

Issue 581

August 2022

Cranks

Volume 49

The magazine of
**Deeside Thistle Cycling
Club**
Sponsored by:

MPH
Mechanics Plan How

Tierney Strachan
PROCESS CONTROL ENGINEERING

Current Membership 578 (600)
SCU Membership 302 (307)

Editorial:

The Tour of Britain has its Grand Depart from Aberdeen on Sunday 04 September. Aberdeen City and Aberdeenshire Councils appear to have embraced our sport like never before. Aberdeenshire has even seconded a cycling member of staff to lead lots of supporting events in the run up to the weekend. This includes highlighting the benefits of cycling throughout the education network, preparing advertising videos, even identifying our favourite top climbs in the north-east.

The Tour travels through places like Inverurie and Ballater before completing the first stage at the Cairnwell Pass in Glenshee above Braemar. This will be a spectacular end to the day's racing and if last year's stage over the Cairn o' Mount is anything to go by I imagine it will rival some of the mountain top stage finishes in the Tour de France.

Access is going to be difficult. I don't know yet all of the restrictions being place on traffic, but it is unlikely vehicles will be allowed on that stretch of road for some time before the event. There is some suggestion of a Park and Ride being put in place from Braemar.

We're not going to see the likes again for many years. Let's hope the spin-offs benefit all. Make the most of it while we can.

PHILOSOPHER'S CORNER

Don't buy upgrades, ride up grades

Eddy Merckx

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@deeside.org

Northboats 30 ml RR: Grampian Evening Series Thursday, 28 Jul 2022

Men

1 Jacob Smith SRT, 2 Lee Rosie SRT, 3 Neil Scott DTCC, 4 Aidan Quinn dc, 5 Brian Duncan SB, 6 Thomas Gelati KR, 7 Mark Madigan MGCRT, 8 Daniel Kain RrRT, 9 Tim Mackley VCRT, 10 Calum Gibb DTCC, 11 Jamie Chree DTCC, 12 Richard Harris DTCC, 13 Steven Sharp Una, 14 Innes Jamieson DTCC, 15 Michael Gordon AWCC, 16 Simon Arnot TAAA, 17 Hugh Ramsay DTCC, 18 David Ogden DTCC, 19 Robin Atkinson Una, 20 Lewis Dey RT23, 21 Morgan Ormrod-Livingstone Una, 22 Gavin Shirley SV, 23 Stephen Wilson TEN, 24 Richard Hills AWCC, 25 Robert Cowie AWCC, 26 Jamie Riddoch ECC, 27 Calum Cormack DTCC, 28 David Mckay DTCC

Women

1 Anna Murgatroyd CRC, 2 Evie White DTCC

Scottish National 100 Mile Time Trial Championships - Sunday, 07 Aug 2022

Lee Rosie (Spokes Racing Team) and Christina Mackenzie (Stirling Bike Club / Wallace Warriors) were crowned the new Scottish National Champions at the 100 Mile TT Champs in Laurencekirk on Sunday 07 August.

Rosie's time of 3:34:10 is a new Scottish Record, subject to ratification; with the local rider able to take two minutes off Kyle Gordon's time set in 2018.

Our congratulations to Lee and Christina, and a massive thanks to Aberdeen Wheelers Cycling Club, as well as all the volunteers, marshals and officials for making these Championships possible.

1	Lee Rosie	SRT	3.34.10
2	Robbie Mitchell	Una	3.44.47
3	Jesse Dawson	VPG	3.51.31
4	John Kent	AWCC	4.00.53
5	Andrew Gallacher	LCC	4.12.07
6	Richard Hills	AWCC	4.12.40
7	Christina Mackenzie	SBC	4.19.20
8	Joseph Agnew	GCC	4.19.40
9	Ross Bremner	RCC	4.20.59
10	Mike Giles	YCC	4.22.47
11	Ken Thomson	DCC	4.25.45
12	Neil Anderson	DTCC	4.38.43
13	Alexandra Ligeti	VPG	4.45.07
14	Brendan McCabe	AWCC	4.45.53
15	Lynne Cordiner	MFCC	5.00.51
16	Neil Howarth	DTCC	5.16.08
17	Miriam Rennet	KCC	5.20.13

DTCC Jolibar 57 ml RR: Grampian Evening Series Saturday 13 August 2022

1 Jacob Smith SRT, 2 David Lines WCTC, 3 Craig Paterson SRT, 4 Gavin Dempster TR, 5 Calum McVie TR, 6 Ewan McMillan DTCC, 7 Brian Duncan SB, 8 Neil Scott DTCC, 9 Murray Soutter TR, 10 Cameron Adam SRT, 11 Mark Walker DTCC, 12 David Ogden DTCC, 13 Adam Baker RAFCA, 14 Jamie Chree DTCC, 15 Conal Davidson SRT, 16 Ewan McDougall PUCC, 17 Tim Mackley VCRT, 18 Finn McHenry TCA, 19 Stephen Wilson TENS, 20 Alasdair Baillie SRT, 21 Scott Davidson MFCC, 22 Alistair Merry DTRC, 23 Donatas Markevicius PUCC, 24 Hamish Strachan BA, 25 Richard Harris DTCC, 26 Steven Sharp Una, 27 Aidan Quinn dc, 28 Innes Jamieson DTCC, 29 Daniel Long ECC, 30 Daniel Sutherland Una, 31 Stuart King YCC, 32 Jai James Una

Evening League 2022

Our league for 2022 is complete. Supported by over 80 riders it has, as always, proved to be a major of competition during our club year. Its format has evolved in the last couple of years and, generally, the new look has been welcomed. There are separate categories for road and time-trial bikes which has overcome the advantages seen one over the other. Interestingly, the highest finisher on a time-trial bike didn't quite get as many points as the leader on a road bike.

A special thanks to all those closely involved in the weekly presentation of our league is important. Principal are Steve Walton, who handles the overall organisation, Jon Strachan, who compiles the bulk of the results, Ron Lowe, who looks after the Vet results and the two main time-keepers, Brian Gourlay and David Walton. Without them you'd not have a league. Also, we must remember that every event needs a variety of other helpers, to marshal, to assist at the start and HQ. Again, without them, there'd be no league.

Results:

	Youths Females	Events	Tpts
1	Rowe, Melanie	5	948
2	Hendry, Harriet	5	906
3	Campbell, Emma	5	892
	Youths Males		
1	Ramsay, Euan	6	951
2	Long, Innes	4	771
3	Rowe, Elliot	3	478
	Road Females		
1	Stead, Sara	6	907
2	Ross, Gill	6	875
3	Thomas, Kim	5	850
	Road Males		
1	Cameron, Alistair	6	958
2	Ramsay, Hugh	6	942
3	Ramsay, Andrew	6	931

TT Females

1	Ritchie, Lucy	6	875
2	McMillan, Margaret	6	828
3	Prabucki, Jill	5	759

TT Males

1	Walker, Mark	6	953
2	Alexander, John	6	945
3	Gibb, Calum	6	933

Vets TT

1	Walker, Mark	6	300
2	Yule, Andrew	6	295
3	McMillan, Margaret	6	294

Vets Road

1	Cameron, Alistair	6	297
2	Ramsay, Andrew	6	291
2	Stead, Sara	6	291

Overall - on Total Points

1	Cameron, Alistair	6	958	Road
2	Walker, Mark	6	953	TT
3	Ramsay, Euan	6	951	Youths
4	Rowe, Melanie	6	948	Youths
5	Alexander, John	6	945	TT
6	Ramsay, Hugh	6	942	Road
7	Gibb, Calum	6	933	TT
8	Ramsay, Andrew	6	931	Road
9	Bacon, Robert	6	930	Road
10	Bavidge, Bill	6	922	Road
11	Reid, Doug	6	917	Road
12	Carroll, Brad	6	910	TT
13	Stead, Sara	6	907	Road
14	Hendry, Harriet	6	906	Youths
15	Yule, Andrew	6	905	TT
16	Aitken, Alistair	6	903	Road
17	Campbell, Emma	6	892	Youths
18	Campbell, Alan	6	879	Road
19	Ross, Gill	6	875	Road
19	Ritchie, Lucy	6	875	TT
21	Spencer, Steve	6	873	Road
22	Leal, John	6	869	TT
23	Wallace, Colin	6	864	TT
24	Bricknell, Bruce	6	856	Road
25	Wilson, Ian	6	852	TT
26	Thomas, Kim	6	850	Road
27	Grant, Ian	6	843	TT
28	McGraw, Bob	6	834	TT
29	McMillan, Margaret	6	828	TT
30	Duguid, Forbes	6	782	TT
31	Howarth, Neil	6	773	TT
32	Long, Innes	5	771	Youths
33	McCool, Kevin	5	765	TT
34	Robb, Jim	6	761	TT
35	Mowbray, Kyle	5	759	TT
35	Prabucki, Jill	6	759	TT
37	Aitken, Thea	5	753	Youths
38	Mitchell, Stewart	6	740	TT
39	Cormack, Calum	5	737	TT

40	Wood, Ben	5	714	TT
41	Nicoll, Matt	5	697	TT
42	Lowe, Ron	5	652	TT
43	Davidson, Mark	5	649	TT
44	Walton, Steve	5	647	TT
45	Duncan, Brian	4	634	TT
46	Gaunt, Stephen	4	623	Road
47	Jamieson, Innes	4	618	TT
48	Chedburn, Duncan	4	617	TT
49	Ramsay, Thomas	4	607	Road
50	Watson, Kevin	4	578	TT
51	Collins, Jamie	4	567	TT
52	Vaughan, Ian	4	529	TT
53	Smith, Gordon	4	527	TT
54	Rowe, Elliot	3	478	Youths
54	Duncan, Brian	3	478	Road
56	Cormack, Calum	3	470	Road
57	Thomson, Millie	3	467	Youths
58	Evans, Molly	3	464	Youths
59	Bain, Oliver	3	461	Youths
60	Lindsay, Robert	3	448	TT
61	Thomson, Hope	3	446	Youths
62	Evans, Murdo	3	445	Youths
63	Blunsdon, John	3	440	TT
64	Reid, Peter	3	420	TT
65	Chedburn, Lauren	3	386	TT
66	Smart, Robert	2	313	Youths
67	Matonti, Matthew	2	311	TT
68	French, Tony	2	301	TT
69	Prise, Eilidh	2	299	TT
70	Harrington, Andrew	2	291	Road
71	Huston, John	2	290	Road
72	Stead, Sara	2	285	TT
73	Duguid, Francis	2	280	Road
74	Rough, Alistair	2	271	TT
75	Thomson, Michael	2	258	TT
76	McIntosh, Bert	2	254	TT
77	Reid, Graham	2	252	TT
78	McMillan, Euan	1	160	Road
79	Blackburn, Arabella	1	159	Youths
79	Elsworth, Fraser	1	159	Road
81	Anderson, Neil	1	158	Road
82	Smith, Calum	1	157	Road
83	Gillespie, Andrew	1	151	TT
84	Reid, Peter	1	145	Road
85	Thomson, Michael	1	143	Road

Update from DTCC Youth

Three Youth A girls participated in the York National Youth Omnium on 18 July. The multi race event took place on an outdoor track at Heslington, York. Provisional results show Arabella Blackburn 2nd, Molly Evans 9th and Thea Aitken 11th.

Lyndsay Aitken

TOB Program

On Saturday, 03 September, Aberdeen City Centre is being taken over for closed road bike races. There is a mixture of local races and Scottish crit championship races with a free ride hour on the circuit thrown in for those that don't want to race.

Entries are being taken here for all the day's races:

[Scottish National Senior & Junior Criterium Championships \(inc. Aberdeen Cycling Festival support events\) Events - British Cycling.](#)

As usual we are looking for the local cycling community to support the races by racing and helping out on the day.

The circuit will be set out by Sweetspot and Aberdeen City Council Events Team.

There will be pro racers milling about as they arrive in Aberdeen on Friday for the tour launch. We are hopeful we might get a few to do podium presentations for us.

We are looking for volunteers to marshal at the event to help registration and corralling racers before each race etc.,. If you would like to help, please contact me at colinallanach@aol.com

There are afternoon and evening slots so please advise which you can do.

As per the previous races we have held in the centre there will be a club zone (likely to be in the Belmont Street area) and a roller warm up area, so there will be an opportunity for club members to meet and chat in one area and promote your club to the general public.

I need to know how many gazebos there will be so I would be grateful if you could advise if your club would like a space, size of gazebo and/or stand and name of persons who will be managing your gazebo/stand.

This is likely to be the last time an event like this is coming to Aberdeen for a few years so let's make it the best one ever. (World champs are not in our area next year) but hopeful for TDF prologue in 2026. I heard a rumour that TT will be along AWPR!

Colin Allanach

Club Committee

At our AGM in January the committee to run your club for the next year was elected. Unfortunately, a few positions could not be filled.

Principal among these were someone to help look after Event and Championship Management, and a person to maintain a presence on Social Media and the local press.

We also need a new Welfare and Protection Officer.

If you are interested please get in touch with me on info@deeside.org. *AJL*



60 Years of Trying

In June the Queen celebrated 70 years on the throne.

In the same month one of our members marked the 60th anniversary of his first time trial by riding the Evening League.

“I kept notebooks starting with an entry for 5/6/62. The second column was for distance and time. It reads 10 miles. Time 28.58. Under the comments column it reads. “First ever t.t. Held on Tuesday evening on south Deeside Rd. Rode 78 and 89 inch ratios. Winner’s time a 24.39. My ave speed 20.993mph. Cross wind.

That course started on Leggart Terrace near the current 30 mph sign. We changed at the side of the road nearer the river. Everyone apart from the timekeeper would arrive by bike. The average age of riders was probably 18. I can’t recall anyone over about 24. Very different days. We raced out the South Deeside and turned around a marshal positioned in the middle of the road about halfway up the Mill Inn Brae. Traffic was much, much lighter. Lorries and tractors were much slower. A mile after the start if you looked to the right there was a footbridge over The Dee. The Shakkin Briggie was still in use and was handy for pedestrians and cyclists. Looking across the Dee Valley the railway line to Ballater was visible and the trains plied up and down.

After the event we gathered round, and the timekeeper read out the results. On a summer evening we might then pedal a mile or so out to Blairs Ferry and Belle’s for a cup of tea and a homebake. Before dusk we would pedal back in to town in a peloton—although we called it a bunch—and had a sprint or “scrappy” for the 30 sign. So, some things don’t change.

I was still at school but had caught the cycling bug about 3 years earlier after seeing a poster in The Rubber Shop of Tour de France riders in the Alps. I read Cycling and Mopeds as it was called then. It was 6d well spent. It was the only way to keep in touch with the sport. I read it from cover to cover then went back and read it again. As a result of saving up from my paper rounds I was able, with my parents’ paying half, to buy a brand new Sun Manxman with a 531 frame. £29. I remember the excitement vividly. It had 5 gears. Benelux which were poor and unreliable but cheap. Campagnolo was but a dream! The Manxman was really more of a light touring bike, but I used it for everything including youth hostelling. (Still have it but not currently roadworthy). Hostelling was very popular in these post war years, and it was a great way of seeing Scotland. Car ownership was quite restricted in the early 60s as families did not have the resources.

The bikes which attracted attention were The Flying Scot and Hetchins with curly stays. These and racing wheels-sprints and tubs-were way beyond my means. A Saturday morning on Rosemount Viaduct outside Anderson’s Cycles

was the place to see club riders with their top machines. I remember a Pennine with small palm trees painted on the seat stays and an orange Rotrax in particular. Chrome spokes and large flange hubs. Wonderful. Fixed wheel was popular for winter riding and with some time triallists.

I’ve just checked my notebooks and see that 687 of my performances are recorded in the 60 years which have intervened. Only 5 punctures and 3 mechanicals which includes a fork crown snapping resulting in unconsciousness, an ambulance, broken bones and head injuries.

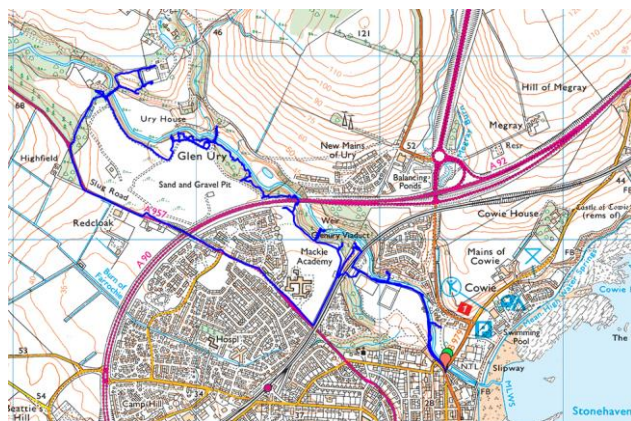
Back in the day, time trials made up the bulk of the sport in the UK and Cycling was full of it. A time triallist was normally on the front cover of Cycling. Events very often had a full field. Bikes were not particularly specialised or aerodynamic.

The quest for ever faster times and specialised TT kit is making this side of the sport quite exclusive as it gives the impression that expensive kit is required. It used to be the aspect of the sport which anyone could try but the specialist nature of the kit does not encourage novices to participate. I very much welcome Deeside Thistle’s initiative to have categories of road bike or TT bike in the Evening League.

I would like to thank all the organisers, time keepers and marshals for turning out all those times over these last 60 years.”

Alan Campbell

Cowie Stop Line - Part 1



If you have ever cycled to Stonehaven over the Slug and then taken the Swanley road, you may have noticed the concrete cubes and pillbox defending Haugh Head bridge over the Cowie Water near Bossholes horsey farm and wondered what his was for. Why the defences on this little bridge crossing such a modest little river?

I found the answer to this in the book *'The Hidden Ways'*, by Alistair Moffat.

When Norway fell in June 1940, that opened up a potential invasion route into Britain: across the North Sea, landing at the poorly defended beaches between Findhorn and Stonehaven. These beaches had shallow sandy approaches



suitable for landing, and inland access. South of Stonehaven, the coast becomes rockier with sea cliffs defending them.

But the Grampian mountains provide a natural defence line, with few natural crossing points, which could be defended: The Cairnwell pass was defended at the Devil's Elbow, and the Cairn o'Mount at the Bridge of Dye. However, the mountains peter out towards the sea, leaving a vulnerable gap between Fetteresso forest and Stonehaven: The Stonehaven Gap.

The line of the modest Cowie Water was chosen as a defensive Stop Line to stop or at least slow the progress of a German Panzer invasion through the Stonehaven Gap. This modest little river has steep banks along much of it, rendering it impassable by tracked vehicles. Those vulnerable parts of the river, where the banks were flat, or there were bridges, were defended with concrete cubes and pillboxes: the Cowie Stop Line.

Many of the defensive features can still be found if you follow the line of the Cowie.

I set off from Stonehaven along the South bank of the Cowie, starting at the bridge. The first evidence of the line can be seen straight away: several concrete cubes at the NW corner of the bridge, covered in undergrowth. I head up the road which follows the river, leading to the football pitches. After a few hundred metres we come to the cricket pitches on the left, and a grassy clearing on the right, overlooking the river. On the far side of the river, I can see the first of the pillboxes, covering the flat ground where the cricket and football pitches now are.

This road continues as far as the railway viaduct, and I pass under the vast tall piers. It is not possible to follow the river bank closely here, the undergrowth is too dense. I have to follow a path up and into the school playing fields, where a rough path follows the perimeter. The river is down to my right, at the bottom of a steep-sided gorge. I make a couple of exploratory forays part-way down, one to examine a weir whose function is not clear to me. At the end of the playing field, a small path heads off to cross under the A90 bridge.

Beyond the bridge, the way is barred. It is fenced off because of the vast Ury Estate development. I ignore the closure and climb over, and very soon find myself at the edge of a building site, all trace of the path gone. Work appears to have been abandoned on this section of the development: there are concrete foundations with years of undergrowth coming up through them. I try to avoid the site, and skirt around it following the course of the river as closely as possible. The dense undergrowth makes this very difficult, and my shorts were possibly not the best choice.

I eventually come out directly across the river from Ury House at a small metal bridge which looks like it's recently

been re-built with fresh steelwork. Here, there are concrete blocks at the bridge, and a pillbox overlooking it. I know there is a second pillbox, but that took a lot of finding; it is well hidden in dense undergrowth of the scratchiest kind. My legs are cut to shreds.

I follow the rough service road along the line of the river, till I reach a magnificent viaduct which was obviously once the main approach to Ury House from the Slug Road. This is defended with concrete blocks, and a pillbox on the North West side of the bridge. Far below this high viaduct is a much smaller and older bridge, but I could not see any defences around it. I briefly explored a little around here, coming across the ruined walled garden of Ury House.

Deciding I have enough scratches and cuts on my legs for one day, I follow the estate road back to the Slug Road, and then the easy way back to Stonehaven.

If you want to know more, then I can suggest the Gordon Barclay survey from 2005: https://archaeologydataservice.ac.uk/catalogue/adsdata/arch-352-1/dissemination/pdf/vol_135/135_119_161.pdf

Ron Lowe

SCNEG Update

Here's our proposed calendar for 2022: The links take you directly to the event on National Calendar.

21 Aug	Youth Crit	YCC
03 Sep	Crit Races	
04 Sep	ToB Start	
11 Sep	10TT Champs	TEN
18 Sep	Classy 10TT	AWCC
18 Sep	H/C Champs	AWCC
02 Oct	Ladies RR	AWCC

First Aid Course 10th September

As part of our next phase of **Club Support** we are to again partner with Grampian Training Services to deliver an HSE recognised first aid course for club reps at Garioch Sports Centre Inverurie on; Emergency First Aid at Work-Saturday 10th September-9.30-3.30pm (6 hours). Limit of 12 delegates. The 12 places maximum are to again be subsidised by Aberdeenshire Clubsport SCIO and will cost **£30 per person** payable in advance once we **confirm** the allocation of a place. More information on the course content is on this link: <http://grampiantrainingservices.co.uk/emergency-first-aid-at-work-course/>.

The course is accredited First Aid Industry Body (FAIB) and Federation of First Aid Training Organisations (FOFATO). If you are interested in applying for a place please reply to me by email - keith.leslie@aberdeenshire.gov.uk *Keith Leslie*



Trainee Commissaire Courses in 2022

British Cycling have released a number of online Trainee Commissaire Courses in 2022, Courses include BMX x 3 courses

Circuit	x 3 courses
MTB XC	x 2 courses
MTB Gravity	x 1 course
Road	x 3 courses
Track	x 1 course

Currently no Cyclocross, Cycle Speedway or Time Trial courses are scheduled, but if you, or someone you know is interested please get in touch.

If anyone is interested, they should get in touch with Colin Esslemont (SC Regional Commissaire Coordinator) on montysbicycleworks@btinternet.com & Ashley Ryan (SC Event Workforce officer) events@scottishcycling.org.uk and we can arrange for them to link up with an active official to chat more about the role and send on sign up links. *Colin Esslemont*

Spond Guide Update - Group Codes

If you are already registered in Spond and in one DTCC group you can join another with these links (or use the "Enter Code" option in the App).

DonsideBunch	https://group.spond.com/WWDYZ
Banchory	https://group.spond.com/TYLWP
DTCC MTB	https://group.spond.com/MRFCH
LeggartTerrace	https://group.spond.com/AGTNP

Click on the group(s) you want to be member of, and the ride admin will accept you.

Links FYI

Link to PDF Spond guide: http://deeside.org/wp-content/uploads/2022/08/DTCC_Spond_and_Ride_Leader_Guide.pdf

Link to PPT Spond guide: http://deeside.org/wp-content/uploads/2022/08/DTCC_Spond_and_Ride_Leader_Guide.pptx *Peter Smart*

Saturday Rides are Back

The Saturday morning rides are back!

For now, they're going to be a little bit different. Starting at 8:30 prompt on Leggart Terrace, we'll head up the climb to Banchory Devenick on a route some of you may know as the Chairman's Classic. If you need a reminder, the route runs through Auchlunies, Lairhillock, Durris, over the Garrol to Strachan, Shooting Greens to Potarch, Torphins, Learney, Echt, Garlogie, Carnie, Countesswells and back into town.

All are welcome and we'll run different paced groups if required. Email Steve Brechin on DTCC-Banchory.Saturday@outlook.com

Sunday Banchory Rides

The rides will start 10:00 am (sharp) from Banchory Townhall (carpark opposite town hall). The rides will be published on SPOND, and we would ask you to sign up for the ride via SPOND, so we know who is riding and we have your emergency contact details.

You can download SPOND on your smart phone or access any computer or tablet via: <https://spond.com/welcome>.

To join the Banchory Rides group please sign up via: <https://group.spond.com/TYLWP>

There are other rides through the week and sometimes adhoc meetup, so it is worth joining.

- (1) The route will be published on SPOND and will always include a coffee stop
- (2) Route will be around 50 miles
- (3) We will try and run two groups. Espresso and Latte. Espresso will be a ride aiming for 18 to 20 mph average. Latte will be no drop ride riding at the pace of the slowest rider, but hopefully around 16 mph, or slower if needed.
- (4) Espresso will set off first, anyone dropped from Espresso can drop back to Latte
- (5) If we do not have enough for two groups it will be a no drop ride
- (6) All levels of rider welcome

AWCC Quines & Loons Road Race 2nd October 2022

URGENT HELP REQUIRED

The riders list is gradually filling up - not especially quickly but I'm more confident in having sufficient riders than helpers. I currently have 13 riders (F4/M9) so it looks more likely that I will reach the 25 threshold to make the event viable. So, the main point of this note is to request to PLEASE PLEASE put your name forward to volunteer if you possibly can.

You should also note that I have set a DEADLINE OF SATURDAY 17TH SEPTEMBER as DECISION DAY for whether or not this race goes ahead. If I don't get sufficient riders (at least 25) and / or sufficient helpers by then the event will DEFINITELY BE CANCELLED.

Please contact me on saville.gunn@btinternet.com if you can manage to help *Saville Gunn*

Big Bobble Hats

Big bobble hats have a large number of Deeside Thistle hats available to order. Contact them direct to get your cosiest hat for winter - <https://www.bigbobblehats.co.uk/>



Falling Leaves Reliability Trial

Put this in your diary, Sunday 25 September.
Probably Echt Hall for HQ and the hard folk can
get a cuppa in Tomintoul

Be one of the first to register your name. Email
Alan Campbell on campbell66@btinternet.com

Commissaire Opportunity

Ready to start the journey to become a commissaire?
Events don't run without them. Want to be part of the wider
biking community.

Find out more about becoming a commissaire and the
training you undergo here. [Trainee Commissaire course](https://www.britishcycling.org.uk/trainee-commissaire-course)
([britishcycling.org.uk](https://www.britishcycling.org.uk)).

If anyone's interested to please
volunteer@scottishcycling.org.uk

AAB Cycle Challenge - Friday 23 September

Are you a frequent cyclist? Go pro this year with AAB as
we're joined by the all-female elite Alba Development
Road Team for this year's cycle challenge.

The hilly route is approximately 50 miles, setting off from
Knockburn Loch. On completion of the challenge, cyclists
will make their way to Banchory Lodge for dinner and
refreshments, where we're delighted to have the Alba
Development Road team join us for a Q&A session over
dinner.

Think you could manage the challenge? We still have
spaces available for more female cyclists to join! Please
contact Kirsten Middleton to find out more and how to join
- kirsten.middleton@aab.uk

Youth & Junior Vacancies

DTCC Youth and Junior offers Coaching sessions for
riders aged 6-18 years, covering road and off-road
disciplines. Following COVID19 we have a number of
spaces in our groups and are looking for new riders. If
interested please contact youth@deeside.org to register
your rider, advising date of birth and current riding
capability

Coaching Courses

Those members keen to get involved with coaching can
find details of upcoming courses and funding opportunities
on the SC web site. Go here:

<https://www.britishcycling.org.uk/scotland/coaching>

Club Branded Aluminium Water Bottles

If you have recently bought one of our Water Bottles but
have not yet been able to collect please be quick. Stock is
now very low. The remaining bottles are now in the care of
Jon Strachan and to collect follow the procedure you use to
collect clothing. Cost is only £5.00 per bottle. Go [here](#) for
more information and to order yours.

Doctoral Research

I am a doctoral student at the University of Lincoln and
Southern Cross University (In Australia). I am currently
conducting a study to explore the goal-setting strategies
used by high-level athletes.

The study comprises short interview (online or over the
phone) and focuses on athletes' use of certain goal types in
training, competition and over the course of a
season/career. The aim of this study is to help enhance
sporting performance/positive psychological experiences
of athletes. We will be able to provide a summary of these
findings for those who participate which may contribute to
further success in Cycling.

I know you've had a great season in 2022 and have many
high-level cyclists in your squads. It would be very
interesting for me to get some of the cyclists' perspectives
on how and why they use goal setting. It may also be a
useful opportunity for cyclists to reflect on the strategies
they use and how they can be improved. Participants would
need to be 18 years of age or over. Would you mind
informing the cyclists about my study to see if anyone
would like to participate?

If anyone would like to get involved, they can contact me
directly at Owilliamson@lincoln.ac.uk

If you have any questions or would like further
information, please don't hesitate to get in touch.

Ollie Williamson

Heroes of British Cycling

Cycling Weekly is once again looking for the heroes of the
British cycling scene for our awards at the end of the year.
Every year our awards celebrate the individuals and clubs
that go the extra mile for their members, club mates and
local cycling scene. Giving them the chance to ride and
improve. This is what we're looking for:

Local Hero - [nominate here...](#)

The 2022 Local Hero will be the person who is integral to
their local cycling scene, giving their time and energy to
allow and encourage others - no matter their ability - to ride
their bikes. Someone who drives the grass roots scene in
their area, and the sort of person who seems to be at every
event and who everyone knows and relies on to get things
done.

Club of the Year - [nominate here...](#)

We're looking for clubs that give their members
opportunities and reasons to ride, helped them improve and
grown the cycling scene in their area. Last year's winners
were [Falkirk Junior Bike Club](#), which aims to instil a love



of cycling into its young members so that it becomes part of their lives. So, from juniors to vets, elite racers to first timers, if you think your club does all of this then please get together with some club mates and fill in the nomination form.

Outstanding Achievement - [nominate here....](#)

For the Outstanding Achievement Award, we're looking for a rider, professional or amateur, who made a big impact on 2022. From winning the biggest races to setting new records - like last year's winner [Josh Quigley](#) - or simply achieving something incredible that no one else has done before. Their achievement could be a one-off ride, or a combination of rides or achievements that add up to something spectacular

Every year these are the stories that inspire me, proving the British scene is in good hands with the wonderful volunteers up and down the country. If you think your club, or anyone in it deserves the recognition, please do nominate them.

I look forward to hearing from you.

Simon Richardson
CW editor

Ventoux at Woodend barn

I wanted to get a touch as we have a show coming to the Barn in September that I think will be of interest to you. It's been touring the UK since 2015, but this is the first time it's coming to Scotland.

Ventoux - Thursday 15 September @ 7.30pm

<https://thebarnarts.ticketsolve.com/ticketbooth/shows/1173631297>

Ventoux is a dramatic re-telling of the stories of Lance Armstrong and Marco Pantani, whose battle on Mont Ventoux in the 2000 Tour de France had been widely regarded as the greatest cycling had ever seen. Ventoux charts the parallel lives of these champions who overcame great adversity in tandem, and the mountain that cast them in opposing directions.

The show is told using 2 bicycles, video footage from Mont Ventoux and the real race commentary from 2000, and a healthy dose of hindsight. You can watch a trailer here: <https://youtu.be/DgNMeROfENs>

You can see more about the show and book tickets here: <https://thebarnarts.ticketsolve.com/ticketbooth/shows/1173631297>

Dawn

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 refer to it. It will also be highlighted to new members.

Welfare Officers

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

KNOCKBURN LOCH MANAGEMENT

John Huston Knockburn Site Manager, Knockburn Loch, Strachan, AB31 6LL info@knockburn.co.uk, 01330 822234 / 07741314999 www.knockburn.co.uk. You can like us on [FaceBook](#) and follow us on [Twitter](#)

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>

Ride the North 27th August 2022

We are very short of riders to sign up and sponsor Clan. Usually, we have no trouble in this area. So, I am appealing to you to please share the above information so we can make this a very successful event for Clan.

If you require any further information, please do not hesitate to contact me either by email or phone. Many, many thanks.

It is a non-timed, non-competitive event with a great atmosphere. Ride the North attracts cyclists of all abilities and hopefully some who have discovered cycling during lockdown.

This is the perfect opportunity to take on a new and exciting challenge in 2022! Registration is £42 per rider and there are only 2,000 spaces so don't miss out! Contact <https://www.clancancersupport.org/fundraising/events/run-walk-and-cycle-challenges/>

Maureen Kendall

01224 647000

Maureen.kendall@clancancersupport.org

<http://www.clancancersupport.org>

New Members

The following new or returning members have joined in recent weeks

3069 Chris Hyde Aberdeen 48

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/members or to email members@deeside.org asking for information.





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:

<http://www.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 Representative

North Aberdeenshire	Rod	01467 623317
---------------------	-----	--------------

Runs Co-ordinators

Try Cycling Rides	Moira D	
Morning Runs	Cindy	01224 310719
Slower Full Day Runs	Heather	01224 699399
Medium Full Day Runs	Sheila	01224 63901
Faster Full Day Runs	John S	01224 790269

Following guidance from our Covid 19 Officer, Rod Adams, the following has been agreed to ensure that our runs will operate in a Covid secure fashion.

Our risk assessment has been uploaded to the CTC Grampian website: <http://www.ctcgrampian.org.uk/> and participation in club rides will be subject to all participants having familiarised themselves with, and agreed to comply with, the terms of the risk assessment.

To be Track and Trace compliant, we are asking all participants to arrive with a small (business card size) paper with their name and contact details. These papers will be collected by the Ride Leader at the start of the run in a plastic bag and held securely for 21 days, before being destroyed. This requirement will be incorporated into the risk assessment and displayed on the Runs list page of the club website. **"No ticket, no ride"!**

In addition, all riders continue to be required to carry a Next of Kin card in the event of an accident. These are available from the Ride Leader and/or Secretary.

Newcomers: We welcome newcomers, particularly on the 'Try Cycling' and 'Morning' runs. You do not need to be a member of the Cycling UK to join our runs, but after 3 runs you would be expected to join Cycling UK.

Runs start promptly at the time stated. Distances are calculated from the meeting place. Bring spare inner tube, puncture repair kit, tools, wet weather gear, some food, drink, and LIGHTS where relevant. It is recommended that all cyclists carry a First Aid kit.

Try Cycling: rides are intended for those who have not been on the saddle for a while and for those who want a quiet ride around Aberdeen. These are easy rides followed or interrupted by a coffee stop, families are welcome.

Morning Runs: These runs are at a relatively slow pace and are usually about 25–30 miles long. A coffee or picnic stop will usually be made.

Full Day Runs: These are all-day runs intended for experienced cyclists. A coffee stop and lunch/picnic stop will be made. Distances and speeds vary as outlined below:

Slower Full Day Runs: Slowish pace. Distance normally 30-45 miles.

Medium Full Day Runs: Moderate pace. Distance normally 45-60 mls.

Faster Full Day Runs: Fast pace. Distance normally 60-75 miles (* runs are longer).

Pub Runs: Start prompt at the time stated, to reach the pub by 21:00. LIGHTS

Runs

The full calendar of runs is available here:

<https://ctcgrampian.org.uk/runs-list/>

CAR CLINIC

Email: greatservice@car-clinic.com

Web: <http://www.car-clinic.co.uk/>

Car Clinic, Unit 2, Hillview
Road, East Tullos,
Aberdeen, AB12 3HB

Phone: 01224 891414

Car Clinic, Broadfold Road,
Bridge of Don, Aberdeen,
AB23 8EE

Phone: 01224 821010



25 Years Ago

RACING SHORTS

One of our super-fast vets, Brian Hatton, rode the Johnstone Whs 50 plus Championship recently. Two riders had been away for much of the event with Brian crossing the gap to join them with a few miles to go. In the sprint after 45 miles of racing Bill McMillan CRT Inverclyde just pipped Brian.

Then at Falkirk Brian rode the Vets title road-race. In the over 50s section he took a really good 3rd place behind Brian Temple (of Commonwealth fame) Velo Sportiv and B Warnock CWCC.

On 29 June the SCU 50TT Championship was held by Fife Century. Archie Speed organised it. He had the sad job of returning Neil Brown's entry which arrived a day late. Colin Guy was therefore the only member sporting our colours. Jim Gladwell EBC won with a very good 1.50.17. Colin rode to a fast 2.03.27, a personal best. But better is to come.

In the Dundee Centre 50TT on 13 July riders got one of those good days. Those riders who failed to start probably regret it. Colin Guy produced a personal best again with an improvement of over 5 minutes. His 1.58.06 would have been a record for a 44-year-old only Brian Hatton started a few minutes in front of him. Brian at 55 years of age rides like someone many years younger. He glided round to a 1.56.50 which cleans up the Vets age related performances back to John O'Donovan as a 41-year-old when he did a 1.54. But this wasn't all. Neil Brown was after some revenge for his failure to get an entry in the Champs 50. Neil produced a tremendous ride of 1.49.48 to establish a new Club record for the distance.

Daniel Ritchie and Mike Moverley both rode the SCU 10TT Championship in Ayrshire on July 6. Jim Gladwell ERC won with 20.14 but both Daniel and Mike made reasonable returns. Daniel was the faster of the two with 22.59 and Mike had 23.36.

Robert Stewart rode the Kirkcaldy 50ml RR on 6 July. Staying with the winning group he was just outsprinted and got third place in the 15 strong gallop. Jamie Henderson KRC and Paul Rennie PRT just pipped him. Steve Shand finished well up in the second bunch at 34 seconds while Kenny Stewart also made a good showing in the next group at 2.13.

Mid Scotland played host to the George Turner Trophy 25TT. Our Iain Ramsay travelled to the central belt on 6 July to return a 1.03.29. Iain continues to improve and would like to race a bit more on home soil, but his job hours do not permit it. Billy Matthews WHW won in 57.22

On 20 July Brian Hatton travelled all the way to Buxton in Derbyshire to ride the BCF 50+ RR Champs. The 72-mile event on a hot day and a hilly course saw Pete Matthews (remember the Tour of the Grampians in the early 70s?) win the event. Brian stayed with the bunch as it gradually disintegrated to finish in 16th spot only 4.33 down. Did he have some of the Buxton water in his bottle?

Club Mountain Bike Rides

There's long been a need to hold regular mountain bike rides for club members, but the question was how to achieve this. As with everything there will be a wide range of abilities, bikes, fitness, and locality within the club so one ride group won't satisfy everyone, every week.

With all that in mind can you comment if you are interested with the following:

- What level/type of rider are you?
- What kind of rides would you like to see the club put on?
- Where are you located and where do you predominately ride?
- Do you have any qualifications?
- Would you be interested in leading a ride?

You can register here <https://group.spond.com/WWDYZ> and comments, please, to Neil on mtb@deeside.org

Zwift Sunday Club Endurance Ride

Created and administered by Simon Stromberg

We now have a Sunday Club Endurance Ride on Zwift, with different groups at a different pace. Details [here](#). This is run in partnership with ZwiftScotland group.

There will be different groups formed on ride each at a different pace. Regrouping at top of KOMs.



ZWIFT.COM

Features for your Magazine

This month's issue of Cranks sees a couple of features from club members – very welcome.

It is often very difficult to find enough to fill the pages.

Do you have a story to tell? If you have, get it written down and emailed to info@deeside.org



Historical Reminiscences

(Part 47)

The steps led down into a black pit. Fearful of the unknown I descended into the dystopian darkness. Hands in front and feeling along the cold concrete wall I stumbled over something and went sprawling.

Outside it had been warm and dry, with birdsong filling the air. But now, lying face down in a cold, clammy atmosphere, the damp smells pervaded my senses and silence.

Perhaps only about 12 years of age I'd started to grow away from the [Wizard](#), my favourite story paper. It didn't have many illustrations along with the regular features, instead, my imagination could run riot creating images of my own.

A cyanide pill cemented behind front teeth of the Secret Service agents parachuted behind enemy lines meant they had ways to escape the exigencies of warfare if captured. So, there I was taken up with the stories told. And that coupled with the area lived in allowed my mind to concoct all sorts of illusions.

Ron Lowe had yet to be born when I first visited that World War II pillbox, strategically placed overlooking the Haughhead Bridge. A recent conversation with him and notes he'd written about his own adventures triggered a memory.

With the invasion of Norway by German forces in the spring of 1940 Britain dreaded what might follow. The north-east of Scotland looked vulnerable for any further advance by the enemy. Action was taken to reduce the risk. Creating the Cowie Stop Line would help. This is a series of [pillboxes](#), built along the banks of the Cowie Water from Stonehaven. They are placed in defensive positions close to bridges. Along with the pillboxes many large concrete blocks are sited close by. In the event of invasion these blocks would slow down the military hardware and a final effort would be the demolition of the bridges.

In those early years I lived with my parents at Swanley, in a Forestry Commission cottage a little over a mile from the Haughhead Bridge. I'd often looked at the pillboxes and wondered what lay inside.

Little did I know that years later in my early married life I'd move to Tentyhillock Cottage a mere few hundred yards from the bridge, and I'd map the locations of many of these pillboxes for a National database created by a Henry Wills.

One summer's day during the school holidays I mounted my bike and freewheeled down the hill. The pillbox I was about to visit stands in an advantageous point on Whitehills overlooking the bridge. Another pillbox sits closer to the bridge and a quarter of a turn east. They both would have had good views of any traffic using the crossing.

Climbing the steep field to the concrete blockhouse I went through the entrance door and took the few steps down into darkness. Though there are slits built into the walls for the

defenders to fire through little light penetrated and my eyes had not adjusted to the gloom before I went sprawling.

Groping around I located the trip hazard. Running my hands over it the shape resembled a boot. A smooth surface suggested to me leather and the weight hinted that there could still be a leg inside it. Heart pounding out of my chest I staggered to my feet, clutching what could only be the severed leg of a long-lost soldier.

Shocked and horror-struck I emerged into daylight knowing I had to contact the emergency services as quickly as possible.

Gingerly I laid the limb on the ground and stepped back to assess the situation. Truth be told, my panicked mind slowly realised the leather jackboot was nothing more than the charred remains of a half-burnt tree branch.

When I'm out and about it gives me a lot of pleasure to see what goes on in the countryside. The way things work, the integration of man and his environment. Of course, there are often blots on the landscape, mud on the road, farmers moving sheep. But it's these things that give us a great mix.

If everything was clean and free flowing, smooth surfaces, wind always behind; how boring could things be. I delight in meeting up with the earthier side of things, getting mucked in and making best efforts to show that I'm not another blot on the landscape. I'd be off my bike and keeping those sheep from escaping.

We may never know who the protagonist near Crathes School was when he met a farmer unloading sheep and blocking the road. Showing his true colours, he was offensive to those going about their legitimate business but as one member pointed out the following week – *“Never a good tactic for a cyclist to be rude, never especially in team kit.”*

Fortunately, this isolated incident is not representative of our club and fortunately the farmer appears to recognise this. We should always be good ambassadors for sometimes that little slip of the tongue might just come back to bite you. There you are at the side of the road desperately in need of some assistance, flat battery on your phone and miles from home. Past comes a tractor with the farmer driver holding two fingers up!

Having completed our own impromptu rendition of [Land of Hope and Glory](#) we formally took the white carnation, symbolising the charity, which had been carried all the way from the UK, and buried it under a small cairn of stones at the foot of a chorten. It had been our fear that this formal part of the celebrations would be spoiled by the “Survival Aids” clean-up following us in.

Sally-Anne recorded the moment for posterity. Many posed photographs were taken, and I asked Sally-Anne to be careful not to strip the film in my camera. She kept snapping and lever winding the film and right enough the



end was pulled off. Repairs would need to be left until our return to the lodge when another film could be loaded. But which lodge?

Most of our clothes, equipment, what little food we had, tools and medicines were still at Labouche. Now over eight hours since we'd started out it seemed unlikely that we'd make it back before dark, even to Gorak Shep. At Gorak Shep accommodation is very limited and that created the worry about finding cover for the night.

JEG was supposed to have been following his wife, Sally-Anne, to meet her and us at Base Camp, where he was to have helped us sing our song. He had not appeared. It worried me to think that he might have wandered off course like his wife. In this wilderness, the journey in took long enough. Now, he'd not have enough time to get here, let alone return. It was decided that as we returned, if he was met, to persuade him to come back with us.

In the time we'd been discussing what best to do Chhatra and Bhim had been scouring around the various areas where expeditions had camped. Bhim had picked up a few odd bits and bobs discarded by the climbing parties. These were to sell on his return to Jiri. He seemed delighted with his find of gas bottles and tent pegs.

Chhatra came to us as we prepared to leave. He'd mislaid his gloves while scavenging with Bhim and we did not have enough time to go looking for them. We'd been wearing all our pairs of gloves on the way in but the least that could be done was for me to give him a pair of mine. The overmitts we've brought with us are thin but wind and watertight and if we keep moving on the way out they'd prove adequate.

Chhatra had found a tumpi but being broken we wondered why he'd bothered salvaging it. Asking him, he said, "*Good expedition, good for charity, good money. We take bikes.*" He tied the broken tumpi to Alastair's machine and lifted it in true porter's fashion. Bhim hoisted mine on his shoulder and carried it as I had done. This time we raised no objection.

So, we've done what we set out to do, but far from home, I imagine there is a lot of bother still lying in front. Our bikes have got to be dragged all the way back to Labouche. The amount of cycling on the way in had been virtually nil. Now considerably weaker, it is unlikely that any cycling will be done on the return. It would be a long time before we reached Gorak Shep; it would only be because of our porters, men above men, that we made it back in daylight, perhaps at all.

The journey back was still exceedingly difficult. Without the weight and bulk of the bikes I thought we might have had an easy passage, but no. Still exhausted we were hard pressed to keep pace with the porters. They gradually pulled away and only occasionally did we catch sight of them at tops of ridges.

Alastair and Sally-Anne made me walk in front and we travelled line astern plodding at a slow, steady pace.

Stopping only occasionally I was lucky always to find a new marker to aim for on the trail. Again, the broken sandal, piece of discarded equipment, animal dung and other debris were used as guideposts. In a little over two hours, we began to realise the end of this particular trial was nearing.

Close to 6.00pm, with daylight fast receding, Gorak Shep Lake came into view. We saw the dim figures of Chhatra and Bhim already well over the sands near the lodge. Then a figure came rushing down the slope from the lodge and began to hurry across the fine sand. This figure passed Chhatra and Bhim, now wheeling the bikes across the flat, uncyclable surface. Reaching us JEG rushed up and embraced Sally-Anne. Delighted to see his wife safe he blurted out that when he, Dickon (the fourth member of his party), and another walker had set out in the morning in an endeavour to reach Base Camp, they, too, had laboured under the misassumption that the edge of the glacier had to be followed for nearly the whole of the way and had very quickly lost the poorly defined track. Realising their mistake and too late to make corrections they'd returned to the lodge. In due course Byron also returned saying that Sally-Anne was with us. As the hours passed and darkness approached JEG's worries increased.

Thanking us for looking after his wife he also congratulated us on our efforts. His strong arms round each of our shoulders he told us that sleeping bags had been booked in the lodge along with some food. This greatly relieved us and once more the tears were hard to stop. I blame it on the altitude.

Labouche would not be returned to as originally planned. Instead, the night would be spent at Gorak Shep, its dubious pleasures being sampled. No one had recommended it. The place is godforsaken and only occupied for four months of the year. It comprises a low building roofed with a plastic mesh mat; two tents are pitched alongside. Back at Labouche our stuff had been laid out on bunks to stop others taking possession of our sleeping space. I worried that some light-fingered trekker might think his luck was in when it was realised that we'd not return tonight. However, JEG had really cared for us. Long before our reappearance from the desert of Base Camp, Byron had descended to Labouche with the instruction that he should pull our stuff together for safe keeping.

Later in the evening, Chhatra complained of a sore head. My instant repair kit of Paracetamol did not work so he and Bhim set off in the moonlight for the comparative comforts of Labouche. If he feared mountain sickness, he did not say so, suggesting instead, that it was carrying the bike out which had caused the problem.

Gorak Shep is full. Along with Alastair and me are JEG, his wife, his brother Dickon, a few porters and three of the Japanese from Periche. Added to this is the resident staff. One of these is a young friend of Bhim's from his home village.

Roughstuffer



Club Kit Arrival

Pactimo kit order is now available to collect from Tierney Strachan, 12 Greenbank Place, East Tullos, AB12 3BT. Please observe social distancing and wear a mask.

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 ring the office number 01224 295000. If the main gates are closed, we are closed, simples. Visitors 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.

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 need to give you weights and dimensions if you want to do this.

Best Regards, Jon Strachan
(jas@tierney-strachan.co.uk)

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

**For Sale - Cannondale CAAD12 in
mint condition. £900. Further
information from Mark on
m.herbert@abdn.ac.uk**

**MITCHELL
SCHOOL
of DRAMA**

**Workshops, Musical Theatre,
Performance Class, Exam classes**

**Rhona Mitchell, BA (Hons), Dip S&D,
TQSE, LGSM, LLAM (Hons), MSTSD.**

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

The Deeside Thistle Cycling Club publishes this magazine. The Editor is Sandy Lindsay MBE, Rowan Cottage, Inveramsay, Inverurie, AB51 5DQ. Tel: 01467 681330 / 07867 857221 – Email: knockies@aol.com

