



# BLACK METAL RANDO

A photo journal by Ole Erik Lovold

 **FAIRLIGHT**

## ABOUT ME

Hello, I'm Ole :-) I'm a recreational cyclist living in Oslo who got into bike touring and bikepacking in 2015. Since then I've gone on many overnights and week-long adventures with my bike, mostly in the southern half of Norway. My day job is in photography, and I also love to photograph my bike travels, looking for nuggets of gold along the side of the road.

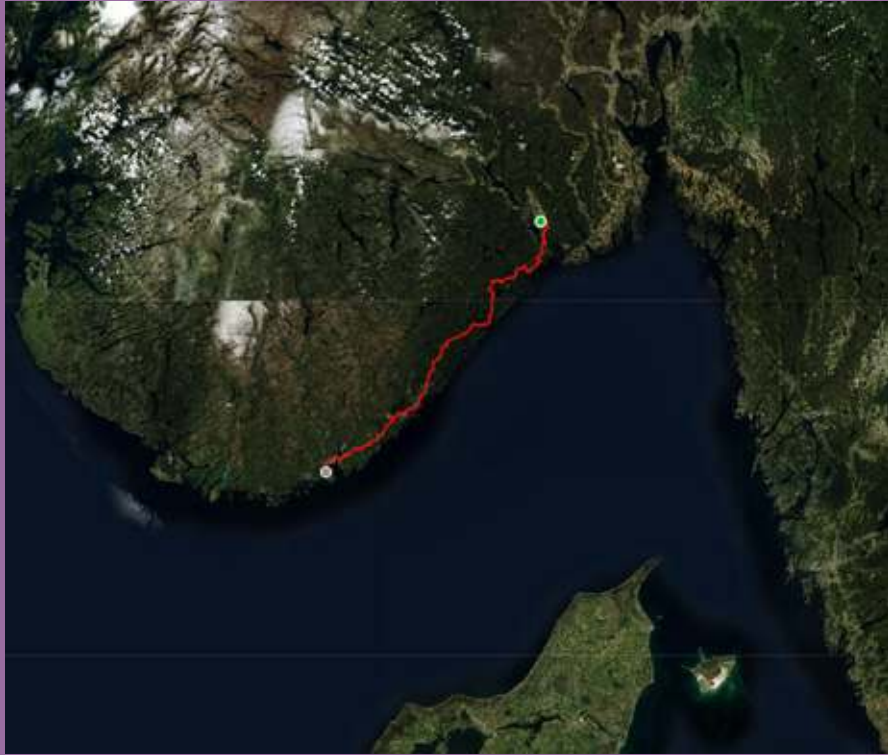




# BLACK METAL RANDO



# THE ROUTE



The route followed the southeastern coast of Norway, starting in Porsgrunn and ending in Kristiansand, where I was visiting my in-laws – a distance of about 200 km. The ride was originally planned as a 360 km overnighter, but as the weather would have it, there would only be one dry day this week, so I took the train one third of the way so I could make it in one go. I can bear a day of riding in the rain in summer, but in late autumn and winter I will avoid it at all costs. As this route was new to me, I made a Strava route and transferred it to my Wahoo. I like to keep the option open of changing the route slightly if it appears sensible in the field, which I ended up doing a handful of times, mostly with good results. National cycleway 1 and the North Sea Cycle Route also follows this way, and is relatively well signposted.

I planned for most of the ride on tarmac and paved bike paths, with some shorter gravel sections. But I am so enchanted by this folkloric landscape that I forget to check my navigation: and sure, I was led astray! After only 24 km I deviated from the route, opting for a detour on narrower roads and into the forests. It adds a bit of elevation and distance, but that's a sacrifice I'm nearly always up for making.

Planned stats (see the end for actual stats):

**206 km**

**2489m elevation**

**9 hours 23 min estimated moving time**

**Ride date: 29th October 2020**



# KIT LIST

## Bike

- Faran 2.0 GRX 800 2x
- Dynamo wheel set and SON lights front & rear
- Porland Design Works full length mudguards
- Panaracer Gravelking slick 38c (tubed)
- Nitto M18 rack with Gramm rando bag
- Revelate Designs frame bag
- Lezyne backup rear light

## Clothing

- SPD SL shoes with reflective shoe covers.
- Short bibs with winter tights on top
- Thin shortsleeve wool base layer
- Longsleeve winter jersey
- Insulated gilet
- Lightweight down jacket
- Wool socks & shoe covers
- Infinium gloves + lobster gloves
- Windstopper hat under helmet
- Merino buff
- Rain jacket
- Spare pair of warm socks

## Misc

- Bike computer
- Tools, spare tube, pump, tyre lever
- Powerbank, charging cables
- Earpods + playlist of country rock bangers
- Fujifilm X-T4 with 16mm lens
- 35mm lens
- Tripod
- Variable ND-filter
- Lion, Haribos, nut bars
- Antibac, face mask
- Chain lube, chamois cream





# THE BIKE

Having owned a Secan previously and been enamoured with it, I had high expectations for the Faran 2.0, which fixed my single niggle with that bike: a lack of mounting options on the fork. Now with the Faran I could finally fulfil my life-long dream of running a rando bag setup, the king of convenience in the world of bike bags. The geometry is also slightly different, with the Faran 2.0 having a low-mid trail for quicker handling. This was noticeable immediately as the bike responded rapidly and assured to steering input, as well as feeling great when sprinting out of the saddle. But while the bike feels alive and fun when asked, it also behaves very well when you just want it to disappear beneath you.

That's perhaps the quality I appreciate most in this bike: the excellent comfort. It flexes in all the right places and feels like riding a magic carpet sometimes, laughing in the face of bumpy roads. Having full-length mudguards over big volume tyres also contributes immensely here, the mudguards keeping you clean & dry while the tyres smooth everything out and provide tons of traction. The dynamo lights give me comfort too, because being seen and not having to worry about charging batteries is something I value a lot. That the wiring is internally routed on the Faran 2.0 just makes it even better. All the little details that went into the design make it greater than the sum of its parts. The bike just feels like it wants to take care of you and keep you going, and that is exactly what I want out of a bike, especially on those long rides when things can get a bit hairy.

























# PREPARATION

I love all-day bike rides. But until this one, I had only done them in summer, when the light is abundant and the temperature warm – riding far in wet, cold and dark conditions is a different game. It demands more preparation in terms of planning, clothing and gear to protect you from the elements.

Temperatures would range from a high of 8 degrees during the day to 2 degrees at night. In these conditions, it is essential to easily be able to regulate your clothing by removing and adding items as the temperature changes. Too cold and your engine shuts down, too hot and you sweat & get wet, which then will make you cold later. Some extra clothing was purchased to stay comfortable – lobster gloves, windstopper hat, insulated gilet and fleece tights to put over my regular bibs.

This would be the first proper ride and a real test of my newly received Fairlight Faran 2.0, which I had been looking forward to for months. I had opted for a 2x GRX 800 build as the gear ratio seemed just right for my use, along with a dynamo wheelset and SON lights pre-installed by Fairlight – I'd tried these lights before and adore their design and functionality. In addition, I wanted to run a Nitto front rack with a rando bag, as this had been a dream of mine to have on longer rides, for the capacity and ease of access.

38c Panaracer Gravelking slicks were fitted, as they are a favorite of mine for their suppleness, speed and ability to handle rough stuff. Lastly, a pair of full-length polished aluminium mudguards were sourced from Portland Design Works to keep myself and the bike running nice, dry and clean. I could write a lot more about the component choices here and how they are essential in my view for a ride such as this, but I'll spare you the novel – suffice to say, I wouldn't attempt this on a regular race bike.

In terms of training, pacing and fueling, things were kept pretty laidback. I did a handful of shorter rides the week before to dial in the fit of the bike and to build a bare minimum of fitness. During the ride I aimed to keep a slow and steady all-day pace trying not to break a sweat, and stuffed my rando bag pockets with nut & chocolate bars and Haribos which I could help myself to in regular intervals. Shops and gas stations are plentiful on the route, so I could stop for a hot snack when needed.

Finally, I had put together a Spotify playlist, featuring a selection of folk, country and rock tracks. This is my favored genre of music to lift my spirits in the midst of an arduous ride.



# THE DAY: A PHOTO JOURNAL

Ride date: 29th Octboer 2020



















































ONLY  
FOR 😊  
TRACTOR



























































































# FINAL STATS

Distance: **222.67 km** (222 x 3 = 666)

Elevation: **2894m**

Moving time: **10:22:22**

Elapsed time: **14:23:01**

Avg. temp: **4 degrees celsius**

Wind: **5.3 km/h SW**

Humidity: **100%**







# FIT FUNCTION FORM

[mail@fairlightcycles.com](mailto:mail@fairlightcycles.com)



Photography: Ole Erik Lovold @olelovold