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CRANKS

Volume 47

The Magazine of
Deeside Thistle Cycling Club
Sponsored by:



Tierney Strachan
PROCESS CONTROL ENGINEERING

Current Membership 594 (643)
SCU Membership 317 (340)
Scottish Cycling's Largest Club

Editorial:

I've just had a glance through some issues of Cranks from a few years ago and now and then an issue had a fair sprinkling of interesting tales from members.

This is the fourth issue of your magazine during lockdown and my sources of current news are drying up.

You can solve the problem. Send through some notes about what you've been up to this spring and we'll see a bumper edition come August.

Time-trialling is about to restart in England. For Scotland there's a more tentative approach with our competition curtailed until at least the beginning of August. Social distancing is possible in these events and if all the rules are met we may yet see some before the end of the year.

Mass start events like road-races and sportives are unlikely to get the go-ahead for an appreciable time. With them there is little chance of social distancing. In fact all club activities save for those allowed within Government guidelines will not yet take place.

And even then, even if the doors re-open, prospective promoters and organisers will need to bear in mind the understanding of others.

Will we be welcome in halls and laybys? Will residents on the routes we use be happy to have a large number of cyclists invading their privacy?

Since March only an occasional reminder about our responsibility has come from the public which shows that generally we have been following the rule and not offending. We must maintain that practice, for our own safety, for the safety of others and for the maintenance of good relations.

PHILOSOPHER'S CORNER

There are far, far better things ahead than any we leave behind — C.S. Lewis

Do you have a view on life? Why not submit your favourite few words of wisdom for public consumption in this exclusive corner of your magazine. Send now to Sandy Lindsay, Rowan Cottage, Inveramsay, Inverurie, AB51 5DQ or email Knockies@aol.com

Coronavirus Update

Things are changing all the time as we are gradually emerging from the lockdown. However, we must always remain aware that the virus is still on the go. If we relax too much and don't pay strict adherence to the rules of social distancing and hygiene things can spark off again.

Detailed below is the guidance at time of writing with links which might take you updated information.

Scottish Cycling Corona Virus / Covid-19 Guidance

The wellbeing, health and safety of all our members, staff, volunteers and the general public is a priority for Scottish Cycling. In light of recent developments surrounding COVID-19 we have been closely monitoring the situation to ensure that we are responding quickly and effectively, and in line with the latest Scottish Government and NHS Scotland guidelines and recommendations.

Following the Scottish Government's statement of 18 June 2020, Scottish Cycling have revised our current guidance in response to the move to Phase 2, reflecting Scotland's progress through and out of the crisis.

Our full guidance document is now available.

[SCOTTISH CYCLING: THE WAY FORWARD](#)

General Cycling Guidance

You may exercise outdoors as many times each day as you wish and for as long as you want. Cycling activity should only be on routes that you know well and are within your ability level.

You can ride outdoors alone, with those you live with or with two other household at any one time, maintaining social distancing of at least two metres at all times from those in the other households.

On July 3, the travel restriction of (broadly) 5 miles that has been in place so far are lifted. This means that you may travel further afield to start your ride, but we do urge you to consider the implications of travelling away from home both for your own safety but for also for the communities you may visit. Please note however that local restrictions may be put in place to control any outbreaks at any time and we strongly suggest you check the latest situation before travelling. Currently local restrictions have applied to Dumfries and Galloway. Please see our guidance - The Way Forward for further information.

Rides that would involve people from more than three households are not permitted.

If meeting people from another household, you should meet only in small groups - no more than 8 people in total at a time, and you should not meet people from more than two other households each day.

You should continue to maintain a distance of at least two metres from anyone you meet whilst out riding, stopping and waiting for people to pass when necessary. This is particularly important when riding on narrow paths and trails.

If you are showing coronavirus symptoms, or if you or any of your household are self-isolating, you should stay at home.

Ride responsibly – ride within your ability level. High risk exercise (that may result in injury and require medical care or emergency services support) should be avoided.

Be prepared - consider what tools and spares you need to carry with you so that you are self-sufficient, including maintaining good personal hygiene at all times.

At this point in time, all sanctioned club activities remain suspended including club runs

We advise the continued use of digital platforms to continue to interact as a club. Holding club meetings, running social and education activities etc for members via this method is encouraged. For further information and support conducting activities over digital platforms please click [here](#)

Coaching and MTB Leaders

One to one coaching is permitted if it is outdoors, physical distancing can be maintained, and is with members of your household and/or members of up to two other households up to a maximum of 8 people in total at a time (1 coach and 7 participant).

Mountain Bike Leaders can lead rides if outdoors, physical distancing can be maintained, and is with members of your household and/or members of up to two other households up to a maximum of 8 people in total at a time (1 leader and 7 participants). Guidance for Mountain Bike Leaders can be found [here](#).

Coaches and leaders can, for paid work purposes, travel beyond 5 miles

Ride Leaders/Breeze Champions

Breeze and Guided Rides, cannot go ahead. We would urge Ride Leaders/Breeze Champions to ensure that any level of organised activity they choose to undertake away from British Cycling-sanctioned rides is in line with Government advice.

Events

All cycling competitions and events, including club confined time trials, are currently suspended until 1 August 2020.

If you have already received a permit for an event that was due to take place prior 1 August 2020, please be advised that the permit is no longer valid.

Scottish Cycling are currently investigating options with regards to re-allocation of dates for events that have been suspended. This will involve liaising with partners and stakeholders and, as the national events calendar compilation process is complex, re-scheduled dates cannot be identified in isolation.

Please be advised that Scottish Cycling will also not progress event approvals for future events at this time, regardless if they are currently scheduled to take place before or after 1 August 2020.

Detailed guidance for Event Organisers in relation to the suspension of competitions is detailed below.

[Suspension of Cycling Activity in Scotland](#)

[Guidance for Event Organisers](#)

Facilities

Indoor sport facilities must remain closed at this time.

Open facilities without staff, such as outdoor skate parks or cycle pump tracks can be used, with strict physical distancing in place.

If you are planning to attend a facility to ride, please check with the facility operators prior to use. Please also respect any restrictions or physical distancing measures that are now in place.

Further guidance for operators MTB trails, pump track and skills loops for Phase 1 is available [here](#). Revised Phase 2 guidance will be published in due course.

Education Courses

Any course scheduled by British Cycling to take place prior to 4 September 2020 will not go ahead. British Cycling will arrange refunds where applicable in due course and will look to reschedule once Government advice permits activity to recommence.

Mountain Bike Leadership (MBL) courses are delivered by independent providers and we encourage any learners booked on an MBL course with a specific provider to contact them directly to understand if their course is going ahead as scheduled.

Scottish Cycling Staff Team and Office

In line with Scottish Government guidance, the Scottish Cycling office has transitioned to remote working. We ask for the continued support and patience of our members as we adapt to these changes.

Membership

This year we are seeing a marked decrease in membership of the club and of our BC Membership. Whether or not this can be blamed on Covid-19 is open to question.

Since the lockdown happened in March of this year there have only been 10 new members enrolled in the club. This compares with 27 in the same period last year.

BC Membership has also seen a downturn with current membership down about 7%

Banchory Runs

Cycle sport is still not starting in Scotland and that includes organised club rides like the Banchory Midweek/Sunday runs. I know, I know, you may question whether these runs were ever "organised". We should be able to ride more than 5 miles from home in small socially distancing groups and might need some fuel stops.

Mark Hagger says the Brown Sugar is now open with their outdoor tables and takeaways. They suggest booking for a table. Closed on Thursdays.

<https://www.facebook.com/296271461777/posts/10157410342791778/>

Finzean Farm Shop is also open for take-aways which can be enjoyed on their outdoor seating area. Open 10:00 - 16:00 7 days. Website not yet updated.

Don't know if the Spider in Aboyne or Potarch or anything further west are open yet.

Bill Byth

.Neil Fachie's Book

Aberdonian world champion, Neil Fachie's book is on Amazon for only 99p. Here's the link: <https://www.amazon.co.uk/Earn-Your-Stripes-insights-business-ebook/dp/B087RN1D8K/?tag=earnyourstrip-21>

Colin Allanach

Sandy Whyman

In 2005 Sandy Whyman joined our ranks. But he'd been active as a cyclist in this area for many years. In the 1970s he'd joined Aberdeen Wheelers as a schoolboy and that's when I first got to know him.

In those days I'd an annual summer tour where I'd take club cyclists youth hostelling. Sandy got involved with these and I recall taking the group to Inverey YH before storming the Lairig Ghru. It poured with rain and folk camping in the grounds saw fit to move indoors. The partying went on for ages and Sandy was the life and soul.

Punctures were frequent and by the time we got to Helmsdale he'd run out of spare tubes and patches. Up until then he'd been left to his own devices but in a fit of exasperation I examined his wheel and some spokes were too long and these were causing the problem. I sent him off with a flea in his ear looking for a file.

Soon after leaving school Sandy joined the RAF and in 1985 he moved to RAF Swinderby as a respected Avionics Technician. On leaving the RAF he returned to live in Aboyne and worked in a craft bakers.

As a member of the Deeside he joined Doug Haig's large team of riders who went to the 2007 Championship 24hr in Cheshire and rode well to some 370 miles. He also did a bit off road with his training companion, Gary Hughes.



A few years ago changed domestic circumstances saw him move to Moffat in Dumfriesshire where he stayed in weekly contact. I was envious of the time he spent riding round the roads and hills in the south west of Scotland. Only a week or so ago he'd visited the Samye Ling Buddhist Monastery in Eskdalemuir.

At 59 years of age it looked as if there were still many happy days to be enjoyed but on Saturday 04 July, while out riding he'd stopped for a cup of coffee. As he prepared to set off again he collapsed and died. He leaves partner, Susan Anderson and three boys, Greg, Andrew and Robert.

Sandy Lindsay

Cycling Themes

Over the next few weeks we're running themes on the DTCC [Facebook](#) and Instagram accounts. The hope is that this publicises all the aspects of cycling that the club are involved in when things are back up and running.

Week one saw a good sprinkling of MTB photos. Week two highlighted time-trialling and Week three paid tribute to the club run cafe stop!

Future weeks will include:

#dtccroad
#dtccgravelcx
#dtccyouth

More to follow if successful.

Pictures on any of the subjects should be sent to kintore.sunday@gmail.com *Andy Kerr*

Updating Information

Due to the current situation with the Covid-19 pandemic it may be a requirement for NHS to contact members. Though the club does have a fairly comprehensive record of club member details this is only guaranteed correct at the time it was submitted to me. In order to meet our responsibilities please contact info@deeside.org with your up to date details - this should include other members of your family who are also members:

Name
Address
Post Code
Home Phone
Mobile Phone
Emergency Contact Name
Emergency Contact Relationship
Emergency Contact Phone(s)

New Café

Sometime ago, just before lockdown, word came through from George Ritchie about a new café opening in Newtonhill.

This wasn't highlighted at the time since there was so little activity and the café would not have been able to operate. Now that things are easing why not pop by and have a look.

It's in Skateraw Store, the old shop just over the railway bridge and opposite the pharmacy.

They're on Facebook and seem to have a good going concern during these difficult times.

Car Clinic Offer

A special offer has been made to companies who want to set up staff discount schemes for their employees which allows them to register their own details and get discount automatically when they visit Car Clinic. It has been a roaring success and I thought that maybe I should extend to include members of the Deeside Thistle. Please follow this link for register detail <https://www.car-clinic.co.uk/employee-discount/> *Sandy Wilson*

Integration of New Cyclists, Post Lockdown

A few weeks ago it was decided that some effort needed to be made to integrate some of the new faces that are being seen out riding bikes. Requested from members was a willingness to support social / introductory rides in and around Aberdeen.

There has been a very good response and once we are able to these rides will give those “new” cyclists the opportunity to learn what club cycling can offer.

They'd be run over a period of a few weeks in an effort to create established groups with a view to those riders joining organised clubs. If you're keen to be involved and have not yet been in contact, please reply to info@deeside.org. Those who put their names forward will be kept informed of the developments.

Spaces for People

Both city and shire councils have had their Spaces for People bids accepted now and pavement widening and cycle-paths are going in to various places. As well as the city centre there are schemes in Ellon, Peterhead, Inverurie, Banchory, Stonehaven, Cults and Peterculter. There is a lot of scrutiny going into these and so if we are looking for more infrastructure we should use these temporary measures as much as we can. More information can be found here: <https://www.grampiancyclepартnership.org/uncategorized/spaces-for-people/> *Colin Allanach SCNEG Chairman*

Cycle path proposal Kintore Blackburn

See [here](#) for details of a proposed upgrading of the Skairs farm track, Kintore to Blackburn, for use by cyclists.

This, I believe, is the old turnpike road between the two towns. It runs from Kingsfield Road in Kintore, through Toft Hills Farm east of the Business Park and climbs past Ferneybrae Croft before crossing the Cairntradlin road and descending to Blackburn.

It is tarred in places, unsurfaced elsewhere. Deteriorating over the years it is still an alternative and safer route for those who don't want to ride on the A96.

Bike Lanes on North Deeside

It occurred to me that for safety reasons the law in Scotland needs to change to allow “Bike Lanes” to be - Bike Lanes! The condition of the bike lane on the commute corridor between Peterculter and Mannofield is appalling. In places it is not rideable; it's full of pot holes, manhole covers and parked cars.

When riding that stretch, repeatedly the rider is forced to move well away from the kerb and into the traffic to avoid potholed areas and the parked vehicles.

Admitted by the Council some years ago this cycle lane is seen as a form of traffic calming and not a truly segregated area. In light of new proposals for Spaces for People Aberdeen Cycle forum are involved in campaigning for better facilities.

More input from different users/ groups might be helpful or useful.

SHOVELIN' COAL

There are those who think the tandem is the instrument sublime
For the serious cycle-tourist, and the man concerned with time.
It has drive and rolls much faster as it gobbles up the track,
But it's quite another matter to the guy who sits in back
...shovelin' coal.

But just look at the advantages with twice the power at hand,
And half the wind resistance as it travels o'er the land.
The weight is less than double. This alone gives peace of mind.
But it's still another matter to the guy who sits behind
...shovelin' coal.

Yes, the man up front is master. It is he who shifts the gears.
He decides when brakes are needed, and on top of this he steers.
He can go the wrong direction and wind up in Timbuktu;
But refuses any protest from the guy who's number two
...shovelin' coal.

It's just like a locomotive, with the front man engineer,
He sits back and shouts instructions to the fireman in the rear.
It's the way to run a railroad. With a bike it's not so sweet
To the sweating, swearing fellow on the secondary seat
...shovelin' coal.

True, the pilots work the throttles while their partners work the flaps.
They are barely more than slaves -- a society of saps.
Co-pilots do the labour. They are not supposed to feel.
It's likewise with the suckers above the rearward wheel
...shovelin' coal.

His view ahead is blank and to peek would be a sin;
So he can't see where he's going -- only places where he's been.
He would love to lean to starboard when to port they make a turn,
But such pleasure is verboten to the fellow in the stern
...shovelin' coal.

Yet there will be retribution on some future day in hell,
When all tandem frames have melted, and the tandem leaders yell.
In agony they writhe, and some mercy they request;
But the back men just keep doing the thing they've done the best
...shovelin' coal.

Tony Pranses

25 Years Ago

CLUBROOMS TO CLOSE

The pressure is on to find new Clubrooms. St Nicholas Congregational Church was put up for sale only a few weeks ago and developers quickly snapped it up. These same developers bought the old Aberdeen Academy directly across the street.

With vacant possession promised by 1 October we have been given three months to find new accommodation.

It is many months since we were told that the Church was to close and though your Finance and Management Committee have been working away at trying to find new premises no real progress has been made. Now, with only three months to go, a concerted effort will have to be made.

Any guide from any member towards any suitable property will be carefully followed up. All you need to do is get in contact with Alan Campbell (Chairman - 01224 637936) or Sandy Lindsay (Secretary 01467 681330) or any other committee member.

60 Years of Cycling Weekly

Just occurred to me that I first started reading *Cycling Weekly* in June 1960 and I haven't missed an edition once in 60 years!

I still have those early editions which I bought as a 13 year old schoolboy. The World has changed, cycling has changed and the weekly magazine has changed so much.



Here are some reflections and reactions to seeing that old *Cycling and Mopeds* as it was called then. Price was 6d which is 2.5p in current currency. (I had a paper round then and I was paid 1/3 per round which was 15d.)

The photos were all in black and white but the cover had *Cycling* in red print. Although it had a couple of pages devoted to mopeds it was very much a magazine for cyclists of the club variety who wanted to keep in touch with the sport. (The mopeds bit was dropped a few years later but it always annoyed me when I went in to the newsagent on a Wednesday to pick it up he would say—*Ah, your Mopeds is in!* I was too young to say, *It's Cycling CYCLING!*)

Back then there was no cycling news such as we find on the internet and there was absolutely no television coverage. As a result everyone needed to see *Cycling*, or *The Comic* as it was called, to see the results. There were 100s of time trial results every week throughout the season and often down to quite lowly places. Having your name and club in the time trial results was as good as it would ever get for most of us.

Road racing did get a look in even in 1960 as the opposition to “massed start” events was disappearing although the concentration on time trials and alone against the clock would remain for a long time, particularly in Scotland.

The front cover for June 8 of 1960 has a black and white photo of a scene from the first stage of the “1,500 mile Tour of Britain”. The riders include Bill Bradley who would go on to win this and many other events, Ken Laidlaw from The Borders who would ride the 1961 Tour de France and put up a reasonable performance and Alan Ramsbottom who would turn professional for some good continental teams. The stages were long and brutal by today's standards. The British riders were amateurs and most appeared to have real jobs as Britain prided itself in amateurism in those days.

What is interesting in the photos is that every rider has a full size frame pump and a spare tubular tyre under the saddle. There was also coverage of a big 50 mile Time Trial on the 29 June edition and what was fascinating on reading it was it appeared that about a dozen of the field of 120 had punctures. It was also at this time that riders were beginning to move from fixed wheel to gears for TTs. The 25 mile championship in England was won with a 56.35 on a fixed wheel by “*Superb stylist Gordon Ian*”. My recollection is that he was the last 25 mile champion to be on fixed although Graeme Obree may have done it during his remarkable career.

Cycling also had news of continental professional racing. This was really quite exotic. Nobody I knew went abroad for holidays although our fathers had seen Foreign Service in the Army or Navy during WW2 which was just 15 years previously. The Tour de France which started at the end of June was the first I ‘followed’ and became hooked. Tom Simpson and Brian Robinson were riding in a British team. The winner was Gastone Nencini of Italy. On a descent of the Col de Pejuret the young French champion Roger Riviere crashed in to a ravine while attempting to keep up with demon descender Nencini. He was stretchered away and never recovered. Some years later it was revealed that Riviere was so full of drugs that he couldn't respond to the medication he was given after his dramatic fall. A few years ago I fulfilled an ambition by riding that Col during a l'Etape du Tour.

Back in 1960 there were no articles about training or nutrition. A bit about equipment and lots of adverts in small print on the back pages. Although a decent bike could be had new for less than £30 there was a photo of a better specced proper racer which cost £81. I thought that was incredibly expensive. (My father earned a tradesman's wage of between £10 and £12 per week for a 44 hour week).

There were big adverts from Ted Gerrard who retailed top equipment from a warehouse and allowed riders to pay it up on weekly credit. As a schoolboy this was beyond me, of course, but did give me an incentive to have Campagnolo gears when I was older as I had to endure Cyclo Benelux which were very poor but only cost about one fifth of the Italian equipment. I did have a Ted Gerrard musette and vividly recall riding back to Aberdeen on the Stonehaven road with musette over shoulder when a motorist drew alongside and shouted “*Hi, Ted!*”

There were touring articles written by old guys who were knowledgeable about all parts of the UK and Europe. I met one of them on the bike around Ballater about 50 years ago and he referred to the encounter when the article on his Highland Tour appeared in *Cycling*.

But it was the racing news both local, national and international which meant it was indispensable back then. I would read that all twice and even now I can easily spend an hour engrossed in some of the news from 60 years ago.

We have so much now by way of cycling news websites, GCN, product reviews, training advice, Strava, Zwift, etc, etc but there is something about an old *Cycling* or *Cranks* which is fascinating.....
Alan Campbell

Lockdown's Virtual Race

Deeside Thistle Cycling Club raises over £2,000 for Aberdeen Cyrenians in lockdown "virtual" cycling race

An Aberdeen cycling club has raised more £2,000 for a local charity by organising a "first-of-its-kind" virtual race.

The Spring Bunny Time Trial, organised by Deeside Thistle Cycling Club (DTCC) each spring, is a key event in the Scottish cycling calendar, and this year, in line with government advice, took place virtually on 10th June.

Making use of modern technology and the cycling community's will to stay together, keep fit and help during difficult times, the race was transformed into a successful fundraiser for Aberdeen Cyrenians.

Andrew Harrington, Chairman of DTCC said:

"I am very proud of Club members for doing something for the local community in these difficult times. Those who help the vulnerable deserve our support".

The race was open to all cyclists from any location registered on Zwift – a computer app for riding, running and training with a global online community in real life situations – in possession of a bike and a home trainer compatible with the Zwift virtual system.

The race was a 10.7 mile classic flat course located in a virtual desert landscape with weather conditions guaranteed to please North-east riders.

Local amateur racers whom were originally registered to the Spring Bunny Time Trial were ranked as Championship riders, and competed against other athletes worldwide of mixed abilities – riders from as far as the USA participated in the race.

Simon Stromberg, speaking on behalf of the organising team at DTCC said:

"We are only starting to realise how new systems can help adapt to new situations and bring communities together. It was great to be able to raise money while bringing joy to households at the same time".

Spring Bunny female winner, also overall first lady and first local lady, was Rosie Payne of the University of Aberdeen.

Spring Bunny male winner went to Dominic Corder of Deeside Thistle Cycling Club.

First male overall was Gavin Dempster and first international Scott Catanzaro from Washington, USA.

Three special prizes were awarded to riders Al Aitken, Callum White and Cameron Stromberg.

Junior prizes went to two Deeside Thistle Cycling Club riders: Evie White was first girl and Elliot Rowe first boy.

Prizes were donated by local businesses Car Clinic and Grit and Glory Coaching, Pactimo and the Deeside Thistle Cycling Club.

A JustGiving page to the benefit of Aberdeen Cyrenians was open with a target raise of £500 - fundraising went above expectations as £2,365 was eventually raised.

Bryony Shepherd, Community and Events Fundraiser for Aberdeen Cyrenians, said:

"We're delighted to have received this generous donation from Deeside Thistle Cycling Club, which will allow us to offer help and support to some of the most vulnerable people in our community at this crucial point in the COVID-19 exit.

"As lockdown is gradually reduced, we are anticipating a rise in the number of people who will turn to us in crisis – whether this be due to food poverty, unstable income, mental health challenges or abuse and violence.

"We cannot thank DTCC enough for organising such an engaging fundraiser, spurring on their community and choosing to support us at this difficult time".

VOLUNTEERS

Please consider helping your club. You can register your interest in volunteering here: http://deeside.org/?page_id=721

Zwift and Strava Participants

Many folk are continuing their involvement with cycling on Zwift, Strava and other media platforms. Some of these events are being promoted by your club.

Many of the participants will be non-club members. Perhaps if they were given the nudge they might realise that clubs are able to offer a broadening of their involvement.

If you are a virtual cyclist and are in contact with any of those non-members you should feel free to pass on club details. This is the page to go to: http://deeside.org/?page_id=29 or tell them to drop a note to info@deeside.org

DTCC Instagram and Facebook

I am having some success in getting people looking at the above. The club's [Facebook](#) page reached 8500 people this last week and had 1700 people "engaging" with it. Instagram account now has nearly 200 following in just a week.

My idea is to get the pages "visible" by regular posts (this week's quiz for example). Then, when the time is right, we can start to mention what we are doing and when.

To do this, I need photos, lots of them - preferably with folk in DTCC kit, but not essential.

- touring photos
- TT photos
- gravel photos
- CX photos
- MTB photos
- road race photos
- youth photos
- vintage photos
- anything I've missed photos???

Note that sending these in is agreeing to allow them to be used on DTCC Facebook and Instagram pages. Please send yours to: me on ajkerr2014@gmail.com **Andy Kerr**

Synopsis of F & M Meeting 08/06/20

A Finance and Management Committee meeting took place on-line, on Monday 08 June 2020. In attendance were Andrew Harrington, Sandy Lindsay, David Eastwood, Sam Long, Laurent Schirrer, Peter Smart, Laura Sarkis, Neil Stables, Jonathan Strachan, Mark Walker, David Walton and Steve Walton. Apologies - None

Agenda

- 1 **Club Membership/new riders: what do we offer / can we offer to new bike riders** – Offered at the moment are social and training rides with a good set-up out of Kintore masterminded by Andy Kerr. The recent upsurge in bicycle use suggests that more groups need to be established particularly for social or introductory rides. A plea is to be put out to members to try and get leaders for new groups. This would include mountain bikes as well as general ride leaders. Ride Leader Training could be offered to interested members. New groups could be based on the format at Kintore with riders attracted by direct contact or advertising via social media. A finite time would be set on the new groups so that leaders didn't feel they had to commit long term
 - 2 **Youth Group** – Little is happening at the moment. No sessions are taking place with only on-line contact being used. The top Youths are contacted weekly by their coaches. If, once lockdown is eased, there is a rush of folk wishing to enrol in the Youth section, numbers will be determined by the volunteer base. If the club is accepted on the new Club Development Programme being run by Scottish Cycling, funding may be available for particular projects
 - 3 **Social Organiser / Press Officer** – The two duties can overlap but are not equal. Press releases can be issued as can Social Media/Facebook notes. The work being done by Andy Kerr and the Kintore group shows that good engagement is possible via Facebook but there must be a steady stream of information
 - 4 **Visiting Speakers** – It was suggested that the club could host an on-line speaker using ZOOM or Windows Team. Alan Campbell is to be asked if Pippa York might be interested in following up this role. Members of the committee were asked to suggest other speakers
- 5 **Next Meeting** – Monday 06 July 2020

Synopsis of F & M Meeting 06/07/20

A Finance and Management Committee meeting took place on-line, on Monday 06 July 2020. In attendance were Andrew Harrington, Sandy Lindsay, David Eastwood, Sam Long, Laura Sarkis, Peter Smart, Neil Stables, Jonathan Strachan, Simon Stromberg, Mark Walker, David Walton and Steve Walton. Apologies - Laurent Schirrer

Agenda

- 1 **Minutes of Previous Meeting** – Accepted as correct record

2 Business Arising from Minute

- a) Visiting Speakers – No word yet in relation to Pippa York. This is to be followed up. Other suggestions were Brian Smith and John Archibald

3 New Business

- a) Covid Co-ordinator – It was agreed that both Ian Wilson and Anna Liversidge should be asked to take on the role of Covid Co-ordinators for the club
- b) Planning for Post Lockdown – Due to social distancing rules it looks as if normal clubruns may be a long time in being re-established. It was suggested that a press release be issued stating the club's intention to offer supported rides to interested cyclists. These would follow the Kintore template. It was also agreed that the club's website should be developed to make it more attractive to potential members. Members are to be canvassed for a web designer. Payment is to be offered
- c) Adoption of Microsoft (Office) 365 – It was agreed to start to use this platform for club administration
- d) Club Progression Programme – 13 SC clubs, including Deeside Thistle have been accepted to this programme. Examples of priorities in the involvement are how committed is the club to its members and the wider public, how does the club use communications and what is its sustainability. SportScotland through Scottish Cycling are pushing Sport for All

4 Any Other Business – None

5 Next Meeting – 03 August 2020 at 7.00pm

Ride Etiquette Document

You are reminded that a paper detailing the etiquette to follow when on club/training runs has been prepared and is here for your interest. The document is posted on the club's website and links will start to appear on club publications so that you can make reference to it. It will also be highlighted to new members

New Members

The following new or returning members have joined in recent weeks

2971 David Gove Aberdeen 45

Any friend, family member, work colleague, who is interested in cycling but not involved with a club, should be dropped the hint to look at www.deeside.org or to email members@deeside.org asking for information

What have you been doing during lockdown?

If it can be told to a wider audience why not get it highlighted in your very own magazine

Drop a note to info@deeside.org and it could appear next month

Historical Reminiscences

The altitude affects us a little. My ears feel funny and speech is slurred. To start pedalling is a gasping effort that subsides as a steady rhythm is gained.

Near the top of the ridge our first dramatic views of snow-topped mountains are seen. The Rowaling Himal excited us both but the jubilation soon disappeared when I discovered I'd lost a water bottle. Having carefully calculated the presumed necessary daily liquid intake it was tragic to lose 25% of our capacity. It now meant that only three litres could be carried between us.

Water had to be the most important commodity. The heat, our exertion, the altitude, would all combine to reduce our body fluid, now, we would need to be constantly alert to its replacement.

I first noticed the bottle missing when a boy chased me on an uphill. He did silently, barefoot, and grabbed at my carrier. Braking sharply I turned and he ran off a short distance. Immediately I noticed the bottle missing and presumed the boy had stolen it. Making a move towards him he ran again, stumbled and fell. Lying there, it was obvious he did not have the bottle concealed about his person. From a house on the roadside a number of men began to head towards us. The boy got up and shot away. After carefully considering the situation and the imminent arrival of a number of interested parties, I decided that the bottle had probably been left at our last stop.

Returning to where we'd looked long at the mountains there was no sign of the bottle. Presumably some Nepali passing by had thought it his lucky day and would be telling his mates it had fallen off the back of a lorry.

Valleys were impossibly deep, terracing contoured and stepped down as far as the eye could see. They stepped upwards too, as far as the horizon. As the top of the ridge was reached the road travelled along it a short distance. On each side we could look down into deep terraced valleys. It gave us a feeling of insecurity with no protective dykes, fences or verges.

This is our first day off road – very hot throughout. I've come up with a new diagnosis for this ill feeling. It's sunstroke. That is, until we met up with the two Americans.

Nausea creeps over me every time I pause and have a chance to think about it. But today there is nothing to be sick on for I've only had a bottle of Fanta for breakfast. There is no appetite. To keep up the fluid level I had a bottle of beer later in the morning.

Rising before 7.00am our porters already waited at the lodge. They demanded Rs500 to buy clothes. This came as a surprise for we'd been led to believe that we'd only have to buy their food during the trip. Anyway, we handed over the notes and during our limited breakfast they returned. They'd bought new shoes, still only light canvas, and what looked like a bag of rice.

Immediately east of Jiri the climbing started. Ascending rapidly the views were breath-taking but in my state I

could not take them in properly. A steady climb took us to Ratmate at 2160 metres. Here I drank some orange but could not face food. From there we cycled occasionally, crossing the summit at 2400 metres. On this climb, the first encounter with porters' steps is made. They are fine for resting on but they certainly could not be cycled over. No worse than expected, I'd hoped they'd have been less numerous.

The descent became very steep and tortuous until a small wooden bridge took us across a stream. Here we mounted and cycled for some distance along the Khimti Kola until Shivalaya came in sight. A first class suspension bridge called the Golden Gate allowed access to the other side of the river.

The descent had been some 600 metres. Our first ridge off road had been crossed.

Two Americans who had been met earlier in the day came and sat with us when we went into a tea-house. I was feeling the worst ever and could only drink Fanta. Several bottles of this went over. One of the Americans suggested I might have *Guardia*. His partner had suffered dreadful symptoms on some earlier trip. My heart fell and couldn't wait for the chance to study my stools for blood. If the problem proved as bad as that I could see our trip coming to a premature end. At the first opportunity our medical notes were checked and I breathed easier reading that *Guardia* has an incubation period of two to six weeks. Notwithstanding that, the continual sick feeling still makes me want to bring something up even though there is nothing in my stomach. I wish there was.

From the Khimti Kola the track climbs very steeply. As we gasped for breath we discussed that this would likely be a typical day. Track surfaces vary from stony to sandy. The vegetation all around is lush and closes in on the path.

High above the Khimti Kola at a lodge built on the hillside the time had reached 3.15pm. Tonight's stop would be the first in a genuine trekkers lodge. Chhatra has secured a room for us. In it are four hard platform beds; they are very short; the floor is mud, very dusty; shuttered windows, which are open. Looking out from one of these no dirty glass spoiled the view. I could look down the impossibly steep hillside. The lodge has been built out over the drop. I trust it is secure. In front of the lodge a porter's shelf runs the length of the building on the opposite side of the track. Propped on it are a number of baskets. This number changes from minute to minute; it grows steadily.

A little below our lodge is a second lodge, which appears to be well occupied with trekkers. There are none in here. It looks almost as if our porters have guided us to a lodge used only by Nepalis. I wonder why.

Alastair has arrived but has stopped short of our lodge and is sitting drinking beer with the Americans in front of the trekkers building.

Early in the evening Beam and Chhatra are eating a large green vegetable like gourd. Asking what it was they said something like "*Godzo fruit, very good, good water, weather hot.*" Taking this to mean that it contained a lot of water I asked if I could try one. About five inches long

and pepper shaped it has white flesh with a texture somewhere between a pear and overcooked potato. With little taste I wondered what it would be like uncooked – maybe more like an uncooked potato! The juices squirted out. Not particularly exciting to eat it nevertheless gave a great deal of satisfaction to know here was something else I could palate.

By 7.00 last night I'd gone to bed. There's been no food eaten except for the Godzo fruit. Repeatedly, as porters arrived, they'd awakened me. They were making a lot of noise. Perhaps I'm being oversensitive.

Leaving at 7.30am we had to climb steeply over a rocky path, which zig-zags among boulders. There are many, many porters who continually pass us and when they stop to rest we re-pass them. The heavy baskets they carry are rested on sticks, which are about the length of walking stick but have a T shape handle rather than the normal inverted L. The stick is placed under the load when a rest is to be taken. The porter leans back and lets the weight of the basket transfer to the stick. Some of these sticks are ornately carved and jointed. Others have been cut, native, from the bush.

Passing along paths, I'd felt something different inside my shoe for some time. There'd been an irritation just under the laces on my right foot and presumed it was nothing more than the lace inside or my sock folded over. Pulling at things did not sort the problem out. After an hour or so I stopped and took my shoe off. A neat circular red stain spread across the top of my sock, a leech sucked merrily in the middle of the pool. Jerking quickly at the material the offending animal was freed. The shoe, replaced and tied tightly, stopped the bleeding.

Soon afterwards Beam pointed to Alastair's leg and said, "Leech." Another had attached itself to his calf. Once removed, the small wound left behind, bled for ages.

When leeches attach themselves to a host they inject an anti-coagulant and this keeps the blood flowing freely. In Alastair's case this was for several hours.

Now travelling off tarmacadam the lodges are vastly improved on those met on the way to Jiri. Still very low in hygiene and facilities the menus do offer a huge range of foods. There is always a good variety of egg dishes, an assortment of potatoes, chipped, boiled and fried, as well as the inevitable rice. For drinking, on the list alongside the tea and coffee, are bottles of Lemu, Fanta and Coke.

Today's climb to Deurali is long and wearying. This did not bode too well for the next day when we'd been told that the climbing would take us to Lamjura Pass. With nearly 2000 metres of climbing in front of us it would be the longest ascent on any single day of the entire trip.

Reaching Deurali, we found a small collection of lodges and restaurants and bought a lifesaver, some Yak milk cheese. It tasted really pleasant. In a lodge I also ordered porridge. Tasting no different from the porridge at home it had been spoiled by the huge quantity of sugar stirred in. To supplement the porridge I ordered chapattis. These are made from a simple flour and water dough rolled very thin before baking in an oiled pan over the open fire.

Prices are rising. Here, in tonight's lodge, soft drinks have risen to Rs10 and Star Beer sells at Rs45.

At Sete there were no hunger pains but knowing we had to eat, the extensive menu was perused – dal bhat, boiled potatoes, egg dishes and something called RaRa Noodle. Chhatra told us to eat the noodle dish. "Spice?" I asked. He nodded. "No good," I said, "No Spice." "Piro china," came his reply. So, "piro" is spice, a word to save and use when required.

In Nepal the people eat chilli with almost everything. Fresh green peppers are pounded to a pulp in a mortar and the squeezed liquid is mixed in generous quantities with rice. It is unbelievably hot, killing off all taste. However, with the RaRa Noodle comes a small packet of piro, which does not have to be added to the meal. The noodle is an instant meal, the dried pasta being plunged into boiling water. It is bland and I ate.

While downing this new-found sustenance a German climber burst into the lodge. Brash and arrogant he failed to give a good account of himself or his Bavarian people. He would make Junbesi, which is over the Lamjura Pass and at the bottom of the next valley. From there he will speed on to Island Peak.

Beyond Sete the climb is nearly all on open hillside with some scrub and denser undergrowth. Alastair struggles manfully with his bike. He complains less and I admire his grit and know that my choice of shouldering the bike must be far less difficult than his bounce and lift. On the higher steps, repeatedly he has to lift the bike shoulder high onto the top before climbing himself or alternatively climb the step and drag his bike after him.

Today I have not taken Imodium, Having eaten little in the past week I have also not passed a stool since Charikot. It worries me a bit.

Tonight's stop is at Goem. By the time we reached there cloud had closed in. There are several lodges each advertising their own advantages. Our lodge appears to be the least good, not advertising any particular food while only yards away another lodge displays signs claiming apple pie is on the menu!

The two Americans from California have also reached Goem. They pitch their tent beside the lodge with the apple pie. I wonder if we can go over and buy some.

The Bavarian failed badly. Sitting in Goem six hours after meeting him at Sete, we have seen him arrive, exhausted.

Alastair's potatoes have been cooked in a pressure cooker, necessary since we are somewhere over 3000 metres and water boils at 70 degrees C. I ate more RaRa noodle and got some apple pie. It is pleasing to know that at last some things can be eaten and almost enjoyed.

Two Australian girls came to eat their meal and we got talking. The news they gave us was not good. They knew that a Spanish mountaineering expedition had gone into the Everest area only two weeks previously. With them they had taken two mountain bicycles, dismantled, packed in boxes, and being carried by porters. They intended to take photographs at Base Camp for advertising purposes.

At the entrance to the National Park their packs had been searched. Inevitably the bikes had been uncovered and now lay, impounded, at the entrance.

By now the British Ambassador must have some sort of reply for us. We decide to attempt once more to get this legitimate authority for the bikes. The Australian girls are asked if they can help and they seem willing enough. They will take a message to the British Embassy on their return to Kathmandu. We will detour to Lukla, a mountainside airstrip, and wait for a reply. This airstrip is still several days away, though planes take less than an hour to fly from Kathmandu. Surely our luck will change.

Outside the air is crisp, cold, clear. The mist and damp from late afternoon has completely disappeared and the sky is full of stars. Below me I can see a huge void. Today we'd scaled near vertical walls, zig-zagging upwards. Far below, cloud still billows, grey, impressive in the starlight.

Heading back to the kitchen I picked my way carefully over the stone flags, my target, a faint rectangle of yellow, the light through the doorway. Just as I put my foot on the step, *dee-dee* (young girl) from the kitchen, chucked a basin of cold water out of the door. It soaked me. At this height above sea level it is very cold when the sun goes in and being wet did not appeal.

In the middle of the day the heat is almost unbearable. My legs, arms and nose are covered in blisters. My ankles, which I'd foolishly exposed by not wearing socks on day two out of Kathmandu are badly burned. They are not hardened like other parts, which have been regularly exposed to the weather, and the blisters have opened. When knocked against the pedals the pain is excruciating.

The arrogant German has hung onto us today. Every time we stop he comes up to quiz Chhatra and Beam. This annoyed us early on and is becoming more aggravating as the day progresses. Obviously travelling without any intention of buying information from regular resources he is going to poach it wherever he can.

The remaining stretch to the top of the pass was completed slowly. With deference to the possibility that our headaches were caused by the altitude we've heeded the advice. One step at a time had been the instruction. In the thinning air many rests were taken as we passed along forests of rhododendrons to reach a small lodge very near the top. Feeling reasonably well it annoyed now to have to suffer the pain of bashed and bleeding ankles.

Reaching the summit of the pass, in the sun, lying among the Gentian Violets, we looked down onto tree covered slopes stretching for ever towards Salung. It gave a lot of pleasure to bask for half an hour before taking the bikes over the precarious sandy slopes down to the tree line. A gentle breeze ruffled the prayer flags strung on untidy lines from chortens built at the summit of the pass. Tremendous views are all around us and today we may see Everest.

Very steep to the trees, as usual, little chance of riding was found, but once through them a narrow less steep path greeted us. Mounting, for the first time in about 40 hours an appreciable amount could be cycled. Threading our way along a dyked track, it led us to Shanti Lodge where

apples were on sale. Small and filthy skinned, once peeled, a firm white flesh could be safely eaten. Many were. Indeed, before the valley floor, on several other occasions, apples were on sale and purchased. Not having eaten very well for days on end it is a pleasure to find that there are still things to be enjoyed.

Off Trakshindo La it is a long steep descent to the Dudh Kosi and the start of another chapter on our expedition. Many stories have been told of the difficulties ahead in the Dudh Kosi valley, gateway to Everest. My reading of the maps suggests that the difficulties may reduce as we turn north and no longer have to cross the grain of the land and head towards Namche Bazar, the administrative capital of the Kumbu Region.

Chhatra has said that most of the porters are going to Namche Bazar to the weekly market on Saturday while others are making their way to Lukla where they will meet up with trekking groups. The porters going to Lukla are carrying all the paraphernalia associated with trekking. They normally appear to be teenagers, male and female, and are employed by large trekking agencies. Apparently they are limited to loads of not more than 25kg. Meantime, the others going to market, are self-employed. Their loads are limited by their own strength. Ages range from infants to gnarled old men.

The Dudh Kosi is aptly named. A literal translation gives Milk River. Flowing white out of the Everest glacier we've been told not to drink the water. If we do, the risk is high of greater problems than already experienced. Now this needs explanation but no one gives an answer and we are left, as with many things, wondering if the stories are true or if they have been conjured by generations of visitors to the third world. The river is very turbulent, though not apparently as big as the Kimti Kosi or Sun Kosi seen in our first few days. Perhaps it flows fast and deep.

Two years ago heavy rainfall and devastating floods had ravaged the Dudh Kosi valley. Huge tracts of mountainside had avalanched, miles of track had disappeared, and lodges swept to destruction. Fortunately the death toll was low and rebuilding is progressing. Immediately we crossed the first suspension bridge over the river an obstacle stood before us. The mountainside had slipped and still covered the track. A new path led upwards over the loose, grey, boulder strewn slopes.

On my shoulder, my bike is becoming a problem. It is causing pain and seems to be much heavier than at the outset but at least it's manageable. I still cannot fathom how Alastair is able to manhandle his machine, bouncing it over some rocks, jamming it amongst others. If I'd followed suit, my patience, by now, would have worn thin. At the top of this climb, with the old track regained and stretching high above into the tributary valley of Khari Khola, Alastair summed up his difficulties – "*The worst experience of my life!*" Feeling much better than on the previous several days I'd pushed hard up the climb and enjoyed the effort. It might have been a horrendous experience but once over and avowed never to repeat it was still an experience of our lives definitely not to be missed.

Roughstuffer

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Proposed Local Calendar for 2020

Links will be added to this list when events appear on the National Calendar

Provisional date	Description	Organising Club
09/08/2020	Classy 10 (10 mile TT)	Aberdeen Wheelers
13/08/2020	Evening series 7	Aberdeen Uni CC
12/09/2020	Falling Leaves	Deeside Thistle

Youth Free Membership

Deeside Thistle Cycling Club is delighted to offer free membership to new youth riders for their first year. If you would like to take advantage of this offer please see: <http://www.deeside.org/membership.html>

Welfare Officer

Club Welfare Officers are Ian Wilson and Anna Liversidge. They can be contacted by telephone on 07919 280656. The email address to use is welfare@deeside.org

SVTTA

Membership of the SVTTA: Solo £20.00 and £25.00 for couples. Standards: multiple attempts at all distances - £10. Details: <http://www.svttta.org.uk/downloads.html>

Club Clothing

A sizing facility is available for members who wish to order new club clothing. There is also a small stock of garments available for emergency needs. Contact clubkit@deeside.org. There is also a small stock of clothing with outdated logos at discounted prices.

Youth Awards Scheme

Clubs with youth cyclists have put together an awards scheme for the riders. This is a North East wide scheme so all the riders who take part will be able to work towards a series of certificates and badges as their cycling develops.

Colin Allanach

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Runs Co-ordinator	John S	01224 790269
Social Secretary	Heather	01224 699399
Treasurer	John C	
Membership	John T	01224 639012

Right to Ride Representatives

South Aberdeenshire	Vacant	
Central Aberdeenshire	Vacant	
North Aberdeenshire	Rod	01467 623317
Aberdeen City	Jean	01224 315222

Runs Co-ordinators

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Morning Runs	Cindy	01224 310719
Slower Full Day Runs	Heather	01224 699399
Medium Full Day Runs	Sheila	01224 639012
Faster Full Day Runs	John S	01224 790269

For Sale

Items will appear here for three consecutive issues. If the item sells before the final appearance please contact knockies@aol.com so that the details can be removed

- 1 One of my work colleagues bought this [bike](#) for commuting and has found it not suitable for his needs. He is offering it up for free to a good home where condition is as new and will fit someone between 5'9" and 6 feet. Subject to self-distancing, viewing and or collection can be held at our office, JAS, Unit 7, Abercrombie Court, Arnhall Business Park, Westhill, AB32 6FE. Tel: 01224 766770 / 07590 010080, Email neil.howarth@jas.com (1)
- 2 Cervelo R3 - New bike build – 56cm – new components (excl. wheels & cassette are used). Delightfully light and nimble machine. £2,200 without, £2,450 with wheels & cassette. Contact Jon Strachan on jas@tierney-strachan.co.uk (2)

CORONAVIRUS

Stay Safe Stay Home

Follow the rule on social distancing

Wash your hands often

Some situations may be relaxing but the virus is still out there

Do your bit to help keep it at bay

What have you been doing during lockdown?

If it can be told to a wider audience why not get it highlighted in your very own magazine

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COACHED TURBO SESSIONS

Wednesday – Stonehaven Community Centre
11.15am to 12.15 (doors open at 11am)
31 Oct 2018 – 27 Mar 2019

Thursday – Knockburn Sports Academy
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BLOCK 2: 12 sessions in Jan/Feb/Mar - £72 (£6 per session) when paid in advance) or £7.50 per drop in session.

For more information please contact:
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