



Summer 2015

'the Link' 'Y Cyswllt'

THE MAGAZINE OF CHESTER & NORTH WALES CTC – CAER A GOGLEDD CYMRU

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Front Cover Photograph

Summer in Spain is designed for cycling! Here the view is on the road from Sant Elena to La Carolina, Jaén – Read Alan Johnston's 'postcard' – this is the man himself!



***Where are we off
to in this edition?***

Welcome to 'The Link' Summer Edition and first apologies for the late issue but what with our summer tour and huge issues with the new computer it's left me with less hair to pull out and a month behind!

We have the usual topics included; technical tips, caption competition, member's touring experiences and a whole lot more!

This edition's 'cycling recipe' has kindly been donated by Mike Roberts who puts his superior cycling strength down to his 'Best Ever Brownies' courtesy of the Good Food Magazine of 2003 – has he really been stoking up on these for the last 12 years you ask?

While we have Mike in focus, he's just suggested a new section on interesting bike components – what do you think? We kick off with his first submission; self-extracting cotter pins. Come on now, I know there's lots of you out there that remember cotter pins!

For example - when we build up low geared bikes we use mountain bike gearing for our 'hill climbing and touring' bikes but did you know that 10 speed low gear STI levers work better with a long series 9 speed rear mech than a 10 speed unit ?

Your opinion on 'Trigger's Broom' will sound familiar to all those of us that keep bikes and bits for a long time but are really loathed to get rid of any!

Read all about Chris & Jane's 'Big Ride' from Edinburgh to London all for a good cause.

Steve the Paramedic continues with his advice on cycling injuries and in this edition it's the cycling 'chestnut' - broken collar bones and how to deal with them when out on the road.

And much, much more

So mount up and let's get going



The Editor



Back a month from our tour of Spain and right into the next edition of *'The Link'*.

A bit delayed with this edition because I had to buy a new computer, one that wasn't so overloaded that it kept slowing down. So far so good except there was a hardware fault in the circuits which caused the

thing to stop working intermittently. All sorted now after a dozen reloads of the operating system and software!

We had a superb tour of Spain - the best country for touring for us so far, smooth roads, great weather, courteous drivers, great beer, we don't ask for much more. I have included a short resumee of our exploits later in this edition.

While we are on the topic of Spain, remember my last 'outage' of the state of our roads in the UK with regards to hedge cuttings etc?

Well, in Spain when they cut hedges they have someone walking behind following up the machine with a leaf blower moving all the rubbish back into the bottom of the hedge. Do you think we should get together as a group and contact the CTC National Office advocating a campaign to achieve this? Please let me have your views.

I'm a little concerned that although most people tell me they like reading *'The Link'*, our readers are very slow in sending in articles, letters and anything pertaining to cycling. This will result in a magazine with reduced interesting content, less copies produced and increased costs - is that what you really want?

The problem will be that we could be forced to produce *'The Link'* as an internet only version - there would be no cost but would you be happy with this?

As I've mentioned before, people really are interested in a good story so it's not necessary to be a literary expert. Send me hand written notes if necessary because we all have stories to tell that will interest and could possibly inspire our peers.

For example, we took out a couple of days earlier this month and drove over to Beaumaris, pitched the tent and then spent the next couple of days riding around

Anglesey. We had great weather and the scenery is superb - doesn't that motivate people to tell others what they're missing? Just look at these photos - who could resist this? And this really IS Wales!



SoI know that lots of you do your own trips so why don't you just drop me a line or chat when we're out riding together and we can muster up an article between us - what do you say? Loads of people will be only too interested in what you've done and will often use your trip as an incentive or action plan for their own!

Another topic that is really close to a cyclists heart is the qualification for a good café - see the article in this edition.

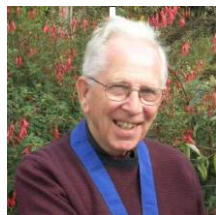
Now accepting that the autumn is on it's way so I'm off to the garage now to check out that bike with mudguards

See you on the road

Mark



Where are we off to in this edition?	3
The Editor	4
A Message from Your President	5
Tech Tip No. 1	7
Remember this 'Tech Tip' from the last edition?.....	7
Letters to the Editor	8
'Vamos Cycling' in the Alpujarras, Andalucia	8
CTC 'Winged Wheel' Repairers Plaque	9
Café of the Year 2015	9
The Big Ride	10
Our 'Hiding Place' for the Summer!	13
Cycling Recipes	14
Trigger's Broom?	16
A 'Cracking' Tale	17
Smile – you're on camera!	17
Unusual Bits!	18



A Message from Your President

"Congratulations" is the word!

I have before me details of the CTC Awards Presentation held before the Club's AGM on 16 July

where we came away with a host of certificates, medals and other trophies won by our members. It has almost become routine for Chester and North Wales to win the CTC Tourist Competition but that must not detract from the efforts put in by our team (Lowri Evans, Peter Dilworth, David Statham and Ifor Jones) to ensure our success in 2014. Lowri also won awards for coming 3rd Overall and 1st Lady Veteran while Pete's personal successes were marked by his being Joint Winner of both the Competition itself as well as sharing the prize for 1st Veteran.

We must not forget Doreen Lindsey whom your Awards Committee nominated and who won the 2014 Volunteer of the Year Award for Wales. Doreen keeps the cycling 'flag' flying amongst our distant members in west Wales. It was pointed out that Doreen is a loyal supporter of our events often

Cycling First Aid Advice	18
The TDF Test!	20
Event reports June/July 2015	21
Corwen C&NW CTC Rides	22
So You Think English Is Easy?	23
Caption Competition	23
Stuff for Sale!	24
My Rhine Adventure – July 2015.....	24
Tech Tip No. 2	26
Touring Bike Electrics	26
Postcard from Spain	28
Electric Tony!	29
Understanding Engineers.....	29
In the next edition	30
My Bike	31

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travelling a considerable distance to take part and staying overnight in her campervan to do so. I think that surprised some of those present who are members of more compact Groups and who are unaware that our fiefdom covers almost a third of the Principality – plus a part of Cheshire as well. Doreen's weekend away to take part in our annual "Vet's 100" was an example of this – and in that event, she won another trophy, this time for being the oldest woman rider.

We didn't stop at one Volunteer of the Year (we don't do things by halves in C&NW CTC, no way!). David Ackerley who has put in long and loyal service was deemed not only to be worthy of the North West Region's 2014 Volunteer of the Year Trophy but he also became the surprise recipient of the prestigious Arthur Moss Medallion, CTC Volunteer of the Year Award 2014. The large medallion that the annual winner is awarded is accompanied by a substantial trophy. (It's not exactly saddlebag friendly as it is mounted on a granite base! Has David had to re-inforce a shelf at home to support it, I wonder?)

For those of you who do not know David, he has served us in a number of vital roles over many years:



A Message from Your President ...cont'd

for example as our Secretary, and as Editor of this magazine. Many of you have taken part in the rides he has organised: the numerous 'Vets' 100s' as well as rides and events to mark our 70th and 75th Anniversaries – not forgetting our Help for Heroes charity rides. Finally, David has been a member of the Awards Committee, which, I hasten to add, played no part in his nomination. Now in his 80s, David has decided it's time for a rest from organising. He deserves this recognition. We shall miss him.

AGM

The CTC AGM, which followed the presentations, was, shall we say, interesting. I was reminded that CTC is very much the (financially) poor relation of other cycling organisations. While we think in terms of assets of £4 million per annum, British Cycling dwarfs us with around ten times that amount and Sustrans (admittedly not exclusively working for cycling) is bigger still with £70 million. The bad news was that later this year, subscriptions will rise, part of this increase is called for because of the rising cost of the insurance we benefit from – we live in an age of litigation, remember. So if you can recruit a cyclist to join or persuade an 'affiliate' to upgrade to full membership, that would be most welcome and help to meet the Club's target of 80 000 members within three years.

There was some controversy about changes at National Office. These tended to centre round the recent redundancy of Chris Juden, and have been 'brewing' online for some time. For many years, his excellent articles on bicycle technology in *Cycle* have attracted a large following. Chris was present at the AGM and put his case to the membership. Sadly, it sounded like an appeal against his being made redundant; perhaps the AGM was not the place for this. However, we have to remember that we are a democratic organisation. We elect the hardworking members of Council, it is they who are ultimately responsible for our finances, and for the direction the Club takes.

Out and About

And what else has your President been doing? Apart, that is, from attending a 'jolly' at the AGM in London (on a hot day in a hotel when he would have far rather been out on his bike!). Well, there was a visit

to the 'Party on the Path' on 27 June. This was a Sustrans event on the harbourside at Rhyl to celebrate 20 years of the National Cycleway. I was pleased to see a number of our North Wales members there – and to have a chance to catch up with Roy Spilsbury over his continuing battle over cyclists' rights in Conway and to sympathise with him over the death of his webmaster, Maurice White.

Bright and early the following morning saw me at Waverton for the Bob Clift Memorial Cheshire Cycleway Rides expertly run, as one would expect, by Alan Oldfield and his team, and attracting a large entry for both the 100 and 50 mile rides. Two weeks later, it was the 'Vets 100' – notable, sadly, for Harry Watson's non-participation for the first time since the event started over four decades ago. Old Father Time has at last caught up with him – but he was there to welcome the riders home at the finish! Laurie Mason was the new volunteer taking control for the first time. As we have come to expect, the event ran smoothly from start to finish. Well done Laurie – we hope you and your helpers will be leading us again next year when it will be the Triennial.

Celebration, Invitation and Trophy Presentation

Apart from all that, it has been a quiet summer for me (!) but now it is time to look ahead to the President's Rides and Lunch on 27th September. This is the occasion when The President's Trophy is presented. This Trophy was donated by Iris Mills in memory of her son Graham, a former President, who died suddenly in 2007. The ladies who will cater for us at the Neuadd Owen hall at Cefn, near St Asaph, are primed and ready. (Remember the excellent buffet lunch two years ago?) In addition, on this special occasion, I have invited on your behalf as my guest, John Pegum, Founder Member of Chester and North Wales CTC, a frequent contributor to our newsletters (precursor of *The Link*) and former Secretary of the old East Flintshire Section. John will then be in his 100th year. His cycling distinction (if you can call it that!) was to cycle under enemy fire in France on D-Day in 1944. Nobody else in Chester and North Wales CTC can lay claim to a cycling 'adventure' such as that, I'll bet!

See you there!

Mike Cross



Tech Tip No. 1

So you want to fit a Brooks saddle?

Well, after 10 years of riding on the same make of saddle my 'nether regions' decided they'd like a change so I finally bowed to the media and invested in a Brooks saddle for the Audax bike.

I was primed and ready to have 'raw' parts until the breaking in apprenticeship had been completed but it just didn't happen! Following a few short rides we then did the 300K Poynton Audax and you know what? Perfect; no issues or soreness at all.

In fact, I was so impressed that I fitted another one to my touring bike the day before we left for our 4,200km journey through Spain and France – this'll

make it or break it I thought! Again, no issues at all, fantastic. A couple of times when the seat bones starting to complain all I did was to give a turn on the saddle nose adjusting screw and 'voilà' (sorry, in Spanish - "¡eso!") comfort again.

But, this isn't the 'Tech Tip' I had in mind – no; one thing that's not obvious in the design of the Brooks saddle is the shorter mounting rails. I'm quite tall so to maintain my correct knee angle I need to push the saddle back a bit.

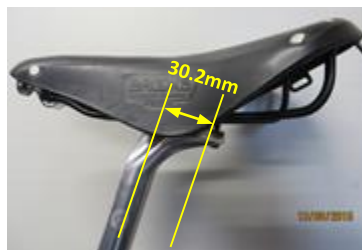
Couldn't be done with my Ritchey seat post even though it had 25mm layback on it so I searched around the internet and found the Velo Orange Grand Cru post with 30.2mm of lay back – job done! That's the 'Tech Tip'!



Standard Selle Saddle



Brooks B17 Saddle



30.2mm layback seat

----- ooOoo -----

Remember this 'Tech Tip' from the last edition?



Tech Tip No. 1

When I get a puncture out on the road, I always just change the tube and take the punctured unit back home to mend 'on a rainy day'.

Of course this hasn't happened yet even after several years but I have a huge challenge now that the quantity of offenders has built up – just where was that puncture?

Puncture



Sorted!

£7.95 for 50 patches and two tubes of glue courtesy of eBay!



Letters to the Editor



A regular topic for 'the Link', so now is your opportunity to tell us what you REALLY think!

We have 1700+ members in our area all with their own opinion on matters, so tell everyone

what you think, what irritates you, your good ideas, etc, etc.

I don't know! It appears that when we were away touring on the Continent everything went well here in the UK as I don't have ANY letters or complaints from the membership for inclusion in this edition. Is everybody really happy with things?

This is the only contact!

Good morning,

The village shop in Cilcain launched under new ownership on the 18th August and we would like to keep you up to date with the new services we are offering.

First and foremost the shop will be open longer from 7am to 7pm Monday to Saturday and 8am to 4pm on

Sunday. Our cafe provides high quality, artisan coffee, hot and cold drinks and a selection of cakes, treats and savoury snacks with all available to sit in or takeaway. The shop will sell a wide range of local fresh produce, convenience items and a selection of wine and locally sourced beer and cider.

We hope that the shop and cafe will provide your club members with a great new coffee stop whilst out riding in the hills and we would appreciate it if you could pass this information on to them.

As keen cyclists ourselves we would also be very happy to provide any help or ideas for events that you may be holding in the near future.

For further information on the shop please visit our website at www.theshopcilcain.com or on twitter @theshopcilcain and facebook.

We look forward to seeing you soon.

Yours sincerely,

Kate Richards

----- ooOoo -----

'Vamos Cycling' in the Alpujarras, Andalucia



Cyclist Magazine ran a feature regarding this area in the November 2013 issue "Spain's Hidden Roads". I have recently returned from a 10 day visit in early April 2015 which endorsed "Cyclist" views that this is a great area to visit with fantastic, empty roads.

I stayed with Sarah and Gary Williams at their comfortable town house in Cadiar, which is a 2.5 hour drive (provided by Vamos) from Malaga airport. They provide guided/paced cycling trips (Gary is a really fit guy) or unguided (as preferred by your ageing correspondent) into the surrounding hills.

Accommodation is villa standard with the advantage of a bike workshop on site, evening meals with unlimited beer & wine provided at an extra cost of eu20 per meal and a free clothes washing service provided by Sarah. The house accommodates up to 10 people with a mix of single and double rooms.

Whilst I was staying a number of club groups were also in residence and provided excellent company in the evenings, once they had recovered from the daily



thrash of 70k to 120k with Gary. (Longer options are available---but remember that there are no flat roads in this area!) *Ed: I can vouch for that!*

Overall a super holiday in an area that deserves to be more widely known and is ideal for early season club training. Web site is www.vamoscycling.com --- more info in the "Cyclist" article referred to above. Best map is Michelin España zoom 124 Costa del Sol.

The area was extensively used during the first week of the 2015 Vuelta which gave an excellent travelogue of the countryside. **David Matthews**

CTC 'Winged Wheel' Repairers Plaque



In August 2014 the Chester and North Wales CTC was contacted and given a CTC Winged Wheel Repairer to plaque. The cast iron plaque had belonged to a



Café of the Year 2015

Now, this is a topic that is always a 'bone of contention' for us cyclists! Is the food cheap enough? Are there free refills? Will the bikes be safe and so on?

Now is our chance to support our favourite cycling café so just have a quick read of the rules for entry below and drop David Acklerley a line or give him a call with your favourite café nomination. The cafés concerned are really grateful for our support so let's show them our support!

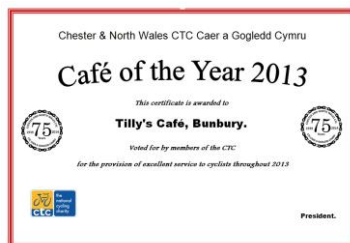
Tilley's and Walk Mill have already won this accolade so unfortunately aren't eligible for this year's competition.

The rules are as follows:

- Only votes from individual members will be counted; block votes from groups are invalid.
- A member may vote for the café of his/her choice once only in a calendar year.
- The café that secures most votes will get a Certificate from CNW CTC.
- The winning café in any year will not be eligible for entry in the competition until 5 years have passed since its last win.
- Votes should be sent to the Awards Committee by email to: vega27@btinternet.com or by phone to 01829 770

deceased CTC member and was painted yellow and in need of renovation. These plaques were issued to reputable cycle repairers and hung on the outside wall of such premises. These plaques are 100 years or more in age and the (Repairers To) are very rare. There are only 12 known to be in existence. The paint was peeling off and there was rust in places, but the cast iron was in good condition. We contacted a local company who shot blasted the plaque and painted it white. Our next challenge was to locate a firm to repaint the plaque; this proved to be most difficult. Then Brian Lowe came up with the suggestion of asking Reg Waud, a Chester & North Wales CTC member. Reg now retired was Head of Section Decorating & Course tutor Signwork at the Wirral Metropolitan Borough Campus. We were very lucky to contact Reg in January 2015 as Reg was having a clean out and his special paint brushes were about to be thrown out. Reg welcomed the project and straight away he researched this project re colours of existing CTC plaques and visited some local ones in situ. Reg then purchased the special paints and has done a wonderful job in repainting the plaque. Our next challenge is to find a location for the plaque to be seen?

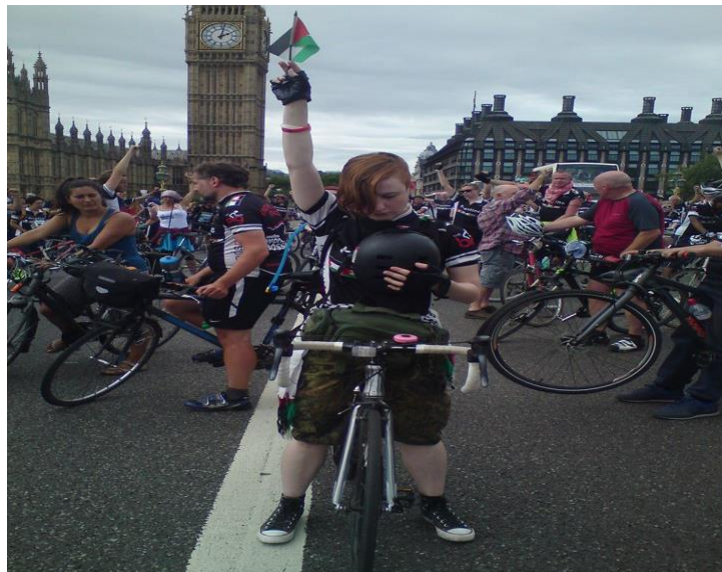
See Photos of Reg and the plaque.



The Big Ride Capital to Capital



August 1st was the start of "The Big Ride". It started in Edinburgh and nine days later ended in London. We had an amazing 9 days' riding through the Scottish Borders and the east side of England, riding between 37 and 71 miles a day - totalling about 450 miles and over 6,500 metres of climbing. Although day 2 was the longest and hilliest section, day 1 was tough because we got wet and cold. It got warmer and flatter and less windy, the further south we went.



The purpose of the ride was to raise awareness of the plight of the Palestinians, particularly in Gaza. Very little has been reported in the media of the devastation and horrific loss of life during Israel's latest bombardment of the Gaza. We felt it was up to us to remind people of the horrendous results of Israel's bombings. Over 2000 killed with 548 children amongst them. Saturday morning in the Meadows, Edinburgh, saw over 100 cyclists resplendent in their smart tops ready for the off.



After a few speeches and good wishes we heard from Dr. Mona El-Farra who is the Director of Gaza Projects of the Middle East Children's Alliance (MECA), human rights and women's rights activist, Vice President of the Palestinian Red Crescent Society of the Gaza Strip, and member of the Union of Health Work Committees. She told us about life in Gaza where she has lost nine members of her family including five children.

The cyclists held up photos of the 47 children killed in one day when a school was bombed, their names were read out and I don't think there was a dry eye anywhere. So that was the scene at the start. As we rode down the Royal Mile we started to chant out different slogans calling for the end of the siege of Gaza and for a free Palestine.



The Big Ride cont'd

The first stage was to Galashiels about 50 miles and although it was bright sunshine there was a very strong headwind. I am used to riding with a group of cyclists but this was very different and our chanting was having a



noticeable effect. We stopped at Peebles for lunch and the weather got worse as it started to rain.

Thankfully the radiators were working in our digs and we able to get things dry. Dermot who conceived the idea of The Big Ride would brief us each morning regarding the route and stops. He is one of

the most motivated people I have ever met; he was an inspiration to us all.

As we went through towns and villages people would ask us about our ride and then give us a donation and wish us well. We were also encouraged by welcoming committees in the places we stopped at overnight.

The first three days up to the border with England were the toughest with headwinds and rain but as we entered Newcastle the sun started to shine as we had a stop at the Angel of the North.

Our peloton was made up of an American from Baltimore, a couple from New Zealand, an Australian, and from all corners of the British Isles, every religion and race, and there was a great bond between us all. There were riders on recumbent, tandems, Bromptons and an electric bike. It included a 15 year old who was riding with his dad.



Dr Mona had said that people in Gaza were aware of our ride and she gave them reports of our progress. Our greatest wish was to let the people of Gaza know that they are not forgotten and that we can help to inspire hope in them.

There were lots of inspiring moments on the road with great receptions in Chesterfield, Bradford, Barnsley and Sheffield. The stopover in Bradford was a bit bizarre, a young Moslem couple had bought an enormous church to provide a local community centre, we

were scheduled to camp in the local park but they offered us to sleep in the church, and most of us did, except those kept awake by the snorers.

There is an odd photo of Helen in a crab like yoga position on the altar doing her morning exercises. We were all slowly becoming used to Uni accommodation. I'm not sure what the academic qualifications are like at Galashiels but it was like staying in a five star hotel. Jane missed out, staying in B&B with her friend who rode the first day. They didn't have an ensuite like we did.



The Big Ride cont'd

People were joining us at each stage and though some had to leave, the camaraderie was growing all the time. For me the climax was when we arrived in London, we shouted some abuse at Downing Street at Cameron and it was very moving when we blocked Westminster Bridge for a minute's silence in respect for the children killed twelve months ago. Frustrated motorists did us a favour by tooting their horns and letting the whole of Westminster know that something was happening. The finish of the ride was in Archbishops Park near Waterloo station where there were some moving contributions from various people.

This ride was one of the most rewarding and memorable things I have ever taken part in, and I can only liken it to the slogan of Amnesty International (It is better to light a candle than to curse the darkness). I hope that our efforts have at least done that to give some hope to those poor Palestinians in Gaza.

A final mention with regards to fundraising. When we were half way through the ride we were told that we



had exceeded our target of £50,000 and it would probably be £60,000. The biggest individual fund raiser was our very own Jane with over £2,500. So congratulations, a fantastic effort. Although we are still a bit tender, there is talk of doing another ride next year.

Thanks once again

to everyone who made a donation to a very worthy and deserving cause. Dermot incidentally has two Jewish children and there is a growing movement by Jews against the occupation of Gaza in Israel and throughout the World.

Nelson Mandela said "The situation in Palestine is a lot worse than we had to endure in South Africa, and no one will find true peace while it is unresolved". He also supported a boycott of Israeli goods.

Dov Weisglass adviser to the Prime Minister of Israel in 2006 said "The idea is to put the Palestinians on a diet, but not to make them die of hunger" are these the people who survived the Holocaust? He could have added by killing their children we will reduce the population long term. It's time we all tried to bring about change no matter how small, we can all boycott Israeli goods.

Please take the time to watch the report on YouTube. *JON SNOW RETURN FROM GAZA, PALESTINE 2014.*

No apologies for the seriousness of this article, but 'The Big Ride' was a very gratifying and moving experience. And when the sun shone, very enjoyable too. **Chris Byrne & Jane Marshall**

Hi Martin, If it is not too late could you request our readers if they want to see Pics and Videos of our ride to go to The Big Ride for Palestine/Facebook Cheers Mate Chris

----- ooOoo -----



Perhaps I should have already known this but I hadn't heard the expression 'use the 24" gear' when the hills get too steep to ride. What you say? 24" = 2 x feet !! Dohh

Our 'Hiding Place' for the Summer!

My apologies for the late edition of *'The Link'* but 'duty called'. Each summer we embark on our regular touring holiday and this year was no exception.



We cut it short because Sarah's brother and daughter were over from Australia and it seemed the decent thing to do to see them before they returned back to the Antipodes. We also wanted to come back to Wales during summertime to savour the incredible scenery – can you believe we hadn't actually done any cycling in Wales during the best time of the year!



So we caught the train from Wrexham to Portsmouth complete with the full 'tourers' and arrived just in time to catch the overnight ferry to Santander.



Over the next few weeks we trundled south travelling approximately 60-80kms per day, camping every night and plotting our course from campsite to campsite. In the evenings after our 'mandatory' glass of beer and having cooked our dinner we plotted our next day's course on the laptop and then downloaded it to the Garmin – worked a dream!





Our 'Hiding Place' for the Summer! cont'd

As we progressed further south the temperature gradually rose until after a couple of weeks the temperature never dropped below 30°C, in fact one day we recorded 51°C. That was warm especially as Dave Matthews had mentioned in his 'Vamos' Tour earlier in this publication that Spain doesn't really have any flat bits so what with the heat and the gradients it was sometimes a bit tough. All the time we were in Spain, we never descended below 300mtrs above sea level – not so good with 50kg bikes. All made good by the very courteous drivers, great road surfaces and fantastic scenery!

The turning point for us was down close to Almeria where one of my old work colleagues now lived so we dropped in to visit them and stay the night.

We then headed north again through Albacete, Teruel, Zaragoza and Pamplona finally entering France in St Jean Pied de Port ready for the short trip down the Pyrenees to Tarbes before heading north again.

We continued on our way finally stopping in Auxerre, 170kms south of Paris, where we caught the European Bike Express to return us to the UK.

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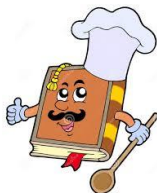


Overall, we travelled just over 4,000kms and climbed nearly 42,000mtrs spread over the 70 days duration.

It rained three times during the night and we never cycled in the rain – a great holiday!

During the whole trip we kept the blog updated which was fairly easy as most of the campsites had free wifi so for all the daily details just log onto sarahandmartin.vpweb.co.uk

Martin Brooks



Cycling Recipes

Best Ever Brownies

This is a favourite from Mike 'The Trike' - A fool proof recipe for squidgy cake squares, studded with extra chunks of chocolate for extra decadence, just what we need!

185g unsalted butter
185g best dark chocolate
85g plain flour
40g cocoa powder
50g white chocolate
50g milk chocolate
3 large eggs
275g golden caster sugar

Method

1. Cut 185g unsalted butter into smallish cubes and tip into a medium bowl. Break 185g best dark chocolate into small pieces and drop into the bowl. Fill a small saucepan about a quarter full with hot water, then sit the bowl on top so it rests on the rim of the pan, not touching the water. Put over a low



heat until the butter and chocolate have melted, stirring occasionally to mix them. Now remove the bowl from the pan. Alternatively, cover the bowl loosely with cling film and put in the microwave for 2 minutes on High. Leave the melted mixture to cool to room temperature.

2. While you wait for the chocolate to cool, position a shelf in the middle of your oven and turn the oven on to fan 160C/conventional 180C/gas 4 (most ovens take 10-15 minutes to heat up).



Cycling Recipes Cont'd

Using a shallow 20cm square tin, cut out a square of non-stick baking parchment to line the base. Now tip 85g plain flour and 40g cocoa powder into a sieve held over a medium bowl, and tap and shake the sieve so they run through together and you get rid of any lumps.

3. With a large sharp knife, chop 50g white chocolate and 50g milk chocolate into chunks on a board. The slabs of chocolate will be quite hard, so the safest way to do this is to hold the knife over the chocolate and press the tip down on the board, then bring the rest of the blade down across the chocolate. Keep on doing this, moving the knife across the chocolate to chop it into pieces, then turn the board round 90 degrees and again work across the chocolate so you end up with rough squares.

4. Break 3 large eggs into a large bowl and tip in 275g golden caster sugar. With an electric mixer on maximum speed, whisk the eggs and sugar until they look thick and creamy, like a milk shake. This can take 3-8 minutes, depending on how powerful your mixer is, so don't lose heart. You'll know it's ready when the mixture becomes really pale and about double its original volume. Another check is to turn off the mixer, lift out the beaters and wiggle them from side to side. If the mixture that runs off the beaters leaves a trail on the surface of the mixture in the bowl for a second or two, you're there.

5. Pour the cooled chocolate mixture over the eggy mousse, then gently fold together with a rubber spatula. Plunge the spatula in at one side, take it underneath and bring it up the opposite side and in again at the middle. Continue going under and over in a figure of eight, moving the bowl round after each folding so you can get at it from all sides, until the two mixtures are one and the colour is a mottled dark brown. The idea is to marry them without knocking

out the air, so be as gentle and slow as you like – you don't want to undo all the work you did in step 4.

6. Hold the sieve over the bowl of eggy chocolate mixture and resift the cocoa and flour mixture, shaking the sieve from side to side, to cover the top evenly. Gently fold in this powder using the same figure of eight action as before. The mixture will look dry and dusty at first, and a bit unpromising, but if you keep going very gently and patiently, it will end up looking gunny and fudgy. Stop just before you feel you should, as you don't want to overdo this mixing. Finally, stir in the white and milk chocolate chunks until they're dotted throughout. Now your mixing is done and the oven can take over.

7. Pour the mixture into the prepared tin, scraping every bit out of the bowl with the spatula. Gently ease the mixture into the corners of the tin and paddle the spatula from side to side across the top to level it. Put in the oven and set your timer for 25 minutes. When the buzzer goes, open the oven, pull the shelf out a bit and gently shake the tin. If the brownie wobbles in the middle, it's not quite done, so slide it back in and bake for another 5 minutes until the top has a shiny, papery crust and the sides are just beginning to come away from the tin. Take out of the oven.

8. Leave the whole thing in the tin until completely cold, then, if you're using the brownie tin, lift up the protruding rim slightly and slide the uncut brownie out on its base. If you're using a normal tin, lift out the brownie with the foil. Cut into quarters, then cut each quarter into four squares and finally into triangles. These brownies are so addictive you'll want to make a second batch before the first is finished, but if you want to make some to hide away for a special occasion, it's useful to know that they'll keep in an airtight container for a good two weeks and in the freezer for up to a month.

Recipe courtesy of Good Food Magazine, May 2003

----- ooOoo -----



- Always remember you are unique, just like everyone else.
- 42.7 percent of all statistics are made up on the spot.
- An ounce of diagnosis is worth a pound of cure.
- "Never argue with an idiot. He will only bring you down to his level and beat you with experience". *George Carlin*
- "One accurate measurement is worth a thousand expert opinions".
Admiral Grace Murray Hopper

Trigger's Broom?

You remember Trigger's broom don't you?

In the classic scene from 'Only Fools and Horses', Trigger claims that he's had his road sweeper's broom for 20 years. Then he adds that the broom has had 17 new heads and 14 new handles!

I have a bike like that – it started off as a Kinesis TK Racelight winter bike complete with mudguards. It was constructed with a frame of special lightweight aluminium and carbon forks. It then 'morphed' into a



light touring bike so we could indulge in 'credit card touring' in France and the Netherlands etc.

Following one or two 'issues' when touring due to the excess load of the luggage and my 14st of 'rippling' muscle (?) on the poor 700x23c Gatorskins and the Mavic wheels/spokes we decided to go for proper touring bikes – see our touring exploits on our Thorn Club Tours in this and previous editions of 'The Link' (sarahandmartin.vpweb.co.uk). This then released the Kinesis to undergo another transformation; this time into a dedicated Audax bike complete with hub dynamo and rear rack. So far, so good

Everything was going well and rode lots of events and the Kinesis made a great Audax bike but hang on – what is that creaking noise?

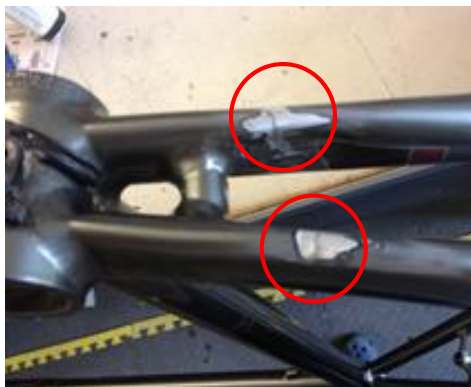
Ah well, let's go through the procedure, stand up to see if it's the saddle or seat post, yank the handlebars to check for stem issues, offload the pedals etc etc.

Still no idea what the issue was so I changed the bottom bracket as you do.

Fixed; or was it? It came back after an hour's riding – damn!

OK, short of tapping it with a magic wand there wasn't anything else left to investigate so

Turning the bike over one day I noticed the paint just chipping off beneath the chain stays. Upon further probing and a bit of paint scraping, I found the culprit. Whoops! Frame broken across both stays - ouch!



As you can see from the photo – the frame found a new home, it was called 'Tidy Tip'. It even had a nice man come to collect it!



So the next plan was to fit a new frame so everything came off the Kinesis onto my nice red Thorn Audax frame – another 'morphing' exercise

BUT surely the same bike? Trigger's Broom?



Now, it seems that I was not the only one to have issues with metal fatigue! Read Brian Lowe's story on his Giant **Martin Brooks**

A 'Cracking' Tale



Whilst I was waiting for a colleague to meet join me for a ride I was fiddling with my saddle bag and noticed a fine line at the junction of the top tube, seat tube and the seat stays. I had previously noted a similar feature which turned out to be the edge of a piece of clear plastic used at some stage presumably to protect the frame. I assumed this to be another one.



A few days later on closer examination I decided it could possibly be a crack and removed the surrounding coating with emery paper. As a mechanical engineer, crack like defects in metal were not unknown to me and one thing I do remember is that cracks can propagate. i.e. they can grow. I had this vague plan of finding the start and end of any defect and then if it was minor, drilling a small hole at either end to prevent further propagation. **Brian Lowe**

----- ooOoo -----

Smile – you're on camera!

'Snippets' from the Helmet Cam



So there we were the other Saturday on Dave Matthews 'Mamma's Mountain View' Audax having a superb ride in great weather.

But hang on, what's this?

On the last climb of the day just as we were struggling up Hope Mountain we espied a tractor ahead taking up all the road and going very, very, very slowly.

We tried to ride behind it but couldn't go slow enough so had to dismount and walk behind it. (24" gear?).

This went on for a while but we were starting to get fed up so we tried to attract the attention of the driver by peering into his rear view mirrors – no good, the glass had been broken and had long since gone.

The tractor then pulled over into a gap in the hedge so we could then get past.

We couldn't believe our eyes! Laying along the bonnet of the tractor was another man with a chainsaw cutting off the protruding branches in the hedge as they drove along.

The camera doesn't lie! The face of the 'bonnet man' has been obscured to protect 'the innocent'.

Mind you, they got their own back because 400mtrs up the road my front tyre succumbed to biggest green thorn you've ever seen – ermm clearing roads up after making a mess?

This actually turned out to be an advantage because it gave me an opportunity to rest my aching legs!

----- ooOoo -----



A bloke sat in his armchair shouts to his wife:
"When I die I'm going to leave everything to you my love".

She shouts back **"YOU ALREADY DO YOU LAZY BLIGHTER!"**

----- ooOoo -----

Thought I'd better write it down whilst it's still in my mind
There's a lot of empty space in there where it could get lost!

----- ooOoo -----

Unusual Bits!



Do you remember cotter pins?

Mike Roberts does!

These are actually 'self-extracting' – saves you drifting them out and messing up the threads.

When you want to get the cotter pin out – just change the nuts over and wind it out, easy, isn't it?

Not sure it's relevant nowadays but who knows when the concept could come in handy?

----- ooOoo -----

Cycling First Aid Advice from Paramedic Steve

The third in the series



Fractured Collar bones and associated injuries

Causes

When falling, the natural reaction is to put out your hand to save your head, as the hand hits the road a pressure wave goes up the arm, possibly breaking the wrist, forearm and finally the Collar Bone or by landing shoulder first on the road, remember the head will continue on its journey due to its weight and so the casualty may also sustain a head injury.

Cycling First Aid Advice cont'd

Signs and symptoms

Pain over the area of the break
A bump or step may be seen
A reddish bruise starts to appear
The Shoulder appears to sag or drop
The Inability to raise the arm due to pain
Some people report a popping or snapping sound

Complications

Alongside major bones are major blood vessels and nerves, bone normally protects major organs, so when the bone snaps it can cause further damage.

Damage to underlying organs – punctured lung causing difficulty in breathing

Damage to blood vessels – Arteries and veins leading to blood loss

Damage to nerves – loss of movement or sensation

Associated injuries –FOOSH !

FOOSH, Fallen On Out Stretched Hand

Fractured Fingers

Fractured Hand

Fractured Wrist

Fractured Forearm

Look for Swelling, loss of movement, deformity, unnatural movement, tenderness, pain and shock.

Treatment

Look for underlying problems, difficulty in breathing, or massive swelling

Watch for deterioration, the casualty going into shock

Do not allow to ride any further

Send to hospital for an X-ray

To sling or not to sling that is the question?

The role:

A sling is to support, comfort and prevent further damage.

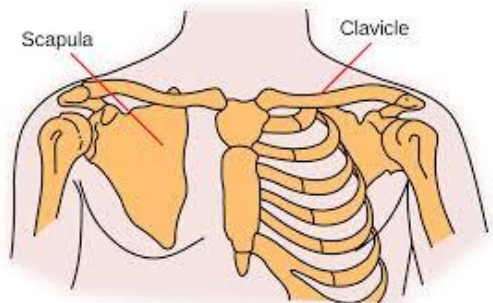
When to:

If you need to transport somebody to hospital yourself.

But it is probably best left to the Ambulance Service as they can give pain relief as well.

When not to:

The Casualty will find the most comfortable position for themselves, sometimes trying to fit a sling makes things worse by causing pain, and pain is nature's way of saying something is not right.



Traumatic cycling fractures of the forearm and wrist



Fig. 1

Have the casualty support the arm on the injured side
Apply a sling if trained to do it.

When in Doubt - DON'T!

How to:

There are 2 types of sling both support the arm and wrist, so it is going to be a compromise which one you use.

A neck warmer (Buff) can be turned into a collar and cuff support by putting a twist in it between the neck and wrist.

By one member of the group carrying a proper Triangular Sling would help, the trick for applying a sling is to try a knot in the point and have the elbow sit in the cup then tying the two ends behind the casualties neck in a way that the sling supports the arm on the injured side, "Put the point to the joint"

Steve Evans

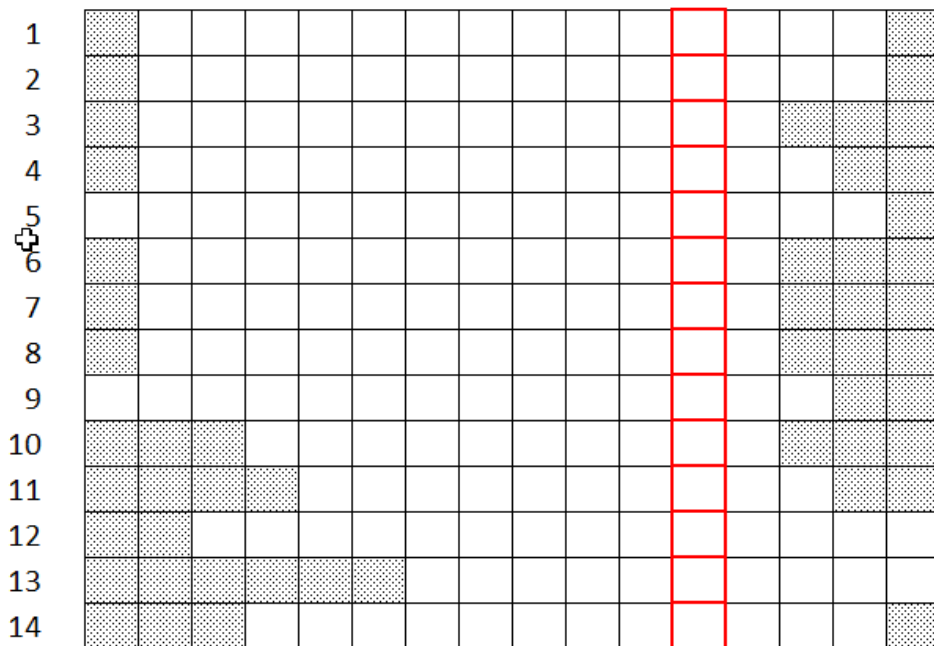
Paramedic Training Manager
Cyclist and CTC member
twitter@paramedicsteve

WHEN IN DOUBT - Don't!



The TDF Test!

Name the Rider in the highlighted column! Steve Larwood tests your memory



- | | | | |
|---|--|----|---|
| 1 | The "Shark of Messina" (2014) | 7 | Spanish rider "Perico" for Benesto (1984) |
| 2 | First rider to win the TDF five times (1957, 1961-64) | 8 | Won the TDF and the Giro d'Italia in the same year (1987) |
| 3 | Spanish Rider for CSC Saxo Bank with Andy Schleck (2008) | 9 | Olympic time trial winner in same year (2012) |
| 4 | Lost out in dramatic fashion on final time trial in 1989 (1983-84) | 10 | Beat (4) by 8 seconds after final time trial stage (1989) |
| 5 | "El Pistolero" (2007, 2009) | 11 | Only Australian Winner (2011) |
| 6 | Promoted to 1st after disqualification of Floyd Landis (2006) | 12 | Five time consecutive TDF winner (1991-95) |
| | | 13 | Given 'The Look' by Armstrong (2001) |
| | | 14 | "Il Pirata" (1998) |



⬆ The object of the exercise is to name the rider in the highlighted column! ⬆

----- 00000 -----

- | | |
|---|--|
| <ul style="list-style-type: none"> - A clear conscience is usually the sign of a bad memory - A closed mouth gathers no foot - A conclusion is the place where you got tired of thinking | <ul style="list-style-type: none"> - A flashlight is a case for holding dead batteries - All generalizations are false, including this one - Eagles may soar, but weasels don't get sucked into jet engines |
|---|--|

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Event reports June/July 2015

Bob Clift Memorial Rides - 29th June



A cloudy day with clearing showers greeted the riders who arrived for this year's event.

Although the showers chased a few of the 100 milers around, none got really wet, with conditions brightening and warming up as the day progressed.

The riders of the 42 entrants for the 100 mile route had, as usual, a wind assisted first half, a pleasant coffee stop at the Great Budworth Ice Cream Farm, before setting out onto the gradual(!) ascent of the Edge [Alderley] towards Bollington, where the usual the substantial refreshments were delivered.

This year a mobile catering and control station set up in Hassall Green at the car park of the Cheshire Salt Line Trail, was very welcome.



The riders of the 66 entrants in the 50 mile route had the usual pleasant coffee stop (with the giant-sized Danish pastries) at the Carriers Inn, and the usual welcome lunch at the Jessie Hughes Institute in Eaton.

The Jim Skelding Trophy was won this year by Charlie Thomas, who, as in the manner of last year, was accompanied by his Dad, or the other way round!

Many thanks go to the usual team of helpers who turn out each year to man the HQ, park the cars, and run the satellite control and refreshment points.

A special mention to helper Stephen Clift, son of Bob Clift, deviser of the Cheshire Cycleways route, who retains the family's link to the event.

All is already booked for the same Sunday next year, so if you haven't tried it yet, well worth a pleasant day out, weather permitting! **Alan Oldfield** (Organiser – 2015)

Bert Bailey Memorial Veterans 100



70 riders took part in the event with riders all setting off in led groups. One rider came off & was taken back to the start with his friend by the sag wagon & David Ackerley. Sam Martin was unable to complete due to mechanical problems 16 miles from the finish. (It was Sam's longest ever ride & he delighted that he was later sent a certificate for the distance he had achieved). Thanks to Laurie Mason and his team who took over for the first year. The event was enjoyed by all. Next year will be a Triennial Veteran's 100 year. The date has now been agreed with National Office.

----- ooOoo -----



Corwen C&NW CTC Rides

First thing to say is that we had reasonable weather for once. A bit windy (but westerly to push riders home) with dry conditions, occasional sunshine to alleviate the chill and good views.

Barmouth Boulevard 204k: 3750m ascent

Double the normal entry (a new trend in 2015 is that 200k rides are attracting at least the same number of entries as the shorter rides, as witnessed at Eureka and Tour of the Berwyns) with 22 riders completing this tough ride. John Wilkie is the only C&NW rider.

Everyone said how much they enjoyed themselves and there was a great atmosphere in the Royal Oak at the finish as people re-lived their experiences over a pint.

Some yacf comments reproduced below:

"Absolutely wonderful day out! The highlight for me was the trip up the valley to Abergynolwyn, under Bird Rock, but managing to ride Bwlch y Groes was also pretty special. Had some great company as well. Many thanks, Dave."

"Now that was tough! Great day out with truly stunning scenery all the way, everything Dave had promised. Weather was generally ok, however a tough headwind out to Harlech and cross wind all the way to Llangelynin had sapped all my strength so I was unable to fully capitalize on the super tail wind back to HQ."

"Great route: fantastic scenery, sea views and some nice quiet lanes which we particularly enjoyed".

Brenig Bach 107k: 2000m ascent

22 riders completed this super scenic, steep, remote, Graham Mills Classic. Your organiser rode it a week later, as is allowed by Audax UK rules, and found it still a tough proposition but well worth the effort.

7 riders are from C&NW CTC

Bala Parade 60k

The toughest of our introductory routes with 800m climbing. Your organiser rode this unofficially as Brenig Bach is his official entry. The opportunity was taken to check the original return route to Bala along the main road on a summer Saturday - conclusion that route back along eastern side of lake is safer and more pleasant due to speed, if not quantity, of traffic on main road.

17 completed rides including 11 riders from C&NW CTC who enjoyed this amenable, scenic route and excellent pub stop at The Eagles at Llanuwchllyn.

Well done to all riders and thanks to cafes and the Royal Oak at Corwen. I am passing the organisation of these rides over to Vicky next year so watch out for possible change of date under the new management.

Eureka Excursion 215 K

This ride was originally 230k long in 2013 to accommodate the "Powers That Be" at Audax Towers to ensure that the route covered a straight line minimum of 200km between controls. However changes were allowed after reviewing the first event which have resulted in a superior 215k route, travelling to High Legh rather than Wilmslow and the Manchester conurbation at the Northern end.

This year the 200k event was run to the strict BRM (Brevet de Randonneur Mondiaux) rules which allows a maximum time limit of 13h 20min.

52 riders started this event of which 11 were registered as C&NW CTC. 48 riders finished the full distance; 1 rider opted for the 130k route after a series of punctures early on.

One rider fell off at Bunbury, but was pronounced fit to continue after being checked out by the paramedics. (Note: rider was not wearing a helmet and was lucky not to be more seriously hurt; he has vowed always to wear a helmet in future)

All finished well within the time limit.

David Matthews

Ed. - Thanks to David Matthews for all his hard work organising the events.



So You Think English Is Easy?

- The bandage was wound around the wound.
- The farm was used to produce produce.
- The dump was so full that it had to refuse more refuse.
- We must polish the Polish furniture.
- He could lead if he would get the lead out.
- The soldier decided to desert his dessert in the desert.
- Since there is no time like the present, he thought it was time to present the present.
- A bass was painted on the head of the bass drum.
- When shot at, the dove dove into the bushes.
- I did not object to the object.
- The insurance was invalid for the invalid.
- There was a row among the oarsmen about how to row.
- They were too close to the door to close it.
- The buck does funny things when the does are present.
- A seamstress and a sewer fell down into a sewer line.
- To help with planting, the farmer taught his sow to sow.
- The wind was too strong to wind the sail.
- Upon seeing the tear in the painting I shed a tear.
- I had to subject the subject to a series of tests.
- How can I intimate this to my most intimate friend?

Let's face it - English is a crazy language.

There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple.

----- ooOoo -----

Caption Competition



There's always one who 'goes against the flow'!
(seen on the road to Cahors, France)

Remind you of anyone that you know?

----- ooOoo -----



-Ever stop to think, and forget to start again?
-Everyone has a photographic memory. Some don't have film.

- Experience is something you don't get until just after you need it.
- Experience is what you get when you didn't get what you wanted.
- Few women admit their age. Few men act theirs.
- For every action there is an equal and opposite criticism.

----- ooOoo -----

Stuff for Sale!



Longstaff Tandem:

The first bike is from my old mate from down south's tandem. Now surplus to requirements since his pilot has given up cycling due to a severe bout of 'indifference'.

It's a George Longstaff hand built from Reynolds 853 and it's really immaculate!

The size is 22" x 20" (56 x 51cm) and is fitted with Ultegra Hollowtech with Mavic rims on Shimano hubs.

He only wants £700 or thereabouts for it – anyone interested?

Contact Martin Brooks on 1244629762 for more details.



Coventry Eagle Touring Bike:

And now this is a bit sad:

George Adam was a Chester & North Wales CTC member for many years. He rode with several groups and was a regular helping at check points for CTC and Audax events.

When George died he left his cycling equipment to Chester & N. Wales CTC with the intention that the items be sold and the proceeds go towards club funds.

Thanks to Andy Polakowski, Mike (the trike) Roberts and Dave

Satham most of the items have been sorted and priced. Several items are labelled with a suggested price, others are for sale for any reasonable offer. There are also some odds & ends which can be had for a donation.

Also for sale is his Coventry Eagle touring bike with an approx. 20" lugged frame with 21½" top tube constructed from Reynolds 531 with 501 forks. It's fitted with a double chain ring, Mafac centre pull brakes and a Brooks saddle.

Offers over £125.00 Please contact Lowri Evans on 01824-709709 for more details.

----- ooOoo -----

My Rhine Adventure – July 2015

In recent years my home and work commitments restricted the duration of cycling holidays to 3 or 4 day breaks, then last October I retired and brought a new touring bicycle to enjoy longer cycling trips. Over the winter months countless television adverts were showing European river cruises. These gave me the thought of embarking on a 2 week cycling holiday alongside the river Rhine and this is a short version of my adventure:

The source of the river Rhine is Lake Tuma in Oberalppass, Switzerland. My intention was to start my cycle ride from Oberalppass and follow the river to where it flows into the North Sea in the Netherlands. An internet search revealed lots of



interesting stories that had been written by people who had cycled this route and many of them referred



to a guide book: *The Rhine Cycle Route: From source to sea* by Mike Wells (ISBN 978 1 85284 691 6)



My Rhine Adventure cont'd

which I ordered. The information guided me to places that were worth seeing and gave very clear directions that prevented me from getting lost.



The most challenging part of the adventure was although there are faster and perhaps less expensive ways to get there. Oberalp pass at 2046 meters is one of the highest places that tourists can

stay in this part of the Alps and despite arriving on mid-summers day, snow was still visible.

My descent from Oberalp pass included spectacular scenery and a musical accompaniment from bell wearing cattle and goats that were grazing on both sides of the switchback road.

The first section of the river Rhine is referred to as the Alpine Rhine. Here the water is a drinkable milky blue colour. It flows next to Liechtenstein into the Bodensee by Bregenz in Austria. Bodensee is a very popular holiday destination due to its warm climate and Alpine backdrop.



From Bodensee the river is funnelled through a series of hydroelectric dams to provide electricity and at Rheinfall the gently flowing Rhine becomes a mass of foam, noise, spray and power as it forms Europe's largest waterfall.

Many would say that the prettiest part of the Rhine is the middle section where vineyards that flank the hillsides of France and Germany are a major tourist attraction for those who have booked a river cruise.

I enjoyed the same scenery at less cost with the ability to stop at places and times of my choice.

At the Rhine gorge the seductive nature of the river has been immortalised by the humming Lorelei rock where a siren named Lorelai is seated. She is said to bewitch passing sailors and cause them to ground



their boats or lose control of them and sink. She is harmless to cyclists.

The lower section of the Rhine is very industrialised and populated at Cologne and Koblenz in Germany and here at Rotterdam in Holland. After spending most of the holiday surrounded by beautiful scenery and quiet cycle lanes, such cities are a reminder that the river provides raw materials for manufacturing, goods for export, services for power and a livelihood for tens of thousands of people.

Whilst the Rhine forms a natural border that separates countries, the cycle route passes many examples where those borders have been fought over, most recently during the 2nd world war.

On this bike ride I had cycled from Switzerland into Liechtenstein and then into Austria, Germany, France and Holland. Whilst the absence of border crossings seemed a little strange it certainly makes movement between different countries seamless and that for better to worse, borders are simply man made barriers.

If you would like more details about this holiday please visit my travel log:

<http://harlechjoe.wordpress.com/>

Joe Patton, Harlech



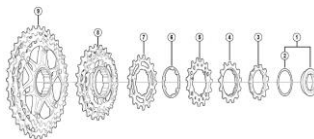
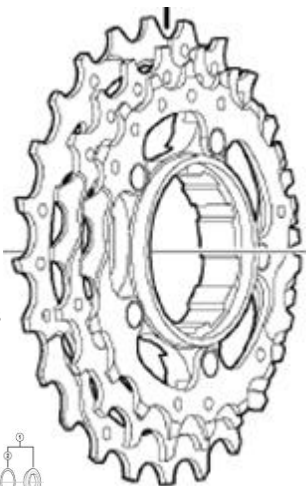
Tech Tip No. 2



Ever have problems getting your cassette off – have you an alloy cassette carrier?

Steel sprockets dig into the carrier causing 'burrs', steel being harder than aluminium of course!

Use a cassette with as many of the sprockets mounted on a carrier as possible – this spreads the load and prevents that 'sticking' feeling!



----- ooOoo -----



Touring Bike Electrics

Remember the article in the last edition with regards to Sarah & I's touring expeditions? Well, several people have enquired how we manage with getting our electricity sorted to fuel our electrical bits and pieces.

Well, an important topic when you consider we carry 2 x iPods, 2 x Kindles, 2 x smartphones, 2 x Garmin GPS units (Edge 800 & Edge 1000), 1 x Windows Notebook (Asus Transformer) with the Garmins taking the ultimate priority as we only carry a country map with nowhere enough detail for cycle touring so rely on the GPS for all our routes/directions etc.

Anyway, when we did our tour last year we visited 17 countries so you can imagine the quantity of paper maps we would need to carry so we choose to have all our detailed maps on the laptop so we can plot the route then download to the GPS. Works every time – so far! We have to carry the laptop anyway so we can write up the daily blog, google local points of interest, emails etc.

Now, we have three levels of electrical support in our touring portfolio; self-contained, backup and FOC.

Self-Contained: We both use SON front wheel dynamos on our touring bikes mainly so we can have good lights but without the need for batteries and also because abroad we often need to cycle through road tunnels and also cycle path tunnels and that would be just too 'hairly' without lights!

Now, most of the time we don't use the lights but it's such a waste generating all that electricity and not using it so we've fitted Biologic ReeCharge units to the bike top tube.

These units are basically a self-contained lithium batteries capable of being charged up by the dynamo but also fitted with a waterproof USB port. When the Garmin's battery gets a bit low which is generally after 6 or so hours of full navigation we just plug it into the ReeCharge units which then charges up the Garmin while we cycle along. Easy!

I also have one of these set-ups on my Audax bike which allows a full night's 300K event without worrying about missing the turn instructions!

These ReeCharge units need to be a quickly removable unit so it's not left out when we camp being potentially at risk of being stolen but also can

Touring Bike Electricscont'd



Be mainly used for charging up the phones, iPods etc while in the tent.

You will also notice from the photo of the front wheel dynamo that it's fitted with a plug and socket so the electrics can be disconnected in the event of needing to remove the front wheel for punctures etc. It's marked bright yellow so we don't forget to unplug it!

Another potential issue when using a dynamo rear light is how to get the wiring from back to front without clips and wandering leads – we use standard wrap-around cable tidy which is wound round the cable and the rear brake cable together to make a single neat installation – see photo.

Also under the 'Self-Contained' heading comes the Voltaic Solar Cell mounted on the rear rack pack – see photo. Again it's such a waste not to use the free energy available. As we generally cycle in warm/hot countries there is plenty of sunshine to keep the solar cell working to charge up the integrated lithium battery. This is also fitted with an integrated USB port just right the phones, iPods & Garmins.

Backup: Now with all this free energy why would you need any backup? Well, laptops typically are a bit



fussy with their charging requirements and normally need a more 'substantial' power input so we carry a separate power source with a high capacity output (12,000mAh – 3amps with one dedicated 1amp). It's very small (95mm x 80mm x 20mm) and provides loads of power although we don't use it very often because the laptop uses very little power and the battery lasts for at least 10 hours plus of course the added advantage of the 'FOC' category below!

FOC: Or as we know it 'Power Pimping'! As we always stay on proper campsites they always have electrical supplies for the Camper Vans/Caravans. Now these use special plugs to get their electricity so guess who's obtained one of these?



At every opportunity we plug into the campsite's electrics and charge up everything we can overnight!

Failing that, most of the campsites will let us plug the laptop into their office sockets without any issues.

Martin Brooks

----- 00000 -----

Postcard from Spain

Despenaperros, province of Jaén, 8th June, 2015

Despenaperros is literally translated as 'plunging dogs' referring to Moor captives being flung by Christians into the ravine of the river of that name. On our bikes, we grateful for the Arco barriers to save us from the same fate.

We had set off from base early, with caravan, hoping for an uneventful 300km drive to our destination. The scene was set when I forgot the routine, and there is a sequence, to hitching the van to the car. I think it is called a senior moment?

That overcome, we settled down to an easy drive, with acknowledgement to our Tomtom navigation system. I am a regular rear window checker, although the Guardia would not be alerted by my speed. A sheet of white plastic was flapping on the rear of the caravan. I stopped. It was not comfortable standing in the heat, on a narrow section of hard

shoulder on the A4 Autovia. A screw had loosened, and dropped out of the bottom of the fairing which was only held in place by another screw half way up. I had to break the fairing and jump back into the car.

When we arrived at the campsite, we found our taps were not flowing and the canopy could not be retracted. Caravan 24/7 breakdown service failed to respond. Eventually DIY and fellow camper assistance solved the problems, and I added to my fund of knowledge.

I noticed two fellow cyclists erecting their tent and saw that they had mudguards on their bikes, a sure sign that they were Brits. They were Sarah and Martin, members of CTC North Wales and Chester. Martin being the Hon. Ed. of the local mag 'The Link'. We had corresponded in the past, but had not met. When they left, we joined them in the descent into the ravine, stopping for coffee at the bottom, then retracing up the 5km climb. **Alan Johnston**

----- ooOoo -----

Electric Tony! Another 'eBike'?



Yes, I destroyed 2 Golden Motor e Bikes within 13 months when riding our usual steep hills and tracks in Wales. My DIY attempt to set up an e Bike using a

favourite road bike failed. Apart from being too heavy, clumsy, and a challenge to ride, this GM 'eBike' kept breaking down.

However it gave me some lessons. The big concerns when choosing an electric Bike are:

- Will it have enough power?
- And how far will it go before the battery runs out?

With the GM climbing was limited by the front wheel slipping. I could climb almost any steep track; and I was able to ride about 40 miles in the mountains or 50 miles along Cheshire lanes. It was a pity that it was too unreliable.

So in order to continue enjoying the company of my many cycling friends I needed to find a reliable machine. The major considerations are unchanged; e.g. choice between pedelec and throttle control and of course price.

I had tried a pedelec with a switch to pre-set the power level. Any pressure on the pedal turned on the power at the pre-set level. Whoosh!!

My GM 'eBikes' had a throttle to control the motor. The throttle could be set to maintain a certain speed, braking released the throttle. This system worked and I could easily ride among a group. So this was the performance to match.

Electric Tony cont'd



A wide selection of e Bikes is on offer across the world and regular technical advances keep bringing new models. I sought a properly engineered machine abandoning any idea of adapting my existing touring bikes.

Most 'eBikes' have a geared motor assembled into the rear wheel. Electric cables go from the wheel to the battery and then to the controller on the handle bars. Usually the battery is mounted upright over the bottom bracket to avoid raising the centre of balance for the Bike.

At the 2012 cycle festival Lowri introduced me to a couple from York who had Kalkhoff pedelec Bikes. They happily rode 50 miles or more around Ruthin and so encouraged, I focussed on Kalkhoff.

These machines are designed as 'eBikes' from scratch. The motor is below the bottom bracket and drives the chain through internal gears. The battery plugs into the motor.

An electronic control computer is in the motor housing. Cables are routed inside the frame to emerge at the handle bars where the visual display and switch unit allow choice among 3 power settings.

This keeps the electric system totally clear of the wheels and gears so puncture repair or any adjustments are much easier. When the battery is exhausted the Bike can be ridden as a normal, but it is a heavy machine.

Kalkhoffs have a robust pannier rack back and front but no rear suspension. Mine have 700C 37mm plus touring tyres.

These Bikes have one minor disadvantage; the bottom bracket is 100mm higher above the ground than usual for a touring bike.

A unique pedelec system is the secret to Kalkhoffs battery life and range. It is special, the controller senses the pressure applied to the pedal and then

adds a preselected increment. No electricity is consumed unless the pedal is pushed. Push a little and the battery adds a little, but push harder and the battery gives more. Battery life is maximised by avoiding hard acceleration and cycling steadily at around 12 mph.

Kalkhoff bikes are sold by 50 Cycles Ltd and they are very costly, over the top of the market. However 50 Cycles seem to hold bi-annual sales when they really do cut prices.

My first Kalkhoff was bought in August 2012, it has a black frame, sloping top tube, 10 speed Shimano GT gears, disc brakes and a 350 Watt motor with a 25 V battery. It has every conceivable widget and can easily maintain 20mph. After 4,500 miles I am happy that it has met my every expectation.

Both motor and battery design have moved on since 2012. Battery weight has reduced and motors are upgraded.

My latest Kalkhoff Agutta bought in March 2013, features a step through frame (I do not have to climb up and over). It has a 250 Watt motor and an improved, smaller and lighter 36V battery. Apart from top speed, using the middle power setting, my Agutta matches the performance of the more powerful black Kalkhoff set on minimum power. With, and a simpler handle bar display, an 8 speed Nexus hub gear and V brakes it has met every need. Easier to clean and maintain, after 4,500 miles I am very satisfied with this machine. It is reliable and convenient.

These notes make me sound like a sales man. There are other makes to consider. If you are interested, try them. Technology is moving on so fast. Meanwhile I am very happy to have a new lease of cycling life, I have great fun, and my 2 bikes allow me to keep up with many cycling friends.

Tony Wilkinson



Understanding Engineers

No 1: Two engineering students were biking across a university campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a



beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fit you anyway."

No 2: To the optimist, the glass is half-full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be.



Understanding Engineers cont'd

No 3: A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the Greenkeeper. Let's have a word with him." He said, "Hello George, What's wrong with that group ahead of us? They're rather slow, aren't they?"

The Greenkeeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!" The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if here's anything she can do for them."

The engineer said, "Why can't they play at night?"

No 4: What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons.

Civil engineers build targets.

No 5: The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that?"

No 6: Three engineering students were gathered together discussing who must have designed the human body.

One said, "It was a mechanical engineer. Just look at all the joints."

Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

No 7: Normal people believe that if it isn't broke, don't fix it. Engineers believe that if it isn't broke, it doesn't have enough features yet.

And finally: Two engineers???

Two engineers were standing at the base of a flagpole, looking at its top.

A woman walked by and asked what they were doing.

"We're supposed to find the height of this flagpole," said Sven, "but we don't have a ladder."

The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her pocketbook, took a measurement, announced, "Twenty one feet, six inches," and walked away. One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!"

----- ooOoo -----



In the next edition

In the next issue we will have the regular topics:

My Bike – let's all see what's special to you and why!

Letters to the Editor – what's on YOUR mind?

Tech Tips – what do you do to make life more simple?

Café of the Year nomination – show your appreciation to your favourite 'watering hole'

Your favourite rides – everyone has a favourite ride, what's yours and why?

Your favourite bike – oh yes, we all have a bike we prefer to ride, what's yours?

Your favourite touring trips or holidays – you know you have at least one! Was it a CTC organised holiday?

Unusual bits and pieces etc etc

Well, the truth of the matter is that we won't have any of these things if you don't write in, call me or even chat to me when we ride out together - no input, no magazine, your choice!

So **Come on let's hear from you!**



My Bike – Members Machines

Yet another 'Winter Project'!

Machine: 1968 Jack Hearne



Owner: Martin Brooks

Acquired: Last year from a friend of a friend who had bought it from new, raced it then hung it up in the garage and stored it under a sheet for over 30 years!

Reason for purchase: I've always wanted an old classic bike with the intention of riding it in the L'Eroica* in Italy at some time. This bike is a 1968 and it's still in its original condition.



Renovation: Still waiting for that 'rainy day'. I will strip it right down and polish up all the aluminium before reassembling. I won't repaint it as I feel this detracts from its originality and I think an old bike just doesn't look right in shiny new paint/decals, besides, it's in fair condition.

Technical Specification: Built by Jack Hearne in Slough, the frame is Reynolds 531 built with Prugnat long point lugs. The group set is 100% Campagnolo Nuovo Record with a 5 speed block and double chain ring. The hubs are also Campag fitted with Fiamme Sprint rims. The bars and stem, Cinelli.

**L'Eroica started in 1997 because of one man, Giancarlo Brocci, who admired the values of a past cycling so much that he wanted to reconnect others to the heritage that inspired much Italian history, literature, culture, and music. L'Eroica was also begun as a foundation for the protection and preservation of the last gravel roads in Tuscany. These romantic concepts led to the idea of L'Eroica, an event that initially saw 92 "hunters of feelings and emotions", as the creator Giancarlo Brocci defines them. The event is open to machines pre-1987.*

"We want people to rediscover the beauty of fatigue and the taste of accomplishment" Giancarlo Brocci

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