France so interesting for the traveller, this constant change of scenery, people, and of speech and cuisine.



THE FRENCH

If the tourists are concerned only with cycling, or with the pretty scenery and historic monuments, then to my mind they ignore one of the most important elements of touring in a foreign country, which I believe is to gain some knowledge of the people. That is difficult without some basic, working knowledge of the language although a friendly smile can certainly pay dividends. The French tend to be formal in social situations and certainly expect the social niceties in their every-day exchanges. I'm not saying that the tourer needs an intimate knowledge of French grammar but it helps enormously to be able to converse and express ones needs in a simple way. As in this country, most people's conversation for the most part will consist of a large number of clichés and stock phrases and I've found that rather than attend formal French conversation classes, it is much more useful to use a method which takes advantage of this. Such a one is the Michel Thomas language course which does not rely on the more formal approach but on knowing and being able to reply to these stock phrases.

Over the years I've made a point in avoiding the large cities in France, choosing to travel in the country areas or "France *profound*" as it is known. Knowing how to address people correctly and the proper etiquette is important there as English is not commonly spoken unlike the large cities. So it is always "Monsieur" or "Madame" and when entering the village shop it's proper to address the occupants with "Bonjour messieurs-dames"

The French are intensely proud of their country, their region and their town or village, and are eager to welcome travellers but they are shy to approach strangers if unsure that these strangers speak French. So do try to speak to them using French no matter how inadequate you feel. The fact that you are attempting to speak their language will be a big plus and many times I've admired their courage when confronted by a Scotsman slowly strangling their beloved language syllable by syllable.

(cont'd over)

Let me finish by saying that I feel that much about the French is admirable. I do like their bloody mindedness and their unwillingness to be told what to do by those in authority just as I like their cynicism of politics and politicians. When some new scandal is revealed involving politicians they will shrug and say "But of course, he's a politician". In my experience the French make good friends and good neighbours. I've experienced so many kindnesses on my travels from the ordinary man on the street who is much more willing to help the dusty, sweaty cyclist than he is to approach the stranger in the air-conditioned car.

CAMPSITES

I think it wise that cycle-tourists on a budget avoid those camp-sites that exist to provide a holiday rather than those concerned with providing a hot shower, a place to sleep and perhaps a simple meal. To this end I'd recommend a guide which gives all of the thousands of camp-sites in France and not just the ones featured and promoted by Michelin maps and others. I recommend "Le Guide Officiel de la Federation Francaise de Camping et de Caravaning." This publication includes all of the tiny farm camp sites and the most basic to the really grand, and though written entirely in French it is easily understood. It can be bought through the British caravan clubs but will be cheaper if bought in France from a Hypermarket or book-store.



I would usually choose two camp-sites about ten or twenty miles apart on setting out in the morning, so that depending on how the day went I'd find myself close to one of them. On arrival around four-thirty, I would pay for my night's stop, explaining that I'd be off early in the morning.

I've never booked a placement in France as during June and July they are usually not full. However August is a different matter as that is when the vast majority of French families are on holiday.

OTHER ACCOMODATION

Alas, prices have rocketed in France, as elsewhere, since I started touring there in the mid-seventies. It's still possible to find reasonable accommodation though and one can chose from Youth Hostels to a B&B ("*Chambre d'hôte*") or perhaps a modest hotel. I sometimes used the F1 hotel chain which was cheap and had the advantage of allowing your bike to be taken into your room. This has now been subsumed into another hotel group.



FOOD

It's possible to eat very well in France without cooking or eating out as the local Charcuterie can provide a bewildering array of cooked foods. However it's unfortunate for the touring cyclist that the cheap meal of the day is served at twelve o'clock in cafés, as three courses with wine isn't conducive to cycling and especially not if the sun's shining. My favourite area for food is around Lyon and most Frenchmen would agree (or at least all who have sampled the Lyonnaise "Boudin noir" (black pudding made with cream).

Best to get into the rhythm of the day in France which means an early start and remember the two hours at mid-day when all shops (apart from big supermarkets) are shut. Most shops shut on Monday and again on Sunday.



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ODDS AND ENDS

I think that a tour which is tightly scheduled is undesirable in that it's too much like an ordinary working day. While I have a beginning and a destination I like to let my fancy take me in deciding how to get there. For me it is all about the feeling of the freedom that comes with having a destination many hundreds of miles away and having to get there by your own efforts. To this end I map out my intended day's route the evening before, but am not averse to changing this on a whim. Always but always, I chose the smallest



roads. Not even those coloured in yellow on the map but those tiny white roads which interconnect and meander through tiny hamlets and offer a multitude of choices. I avoid all roads, however depicted, which directly connect town with town as these are invariably busy with traffic.



If sunshine is important to you then you are most likely to find it south of the Loire, but too much sunshine can be a curse so try and avoid August as it can be far too hot for cycling any distance. Provence can be lovely in the Spring and early Autumn when the temperatures are moderate and the tourist hordes are mostly gone. That said, I prefer the more non-commercialised areas of France where you are more likely to meet people whose whole life's purpose is not aimed at parting you from your Euros.

Remember, the French really like cyclists and it's the only place that I've been cheered up a steep hill by an encouraging crowd of youths.

I've babbled on a bit but hopefully among the dross you may find some scrap of information which proves useful. I envy those setting out for the first time to explore this fascinating country and would wish them “**BON VOYAGE**”.

Monsieur George White

FIFE & KINROSS CTC WOMEN'S WEEKEND

This year's CTC Women's Weekend is from Sat. May 17th – Mon. May 19th, staying for 2 nights at Jessie Mac's hostel, Birnham.

The cost is £18 p.p./per night, self catering in shared en suite room. See more details of the hostel on <http://www.jessiemac.co.uk>

Book online or call Dot on 01350 727324. They are expecting some Fife cyclists so if you tell them when you book, they will try to accommodate together.

Early booking recommended as beds at weekends are at a premium in the summer months.

Please contact Kaye Lynch fifectc.sec@ctcfifeandkinross.org.uk for more info. or to confirm you are coming.

With very little mountain bike training and no training at all riding with lights, I headed north to Strathpeffer. After seeing the Strathpuffer 24-hour mountain bike race online I signed up immediately and then pretty much forgot about it for 5 months. It was the weekend of the event and I couldn't wait to get stuck into it so with my van loaded with clothes, food and battery charging gizmos. I had heard that at previous events there had been deep snow, ice and freezing conditions so I had packed for every eventuality. Luckily my dad had previously acquired some studded tyres so I brought them along too. The race began with a Le Mans start followed by 24 hours of a 7-mile circular route that leads through woodland and over some exposed hill tops. Lap times were recorded at the start-finish point. The event could be ridden solo or in teams of two or four. I chose to ride the event on my own, as my efforts to find a team-mate were fruitless. I arrived at the venue late afternoon on Friday, with the race starting the following morning. The site was already filling up quickly with vans, motor homes and massive gazebos lining the forest road that made up the first part of the track. I found a suitable spot to park the van that was close to the track so I could stop by whilst lapping the circuit. There were bikes everywhere with riders testing out the circuit, I decided that 24 hours would be enough to get used to the circuit so left the riding for the next day. The morning of the event I was woken by the sound of generators starting and the whirl of cassettes. With my club shirt and buff on I was ready to go and set off in fair weather, I headed down through the woods to the start, with bikes and riders everywhere. There was a short briefing and an introduction from adventure show presenter Dougie Vipond who was there with a film crew to document the race. We were then piped down to the race start at 10am. The atmosphere was great, with well over a hundred riders all set and ready to run to their bikes before starting the first long climb. The start wasn't really a full on race sprint but instead a mass jog with spectators and marshals cheering everyone by.



By the time I reached my bike the first sections of the course were full of riders, which made for a slow start. Soon though, gaps opened up and the faster riders pushed ahead. The first couple of miles of the course saw us climb on fire road past the parking areas, then through a short wooded section back onto fire road again. Once at the top we crossed a small bridge and had a short rocky section to negotiate before working our way over an area of slippery exposed rock slabs. After a winding section of woodland single-track we found ourselves on some more exposed access road, which was a relief after the previous sections. The rest didn't last long though as we soon turned off the road and headed along some narrow tracks before riding down a steep narrow twisting section of single-track. After some more fire road we headed into woodland again for the last section of the course. This had the last climb of the course which brought us to the top of a long open decent which brought me past my van and back to the start. With the laps only being 7 miles I thought they would fly in but they seemed to last forever. The mix of technical bumpy off road and long climbs on easier sections didn't leave much time for rest or recovery.

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The sun had set enough to need lighting in the wooded sections by half 4 so now the event took in a whole other challenge. I hadn't done any off road night riding so it was a bit of a crash course in riding with lights. My light was more than bright enough but the problem was that lights seem to make everything look smaller than it is. That small rock that you thought you could ride over was always bigger, jarring your hands and knocking you up out your seat.

Around 6pm I stopped for my first long break to help recover a bit and give the bike a quick once over. It was then I found my suspension fork had lost nearly its entire bump reducing capabilities. Still working on big impacts but nearly no movement on the small stuff, there wasn't anything I could do about this at the time so after a quick chain clean I headed back to the course. The first few hours of night riding were not that much fun to be honest and left me questioning why I had signed myself up for such an event. I blamed this on the extra concentration needed for night riding and the fork issues. Soon though I settled in and the hours and laps passed by with stops to refuel every other lap.

Thinking about the event beforehand the idea of riding for 24 hours off road didn't seem too bad but after 12 the amount of effort and concentration required had become quite apparent. The weather had held really well though with only light rain at times and no ice in sight, which was a relief, as I didn't much fancy riding down icy steep rocky sections.

The hours passed with only one puncture to fix due to hitting a rock on one of the fast descents. My lap times were staying fairly consistent and my game plan of slow and steady seemed to be paying off. With daylight and the end fast approaching I kept pushing round and soon found myself riding into the daylight and the sunrise which was a great mental boost. By this time my legs were beginning to give out and the long winding early climbs were taking their toll. With time for another couple of laps I kept riding and I finished my last lap not long after 10am on Sunday.

I had a great time riding the Strathpuffer and I will hopefully be back next year for the 10th edition. It was my first 24-hour ride and at times it had been extremely tough, both mentally and physically, but with motivation throughout from the marshals, spectators and other riders, I kept going. If you like off road riding and an event with a great atmosphere I would definitely recommend the Strathpuffer. The oldest rider taking part was over seventy years old so you're never too old to ride the puffer!

Stuart Allan 18th -19th January 2014

Lothians Rally 2014

Mortonhall Caravan and Camping Park, Edinburgh, from Fri. 23rd May to Mon. 26th May, 2014.



CTC Lothians and Borders invite CTC members to take part in the inaugural Lothians Rally at Mortonhall Caravan and Camping Park on the southern outskirts of Edinburgh on Mortonhall Gate. We intend to offer the opportunity to explore the historic city of Edinburgh and its rural environs with 20, 40 and 60 mile cycle rides on Saturday, Sunday and Monday.

There is also scope in the area for the use of mountain bikes on open hills with the Pentland Hills just a five-minute ride away and the Tweed Valley Trail Centres a short drive outside the City.

Social events each evening at the on-site cafe or in the nearby Church Hall at Fairmilehead Church.

Bookings: Mortonhall Caravan and Camping Park - www.meadowhead.co.uk/MortonhallHome.aspx -

Phone - 0131-664-1533

E-Mail - mortonhall@meadowhead.co.uk

The Tourist Information Office can provide information on local hotel and B & B accommodation - 0131-473-3868 or have a look at www.visitscotland.com or www.edinburgh.org

CTC NATIONAL AGM - GLASGOW, 10th MAY 2013



The Sir Chris Hoy Velodrome

Next year's National CTC AGM will take place on Saturday 10th May in Glasgow, taking advantage of the city being host for the 2014 Commonwealth Games. The venue is the Radisson Blu Hotel on Argyll Street, just behind Central Station.



The new Commonwealth Games facilities mean that, in addition to Sunday's programme of rides, there will be the opportunity to try out the new Sir Chris Hoy Velodrome and the Cathkin Braes Mountain Bike Trails.

One of the key tasks of the host member group is to organise rides on Sunday, 11th May. The initial plans are for a short family ride, a moderate 30 mile ride and for the energetic, a 60 mile ride will be offered.

The rides proposed will all be post CTC AGM (11th May 2014)

- A family ride along the Clyde to the Riverside Transport Museum with its bicycle exhibition. An extended format for this ride could be to first go by train to Pollokshaws West Station (9 mins) use the hire bikes there to Ride Pollok Park, cross to Bellahouston Park and on through Govan to the ferry across to the Transport Museum. Then Kelvingrove is close and return via the squinty bridge and the NCN route to Pollok Park.
- A longer harder ride out to Whitelees Wind Farm then via A77 cycle path and across to Neilston and down and up and across to Gleniffer Braes. The return to Glasgow by NCN again comes to Pollok Park.
- Another direction would be north, either the Campsies, Trossachs or even Loch Lomond.
- It is hoped that there will be on offer a session on the Sir Chris Hoy Velodrome, TBC.
- Cathkin Braes will definitely be available, and CTC-G have asked Ian Warby of CTC to assist there.
- The Road Race Course will be ridden again around the National Championships course used earlier this year, and could be of interest to some as an open road loop.

More details can be found on the CTC website at <http://www.ctc.org.uk/event/ctc-agm-dinner>

When you reach three score years and ten you begin to mellow, so that's why I'm going to give Phil an easy ride and try to be nice to him. That so-and-so was utterly responsible for me failing an Audax event – the first in thirty seven years. We had to surrender the "The Twilight 600k" because our hero was needed at home to cook his wife's dinner. I ask you, would you prefer a candlelit nosh up consuming lots of rosé with a lady, or a cosy up with your obnoxious tandem mate and sore bums for extra hours on a miserable 600k?

We started a day late owing to heavy rain and strong wind. It's not much fun riding over Rannoch Moor in the wet. The only redeeming feature was keeping the hands warm on Phil's alluring posterior. We commenced at 4 a.m. on an August Sunday into a strong west wind. The cycleway through Perth was taken, then onto a quiet A9 to Dunkeld. The first control came at Aberfeldy where we encountered a collie dog with its own panniers. In Killin we took the back road, a big booboo by Phil, for we suffered an impact puncture to the rear wheel on a sunken cattle-grid. The rain cheered us up as did the closed café in Cri (*Crianlarich ed.*) We queued for soup and coffee in Tyndrum then sat in fear below the billowing extension of the café. On the drop to Bridge of Orchy we found that only the middle chainring could be engaged. The fault was diagnosed the following day: when fixing the puncture our esteemed capitane had let a stick fall into the front changer.



After topping the 1100' Rannoch summit the rear tyre went down again. I became a frozen poser on the wet moor while Phil fiddled with the short track ends of the racing tandem. A mile further on the new tube began losing air. Taking charge, I demanded a visit to the nearby Kingshouse Hotel. Over coffee, Phil produced his puncture repair outfit which consisted of two patches and an infinitesimal amount of glue. I repaired as many tube as shumanly possible, then placed the table legs over them to act as a press. Phil proudly brandished his new mini luxury pump. What rubbish! Every time I tried to disconnect the pump from the tube it would unscrew the valve and let the air out. The rear tyre also had a bad cut.

Remembering a good tip from Pat Hurt, I raided Phil's massive wallet and found A Royal Bank twenty. As a Liner this smoothed the bit between the tube and cover. An hour later I coaxed our colourful lad to continue and we headed down Glencoe to the Corran ferry.

(cont'd over)



The Corran Ferry.. complete with rainbow and a van with a tiny bike on the rack.

On the way down Loch Linnhe the rear tyre finally gave up the ghost. Phil gave me laldy and threatened me with his angry wife if we didn't do an immediate about turn. I was for all night riding along Loch Ailort and praying for a deflation free run, although my brotherly love finally kicked in which prevented a punch up. The wife and her gourmet food won, so it was back to the ferry. I'll just have to wait and get my reward in a higher place.

The Coe and Rannoch were fairly silent and we reached Cri after 11 p.m. Phil was gasping for a pint which didn't help our undignified U- turn to handy pub. The locals informed us that the place was closing although we may be lucky at the 'Ben More'. After slaking his thirst Phil entertained a French couple with his cycling savoir faire about the Paris-Brest. Halfway along Dochart a police car arrived and the officers stopped us. We had been reported for "having issues" in Crianlarich. However, after a chat, the tandem duo were waved away without breathing into a bag. We cycled along the south side of Loch Earn and located the Fife & Kinross CTC hut around 2 a.m. Then it was homeward bound the next morning.

A couple of weeks later I rode it solo and had no trouble putting the 'Twilight' to bed. Is it my calibre or superiority that puts me on a higher plane than my poor love struck pal? Phil phoned later to thank me for my compassion and said the wife was very pleased with the bouquet. She seems to have the edge on me.

Happiness is being nice to McNasty. Long live the tandem! My heart is in the right place even though its beat is a bit wonky. May all your tandem partners be as patient and loving as McNasty.



CTC Fife & Kinross on facebook

CTC Fife and Kinross have been on Facebook for a while now. It's a great way our members can share pictures, stories, arrange ad-hoc rides and generally chat to one another about all things cycling.

It's also a good way to hear about the latest news as people like to share what's happening in the world of cycling as it happens. Why don't you join us at www.facebook.com/ctcfifekinross? Joining Facebook is totally free and really simple to use.

Even if you're not on Facebook, why not visit the page just to have a look?



DAVE'S BIKE SHED

23 Morayvale, Aberdour,
Fife, KY3 0XE
Tel: 01383 860199
or 07772 948568

www.davesbikeshed.co.uk

Email: dave@davesbikeshed.co.uk

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.

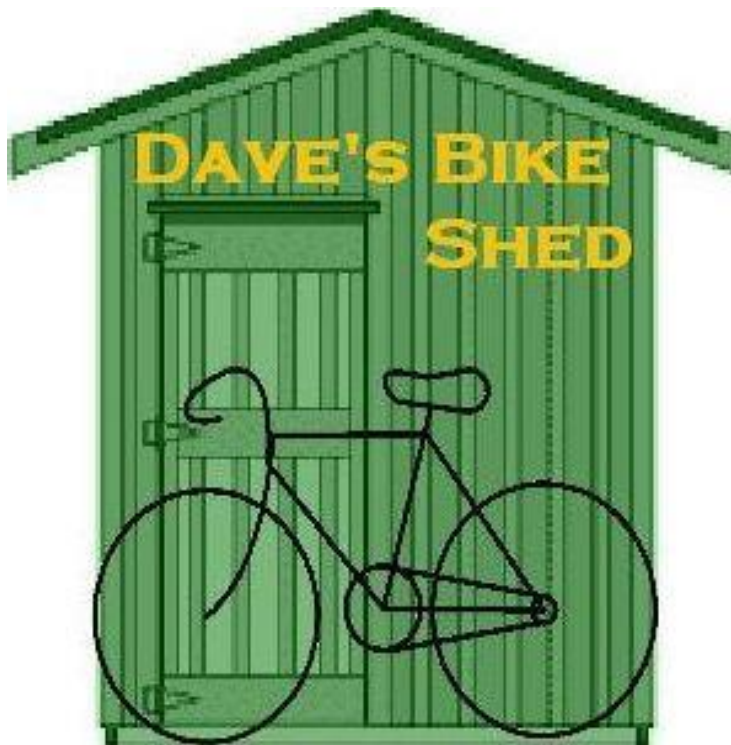
Fully qualified bike mechanic; wheel builds/truing, spoke replacement; bike builds and vintage restoration; drivetrain, bottom brackets and hubs; freewheels and cassettes; suspension; hydraulic/ disc brakes; tyres, tubes; headsets, brakes, frame alignment checked etc

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



@davesbikeshed

City & Guilds

Qualified

CTC FIFE & KINROSS CLUB KIT

You may have noticed at meets that there is nearly always someone there proudly wearing their red and tartan CTC Fife & Kinross club kit.

There's been a lot of inquiries from new (and not so new) members about the possibility of ordering another batch of Fife & Kinross clothing, such as jerseys, gilets, grid fleeces etc.

Inquiries have been made to Endura, who manufacture the clothing in Scotland.

They will soon be sending samples in their current sizing for those interested in trying them on.

Please let me (or any Committee member) know if you are interested (a sheet will also soon be with the runs list) No firm order is required yet as costs have yet to be negotiated.

At present this is an exercise to gauge demand. If there is enough interest we will go ahead.



Runs List Feb. to July 2014

(all meets are at 12:30 unless otherwise stated)

FEBRUARY

Wed.12 th	The Inn	Crook of Devon	58. ref NO 035002
Sat. 15 th	Jimmy & Joyce Hamilton	3 Moray Villas, Kelty	58. ref NT. 150947
Sat. 22 nd	Bill & Marion Suttie	Burnbank, Gateside	58. ref NO. 183093
Wed.26 th	Garden Centre	Freuchie	59. ref NO 290070

MARCH

Sat. 1 st	Dougie & Maureen Latto	2 Pan Ha', Dysart, Kirkcaldy	59. ref NO 290070
Sat. 8 th	The Boathouse Bistro	by Loch Leven, Kinross	---
Wed. 12 th	Garden Centre	Rouken Glen	65 ref NT 040784
Sat. 15 th	George & Anne White	2 Cupar Rd. Auchtermuchty	59 ref NO. 243118
Sat. 22 nd	Café	Lochore Meadows Country Park	58 ref. NT. 170961
Wed. 26 th	Loganlea Tearoom	Loganlea	58. ref. NS. 952938
Sat..29 th	New Gilston Village Hall	New Gilston	59. ref. NO 433082

APRIL

Sat. 5 th	Carnbo Hall	Cambo	58 ref NO 063033
Wed. 9 th	Auchtermuchty Community Centre	(may change to Cycle Tavern, Auchtermuchty)	CHECK WEBSITE
Sat. 12 th	Stuart & Nicki Brown	18 Cairnhill Gardens, St. Andrews	59. ref. NO. 488155
Sat. 19 th	Douglas & Lorraine Allan	85 Evershed Drive, Dunfermline	65. ref. NT111861
Wed. 23 rd	Powmill Milk Bar	Powmill	58. ref. NT. 020983
Sat. 26 th	Animal Farm	near Birnie Loch	59. ref. NO. 283128

MAY

Sat. 3 rd	the park at Dunning (packed lunch) or Kirkstyle Inn, Dunning (bar lunch)		---
Wed. 7 th	White Chimneys Sandwich Bar	Pitscottie	59. ref. -----
Sat. 10 th	Letham Glen	Leven	59. ref. NO. 382017
Sat. 17 th	Bells Sports Centre	Perth	---
Wed. 21 st	Lomond Tavern	Horsemarket, Falkland	59. ref. NO. 253073
Sat. 24 th	John & Sheena O'Reilly	14 Brucehaven Road, Limekilns	65. ref. NT. 179832
Sun. 25 th	meet Lomond Centre, Glenrothes	meet 10:00 (route tbc)	CHECK WEBSITE
Sat. 31 st	Kellie Castle	near Amcroach	59. ref. NO. 520052

JUNE

Wed. 4 th	Sands Café	by the beach, Aberdour	56. ref. NT. 200854
Sat. 7 th	Sausage Sizzle / Drummy Up	Vicars Bridge	58. ref. NS. 987980
Sat. 11 th	Seats round the tree at pond	Falkland Estate, Falkland	59. ref. NO. 248074
Wed. 18 th	Café	Townhill Loch, Dunfermline	65. ref. NT. 103893
Sat. 18 th	Crieff Visitors Centre	(departing 13:00 for Sma' Glen group ride)	58. ref. NN. 859204
Sat. 25 th	Ecology Centre (packed lunch)	Kinghorn Loch	66. ref. NT. 260874
Sun. 29 th	Car Park Tay Bridge (South)	meet 10:00 (route tbc)	CHECK WEBSITE

JULY

Wed. 2 nd	Red Lion	Culross	65. ref. NS. 988859
Sat. 5 th	Whitens Car Park, Glen Sherupp.	Camping Weekend, Comrie (self-book) Witches Craig	Caravan Park,nr Blairlogie 017860474947
Sat. 12 th	Picnic Tables	South Queensferry	65. ref. NS 129784
Wed. 16 th	Boathouse Bistro	by Loch Leven, Kinross	---
Sat. 19 th	Picnic Tables	Gartmorn Dam	---
Sat. 24 th	BBQ at Picnic Tables	Dryside (Sanny) Road	58. ref NO173071
Sun. 25 th	Ferrymuir Gait car park Forth Bridge (South)	meet 10:00 (route tbc)	CHECK WEBSITE

Note: a charge of £1 each will be made at Village Halls to go towards hall hire (tea and coffee is provided free by the club)