

Issue 558

September 2020

# CRANKS Volume 47

The Magazine of

Deeside Thistle Cycling Club

Sponsored by:

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Current Membership 600 (646)  
SCU Membership 315 (339)  
Scottish Cycling's Largest Club

## Editorial:

Things are not yet back to normal but there is a change for the better. Competitions are restarting albeit with a lot of restrictions. We're now able to ride in bigger groups. Though it will take time to re-establish our cycling as we knew it the glimmer of light shines brighter by the day.

Our Youth group has got going again with an appointed Covid-19 Coordinator on hand to advise on guidance to follow. This role is filled by Anna Liversidge. Meanwhile, on the MTB side of the Youth a similar job is being done by Gordon Watt. He's issued a well-written document to parents of participants highlighting all that has to be adhered to in these strange times.

To help keep things together Laurent Schirrer has taken on the responsibility of coordinating the Co-ordinators and it is hoped, as things develop with more understanding, that many of our activities can be re-instated.

One of these is the successful Donside Bunch out of Kintore. Andy Kerr masterminds this and has put in place modified rules for the runs, strictly following the Scottish Government and Scottish Cycling guidelines.

SportScotland has published an online e-learning package where individuals may earn certification to permit them to act in the roles undertaken by those already mentioned. A number of other members, including Simon Stromberg and Andrew Harrington have already done the tests. Those interested may go [here](#) and once complete let us know the outcome so that we'll be able to call on your new expertise if necessary.

Is there to be a Falling Leaves event this year? Alan Campbell is working on it and hopes that in some form it will happen at the start of October

## PHILOSOPHER'S CORNER

*The pessimist complains about the wind. The optimist expects it to change. The leader adjusts the sails*

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](mailto:Knockies@aol.com)

## Coronavirus Update

With the hope that some normality may return to participation in club life a group of members are working to put all the new legislation in place. Once finalised there should be a seamless method to register for all clubruns, organised events and even competition.

Registration is one of the important requirements since it will permit the ability to contact and trace should there ever be a need.

Continue to 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. [Updated statement from Scottish Cycling regarding physical activity during COVID-19.](#)

Additional information is here: [https://www.britishcycling.org.uk/scotland/regions/article/SC\\_Club\\_Resource\\_Hub](https://www.britishcycling.org.uk/scotland/regions/article/SC_Club_Resource_Hub)

Statement from Colin Allanach - We welcome the SC guidance on club cycle runs and events. Good news... but at the start it contradicted what the Scottish Government were saying about group cycle rides. This has now been clarified by Scottish Cycling. As long as SC registered cycling clubs have a Covid-19 person in charge and put in place Covid-19 measures as per SC guidance then they can ride in groups of up to 30 with no physical distancing. For non-SC clubs and general 'mates cycling together' the 15 person maximum from max of five families and keeping 2 m apart remains in place.

## Updating Information

Many members have already replied with requested details but others are still waited on. If you've not replied please let me have the below - **this, even if you think the information I have is correct.** By submitting this information it also allows me to collect Emergency Contact details. These details were not part of enrolling in the club until only a few years ago.

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 (**sometimes years ago when you may not have had a mobile phone, and addresses and mobile numbers do change**).

In order to meet our responsibilities please reply to [info@deeside.org](mailto: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)

Sandy L

## What's Your Favourite Local Road Climb?

Grampian Cycle Partnership, along with the North East Adventure Tourism (NEAT) project, are collaborating on an exciting project aspiring to signpost some of the most iconic road climbs in Aberdeenshire.

We are really interested to find out which local climbs you think deserve to be called "iconic" and considered for signage.

The NEAT partners comprise Aberdeenshire Council, Visit Aberdeenshire, Opportunity North East, Scottish Enterprise and Developing Mountain Biking in Scotland.

The remit for this project is mainly Shire based but it may have at least one city hill climb thrown in for good measure. Ideally, we would like to provide as much spread over the area, as possible.

Where have you suffered or glided up the hills, where have you got to the top and thought "this is heaven"?

They don't have to be the longest or steepest but let's hear what makes it "iconic" for you.

It could be the view, it could be the switchbacks, it could be the wildlife you have seen.

Where is that secret road climb that you love or hate to get over?

A survey is in place for next week or so for you to choose your favourite local climb.

The link to information and survey is here: <https://www.grampiancyclepartnership.org/news/>

Please complete the survey and pass on to anyone else who may be interested.

## Kayleigh's Wee Stars Charity Cycle Challenge 2020

Every year Kayleigh's Wee Stars organise a Charity Cycle Challenge to raise funds for the charity which supports families who have a child with a terminal illness.

Due to the Corona virus pandemic, this year, we are making the cycle virtual.

We are keeping the format very similar – the date being Saturday 3rd October 2020 and we still have the 3 distance choices of 20, 57 and 95 miles, the only difference being the cyclist chooses their own route!

Entry fees are donations to the charity through a dedicated fundraising page.

The cycle can be entered through our fundraising page (linked below) and full details are posted on our website where you can also find out more information on the charity:

Entry page: <http://virginmoneygiving.com/fund/KWSCycle>

Website: [www.kayleighsweestars.co.uk/site/events/kws-cycle-2020](http://www.kayleighsweestars.co.uk/site/events/kws-cycle-2020)

Facebook: <https://www.facebook.com/events/303409217405341/>

Thank you for your help with this, I hope some of you will be able to take part! *Tracey Morris, Charity Manager*

## Pippa York at Deeside Thistle CC

On Wednesday evening 19 August your club laid on a feast of entertainment. Masterminded by Alan Campbell and ably supported by Peter Smart and Neil Stables the team produced a memorable talk that brought out the best in Pippa York. She was funny, well informed, witty and open.

For the future a pattern has been set and it could lead to greater things

Of the many members and friends who tuned in via Zoom a good percentage got involved, either through the Chat function or by making supportive comments afterwards. One member even said it was worth his yearly membership alone! Others thanked the club for a fantastic evening; it was awesome

Peter Smart created the Webinar and managed the transmission while Neil Stables looked after the classic videos. The whole show has been uploaded to: [https://smart19tech.sharepoint.com/:f:/s/Smart19TechShar ing/EulQMTZ6usdJi2zsF\\_U00QABwjWRge7zIywokhgK\\_WTDMFg?e=wjIsc6](https://smart19tech.sharepoint.com/:f:/s/Smart19TechShar ing/EulQMTZ6usdJi2zsF_U00QABwjWRge7zIywokhgK_WTDMFg?e=wjIsc6). It's unedited and as it comes from zoom recording. The file is big! Enjoy the replay.

## Club Kit Order

The most recent Pactimo kit order is now available to collect from Tierney Strachan, 12 Greenbank Place, East Tullos, Aberdeen, AB12 3BT. We are not receiving persons at our reception though.

Please ring the bell at our Goods-In door, and announce that you are here to collect Deeside Kit with your name. Wait outside the door and your kit will be brought to you.

If the small roller shutter door is closed - please telephone the office number, 01224 295000.

If the main gates are closed, we are closed, simples

Our policy is that non-essential personnel may NOT enter the building – so we have no facility for you to try on. If you are in any doubt about the sizes you have ordered, let me know and possibly we can do a swap or refund.

Still a few of you to collect from the last order too.

I can post out to those that want it. Let me know and I can arrange. You can easily buy postage online and send it to me; I'd need to give you weights and dimensions if you want to do this. *Jon Strachan ([clubkit@deeside.org](mailto:clubkit@deeside.org))*

## 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*

## 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.

## 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](mailto:info@deeside.org). Those who put their names forward will be kept informed of the developments.

## A More Excellent Way

Wm C Birt-Whitwell (1898)

When the cyclist is cooling his heels in the dock,  
And the constable's language is flowing,  
As he glibly disposes (which gives you a shock)  
To the thirty-mile bat he was doing:  
I won't say that constable's telling a lie –  
Such a phrase would be rude and uncouth:  
But I'll simply remark, with a tolerant sigh,  
That he's careless in handling the truth.

When we read of a cyclist locked up for the night  
With common pickpockets and thieves,  
Just because of his machine was found minus a light –  
Our feelings the spectacle grieves.  
But if you assert such proceedings imply  
An admixture of justice, forsooth!  
I don't mean to say that you're telling a lie,  
But you're careless in handling the truth.

When journalists tell us that cycling's played out,  
And the reign of the cycle is o'er;  
That the pastime is viewed in high quarters with doubt,  
And the sport will ne'er thrive as of yore –  
Well, we look at the cycles that everywhere fly  
With their burden of beauty and youth,  
And we won't say that those parties are telling a lie,  
But they're careless in handling the truth.

When a lady maintains that her sweet sex prefer  
The "Bloomer" costume to the skirt,  
I won't be so rude as to contradict her,  
Or her sensitive feelings to hurt;  
I would not suggest that she's telling a lie –  
I'd much rather be robbed of a tooth;  
So I'll simply remark, with a tolerant sigh,  
That she's careless in handling the truth.

## New Members

The following new or returning members have joined in recent weeks

2972	Eve Fordyce	Aboyne	25
2973	Theo Matthew	Banchory	15
2974	Harri Wilson	Aberdeen	25
2975	Ben Butler	Aberdeen	30

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](http://www.deeside.org) or to email [members@deeside.org](mailto:members@deeside.org) asking for information

## 25 Years Ago COLOUR POLLUTION

I'm sure we have all heard of noise pollution, air pollution and environmental damage. But hands up all those who have heard of a new menace. That of "Colour Pollution".

A serious article in the "Sunday Times" brought to my attention this new crime against "Mother Nature". Such eminent and respected people such as Chris Bonnington were quoted as saying: "Colour pollution by people who were not obliged to wear bright clothing for safety reasons had become a serious problem in wild places."

And to back up their argument environmentalists have enlisted "personal image consultants" to argue that: "our countryside is in soft tones of green and blues and browns and people born in the country wear the same soft colours. They do not wear red, blue and green with shiny black."

These so called "experts in style" go on to say: "if I had my way, I would take to the hills and force on-the-spot fines on people whose clothes were considered to be offensive."

So you have been warned!

Yes, I agree, it does sound like an April Fool's joke but these environmentalists are serious.

So what's the answer? Do we throw away our Club jerseys and thermal jackets? Should we purchase army surplus clothing - ideal for blending in, or, for the style-conscious, how about a "Barbour" jacket with matching "Burberry" trousers in a soft pastel green. Uncomfortable as hell but very environmentally friendly.

As a mountain bike fanatic and diehard lover of the hills and mountains around us I find this new, so called, crime against the environment absurd and lacking credibility. I understand (although disagree) with their grievances regarding erosion of paths and disturbing wildlife, however, I believe that "colour pollution" is a minute problem compared to major confrontations such as right of access and the disappearance of our Scottish forests.

I'll be generous and give the "colour pollution" lobbyists a year before they lose interest and find some other petty cause to promote.

Meanwhile ride easy on mother earth and when in the hills wear your colour polluting Deeside jersey with pride.

*Philip Kelman*

## VOLUNTEERS

Please consider helping your club. You can register your interest in volunteering here: [http://deeside.org/?page\\_id=721](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](http://deeside.org/?page_id=29) or tell them to drop a note to [info@deeside.org](mailto:info@deeside.org)

## KNOCKBURN LOCH MANAGEMENT

John Huston Knockburn Site Manager, Knockburn Loch, Strachan, AB31 6LL

[info@knockburn.co.uk](mailto:info@knockburn.co.uk), 01330 822234 / 07741314999  
[www.knockburn.co.uk](http://www.knockburn.co.uk). You can like us on [FaceBook](#) and follow us on [Twitter](#)

## Proposed Local Calendar for 2020

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

Provisional date	Description	Organising Club
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## 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](mailto: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](mailto:clubkit@deeside.org). There is also a small stock of clothing with outdated logos at discounted prices.

## Synopsis of F & M Meeting 31/08/20

A Finance and Management Committee meeting took place on-line, on Monday 31 August 2020. In attendance were Andrew Harrington, Sandy Lindsay, David Eastwood, Sam Long, Laura Sarkis, Laurent Schirrer, Peter Smart, Neil Stables, Simon Stromberg, Mark Walker, Alan Campbell and Anna Liversidge.

**Apologies** – Jon Strachan, David Walton, Steve Walton and Ian Wilson

### Agenda

#### 1 Minutes of Previous Meeting – Accepted

#### 2 Business Arising from Minute

Pippa York Interview – An excellent evening was enjoyed admirably conducted by Alan Campbell as host and supported in technical matters by Peter Smart and Neil Stables

#### 3 New Business

- a) Covid-19 Co-ordinators – The following members have agreed to act as Covid-19 Co-ordinators for the club; Andrew Harrington, Sandy Lindsay, Anna Liversidge, Laurent Schirrer and Gordon Watt. These names are to be forwarded to Scottish Cycling. Scottish Cycling is also to be asked what the situation is in respect to those non-members with a view to joining the club being involved with clubruns
- b) Return to Clubruns/Competition – Andy Kerr proposed to restart clubruns from Kintore. He is to be asked to use Spond to record rider information. Alan Campbell also made a proposal to run the annual Falling Leaves Reliability Trial during October. These can go ahead following SC guidelines
- c) Youth Coaching
  - i) MTB section has appointed own COVID19 officer, compiled relevant paperwork and will resume sessions shortly
  - ii) Road and CX has resumed fortnightly sessions, for A/B and C/D riders only, under guise of SC. A Liversidge has offered to cover COVID19 responsibilities for additional sessions, once they resume
  - iii) Resumption of Learn to Ride, (basic training groups) is under discussion by relevant Coaches
  - iv) Top end, racing Youth and Juniors are currently supported on a voluntary basis by the senior Coaches. This is unsustainable. Y&J section will pursue a paid for arrangement with one of the Senior Coaches acting on behalf of the team. This will require service agreement between Club and Coach. Payment details will also need to be resolved
  - v) Funding request for Juniors for 2021. There will be substantially less national support available for Juniors next year. Club will be expected to support these. ERC is also looking to set up Junior team. Senior Y&J had been looking for sponsors prior to COVID19. Unlikely to gain traction at present.

#### 4 Any Other Business – None

#### 5 Next Meeting – 05 October 2020 at 7.00pm

## Historical Reminiscences

### (Part 24)

A milk float whined its way into the fog; a seagull tugged ineffectually at a damp chip paper; Girdleness light bounced off a curtain of white and its foghorn growled into the coming dawn.

Enough light had filtered through the blanket of wet by the time the three frontier breakers were ready to depart. To Ardnamurchan, the furthest west point of the British mainland, was the venture. They had also to return.

10 minutes after schedule departure, Alan Campbell, Sandy Lindsay and Alan Burwood set out.

The first stop was at the top of the Lecht and since the coastal fog had quickly given way to clearer, brighter weather, this climb, the first severe test, was tackled with gusto. Burwood had to give best stopping to rest several times on the way up.

Climbing into cloud the ski-station came into sight and the support van gave necessary sustenance. Out of the cloud with weather warming Tomintoul came and went. Brig o' Brown also disappeared tailwards. In high spirits the trio swept through Nethybridge and stopped for lunch at Loch Insch.

A lengthy stop put them behind schedule but, now in shorts, the sun out and pleased with progress, they pressed on down Laggan side to Spean Bridge. The next stop was Glenfinnan where any pleasantness started to evaporate.

Beautiful views towards Lochailort were enjoyed but with the terrain becoming lumpy, half-wheeling, an unpleasant trait at any time, began to have its effect. In the end one rider was left to make his own way to meet darkness while the other two progressed at a more sedate pace.

At Salen with under 30 miles to go to Ardnamurchan a truce made and lights fitted they continued together. Climbing steeply onto moorland a six mile descent took them through Kilchoan at sea level. Then a narrow road switch-backed to Ardnamurchan Point where the lighthouse beamed out to sea. Beds not available a doss on the floor was virtually as good.

Morning, clearer than Aberdeen, dawned at 5.00am and a cup of tea only for breakfast seemed okay at the time since a second breakfast would be eaten after two hours at Salen. This proved costly.

The half-wheeling business, worse than on day one saw the half-wheeler left riding several lengths clear or allowed to disappear from view on the hills.

At first the balmy day of Saturday appeared to be spilling over into Sunday but gradually the wind increased in strength from the north-east bringing with it a cold airstream. Energy drained away quickly.

Time passed too quickly but after Strontian and onto better roads a bit of speed could be put on to try and make the ferry at Ardgor. Churning into the wind towards the Caledonian Canal they were 30 minutes down after only 50 miles.

The previous day's efforts of continually fighting to hold a fluctuating wheel had told on Alan and with the same on

day two, into Glencoe his despair meant an extended rest was taken in a café for a third breakfast. A considerate waitress plied him with more and more free toast and sweet tea.

The climb through Glencoe and round the edge of Rannoch Moor to Loch Ba saw a good recovery effected and by the time they rode through Crianlarich his condition was remarkably improved.

The headwind continued in their faces regardless whichever direction they travelled and the climb above Loch Tay seemed never-ending. The descent from Kenmore didn't seem that way and tired limbs took them to Pitlochry by 8.00pm.

Alan insisted on lights and warm clothing and for the climb to Braemar they should stay together. This would have been sensible for the climb on the Devil is a long grind and into the wind they'd be able to shelter each other. Not so, the half-wheeler, left to his own devices wasn't seen again until Braemar. More cold settled in with darkness making the extra clothing welcome.

Over Glenshee time ran out. They should have been in Aberdeen.

Heading down Deeside, at last with a helping wind and no traffic, they lined up down the white line to Banchory. Then into Aberdeen at better than 20s with dawn just beginning to lighten the sky they charged up the slope to the lighthouse at Girdleness. Mutual back slapping and claims of "never again" at 4.30am saw the trio and helpers head to bed.

It was pouring with rain and roads flooded. Archie Speed must have been annoyed at his poor entry and the rain putting half of these off must have been another bitter pill. There were far more officials than riders.

With light breaking through the streaks of water and showing up the wet roads the first rider started. Eventually my turn came. Pushed into the maelstrom I quickly settled in and riding to a slightly haphazard schedule I ignored the rain and rode round the floods. It was cold and soon I was first on the road.

With the rain becoming intermittent and the marshalling immaculate I got frequent checks on my rivals. It gave a great boost to know my performance had started out well.

The wind, fairly light, didn't help or hinder and as the day progressed word kept filtering through about riders climbing off.

The route of this 12 hour event starts in Fife and goes to Stirling via Kinross and Airth when it retraces to Auchtermuchty and Cupar before joining a finishing circuit based on Freuchie.

At Stirling, and on schedule, my helpers were always close at hand and despite the bad weather, continued to hand up sponges, drinks and food.

Then climbing back towards Yetts of Muckhart, crossing the highest point and leg weary, I knew my chances of a high mileage had gone. I also learned that only the first rider to start and myself were left on the road. I suspected that the Aberdeen contingent had all packed up and

headed back home. Not so. I got a boost when they appeared cheering me on at 170 miles.

Every drag was laboured over and another minute lost but I still felt good enough for 260. Then the last time through Melville Lodges roundabout a wall of wind appeared. Coming this late in the day and completely unprepared my speed clattered down. It was a real relief to join the finishing circuit at 9hrs 20 mins but a lot later than hoped.

The road dried, oil had to be put on the chain, 30mph stints with the wind behind were nullified by 10mph into it.

At 230 miles my legs jellied. There was absolutely nothing there and even after repeated drinks of instant energy nothing returned. This late on with just over an hour left I couldn't let myself blow. Glancing back my support were only a couple of hundred yards away. Hand up and they were immediately by my side and feeding me bars of energy and more bars of energy.

Recovered, a decent finishing effort meant I didn't let Archie Speed down either. His comment, as I slipped the fiver into my pocket? *"I should have given each rider a car with a marshal rather than organise 60 plus folk to man the junctions."*

Someplace between Novgorod and Moscow in a tiny village we spoke with a Russian peasant. She said that in WWII when the Germans invaded they were made to billet the soldiers in their village.

Eventually they'd been forced from their homes and not allowed to return for several years.

In tears she recalled that day when she and her family revisited their home only to find everything had been burned as the invading army retreated. Her memories were bitter.

At the other extreme, only a few miles away we visited a graveyard, carefully tended. Here, German soldiers' helmets hung on stone crosses.

Today, hoping for better progress we were thwarted at every turn. Things started to go wrong even before breakfast when Steve Webster phoned saying he could not help. We felt he could have made an effort even if only to phone some concerned government department. However, he did say he'd prepare a letter for us to take to Lukla which would inform the Mountain Travel Office that our bikes should be stored safely if we had to abandon them. Lukla, not on our itinerary was unlikely to be visited.

On the other hand, Mark Blunt had done some behind the scenes working and at breakfast he told us that the General Manager of the hotel had confirmed our stay for another night. An appointment had been made with Mr Poyden, the Senior Warden of the National Park. The British Ambassador, Mr Burgess-Watson, is also to be contacted.

A telephone call to the British Embassy got the response that the Ambassador would be pleased to help. In the interval, before our meeting with Mr Poyden, he would make enquiries and we should re-contact him at 2.30pm.

As the time approached it suddenly dawned on us that Nepal time was 15 minutes ahead of Delhi. Our watches had not been re-adjusted. A rush to our room got a call through – eventually. It took all of 30 minutes to make the connection. The ambassador told us that it was still unlikely the bikes would get through. Yet no-one proved willing to flatly refuse us the right.

A taxi rushed us to the Ministry of Forests where a merry dance was led. Mr Poyden had changed offices. We were pushed around, room-to-room, building-to-building.

While standing at the edge of a courtyard with the red brick buildings towering all around, our determination wavered. We'd fought and it looked as if we were about to lose. Suddenly I spotted Priag, a Nepali we'd met months before while he studied at Aberdeen University. He walked diagonally across the courtyard. Things seem to click into place at the last moment. It is as if there is a plan which has to be followed and if we are determined enough to solve all the clues we will make it – we'll be allowed to move on to the next step, but only at the last moment.

After a warm handshake, Priag searched for and found Mr Poyden for us. He turned out to be very pleasant and mannerly. His poor English meant that Priag had to translate. His statements summed up to little more than bicycles were not allowed into the National Park. The Personal Assistant to the Forest Secretary (the only person who could give us authority) had been spoken to. The Personal Assistant would brief the Secretary and an answer would soon be available.

Meantime, a courtesy visit to the British Embassy was made to see if the Ambassador could be of further assistance.

A taxi took us to the Embassy and once through the gate, manned by a Ghurkha, peace descended. It seemed as if we had stepped back onto British soil, the filth gone, and the touts missing.

Soon, ushered into the office of the Ambassador, like Mr Poyden, we found him to be very pleasant. The difference, though, he was seen to be working. Over a cup of tea he dictated a letter with the contents endorsed by us.

Now, too late for delivery, a courier would rush it first thing in the morning and hand deliver it to the Forest Secretary. A request for clemency from the British Ambassador would surely bring results. No reply could be expected before noon the next day. Bureaucracy works slowly.

The irrigation channels and sewers which flow through and around Lo Mantang have frozen this morning. As the sun gets up they will melt again.

Outside the town the crowd of children climbed on rocks as we descended the gully. They chanted, clapped, jumped up and down. Turning for one last look it was to be greeted with a forest of waving hands.

Soon we caught up with the German and French groups who were also leaving today. It was a cheerful mob that slowly climbed the hill to the heli-pad from where we'd got our first view of Lo Mantang. A lingering look back at the walled city with its red painted monasteries, four

storey palace and many narrow, windy streets - will it be the last time?

Leaving everyone behind we cycled over the wide dusty track, only occasionally getting off to take a photograph or where the sand became soft. There was greater energy now.

We met some Austrians who were excited about the bikes. They'd seen tracks on occasion as they made their way in and they couldn't believe that anyone could take a bike into this remote area.

Now in an entirely different mood as we progressed rapidly over the dusty tracks the steep descent to Tsrang was negotiated with ease. Then we started the last drag to our lunchstop.

Tonight's stop is to be Gemi and we reached there in fine time, by 2.40pm. Our tent is pitched on the roof of the King's grand nephew's house.

By 4.20pm the sun had disappeared and it got cold. Today we only made 12 miles. It is steadily growing colder.

Once again we've noticed that the kids here are very forward and cheeky. They have often pulled at the hair on our legs and ran off laughing. This afternoon when we arrived they did their usual and clambered all over the bikes. One girl started to shove her fingers through the ventilation slots in my helmet and scratch my head. This fascinated her.

My beard is much longer and Chhatra says that I'd pass for a Brahmin. *Roughstuffer*



## Britain's National Cyclists' Association

Working for all Cyclists

Newcomers are welcome particularly on the Morning/Slower Full Day runs.

Medium and Faster Full Day runs are for the more experienced

For more information visit our website:

[ctcgrampian.org.uk](http://ctcgrampian.org.uk)

Chairman	John B	01224 571984
Secretary	Sheila	01224 639012
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

Try Cycling Rides	Moirra D	
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

## 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*

## For Sale

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

- 1 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](mailto:jas@tierney-strachan.co.uk) (1)
- 2 Fixed wheel bike. Specialized Langster. Excellent condition, not used much. Original wheels replaced by much lighter aerorage halos. Flip flop hub to allow freewheel or fixed wheel. £300. Contact Neil on 07724 112957 (3)
- 3 Level Carbon Tri Spoke tubular front wheel. Less than 500km covered. Comes with Vittoria Corsa Tub. £400. Contact Alastair Keith on 07731 990182 or email [Alastair.keith@me.com](mailto:Alastair.keith@me.com) (3)

# 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

## 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  
10.00am to 11.00am (doors open at 9.45am)  
01 Nov 2018 – 28 Mar 2019

Weekly Progression – All Abilities Catered For

The sessions will be structured and progressive throughout the winter months. This is the ideal way to get fitter over the winter and to be ready to enjoy the spring and summer.

**\*\*NOTE\*\* YOU NEED TO BRING A BIKE AND TURBO TRAINER!!**

Cost (Blocks are payable in advance):

BLOCK 1: 8 sessions in Nov/Dec - £48 (£6 per session) when paid in advance or £7.50 per drop in session

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:  
SARAH ROWE (ABCC Level 3 and BC Level 3 coach) srowe2020@btinternet.com or 07970919453

## Ian Grant

Gardening: - Grass Cutting  
General Tidying - Rotovation  
Pressure washing - Tree Surgery,  
Welding (electric) and small repairs  
£9.00/hr or estimates

30 Sclattie Park, Bucksburn, Aberdeen  
Tel (01224) 713033

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01467 621861

## CAR CLINIC

Car Clinic contacts: -

[greatservice@car-clinic.com](mailto:greatservice@car-clinic.com),  
<http://www.car-clinic.co.uk/>

Car Clinic, Unit 2, Hillview Road, East  
Tullos, Aberdeen, AB12 3HB  
(01224) 891414

Car Clinic, Broadfold Road, Bridge of  
Don, Aberdeen, AB23 8EE Phone:  
(01224) 821010

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personalised training to help you to reach your potential  
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Members

For more information contact Ken Bryson -  
Email [ken.bryson@talk21.com](mailto:ken.bryson@talk21.com)  
Tel 01224 877533

This small area has been reserved to persuade each member who has read this far, to invite anyone showing an interest in cycling to apply for membership of Britain's biggest cycling club

### Membership Application

Name: .....

Address: .....

Phone Number:.....

Email: .....

Date of Birth: .....

Please complete and return to Sandy Lindsay, Rowan Cottage, Inveramsay, Inverurie, AB51 5DQ Telephone (01467) 681330 or email: Knockies@aol.com



Grampian Health Foods

Mon - Fri 9 am - 6 pm  
Saturday 9 am - 5.30pm

Sunday Closed  
34 Market Street  
Aberdeen  
AB11 5PL

01224 590 886  
[www.grampianhealthfoods.co.uk](http://www.grampianhealthfoods.co.uk)

Grampian Health Foods Cycling Club publishes this magazine. The Editor is Sandy Lindsay MBE, Rowan Cottage, Inveramsay, Inverurie, AB51 5DQ. Tel: Pitcapple (01467) 681330 – Email: [knockies@aol.com](mailto:knockies@aol.com)

Mon - Fri 9 am - 6  
pm

Saturday 9 am -  
5.30pm

Sunday Closed  
5 Crown Street