

Issue 583

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Cranks Volume 49

The magazine of
**Deeside Thistle Cycling
Club**

Sponsored by:



Tierney Strachan
PROCESS CONTROL ENGINEERING

Current Membership 583 (609)
SCU Membership 299 (308)

Editorial:

Stewart Mitchell is frank about his age. He's 83 and knows that when he races a standard distance time-trial, because he is the oldest racing member our club has ever had, he's likely to be setting club age records.

He adds that establishing these performances gives those who'll follow him something to attack.

He shouldn't put himself down. Returning a 28.08 for 10 miles at his age is no mean feat and deserves the accolade. Long may he continue putting in the effort.

Our parent bodies (British Cycling/Scottish Cycling/SportScotland) require that we have at least one WPO (Welfare and Protection Officer) in place to ensure that we, as a club open to young people and vulnerable adults, follow the rules.

Most recently Ian Wilson and Anna Liversidge have looked after this side of the club. However, both their families have moved on and they want to step aside leaving the position open for other members with closer involvement.

This is an ideal opportunity for you to develop your skill set and, dare I say, a useful addition to any CV. If you are interested let us know on info@deeside.org

PHILOSOPHER'S CORNER

We don't stop playing because we grow old we grow old because we stop playing - George Bernard Shaw

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

SCX Round 1: Black Isle Showground Cyclo-Cross, Muir of Ord – Sunday, 18 Sep 2022

U10 Boys

1	Roidh Coull	
2	Calum Campbell	DTCC
3	Allister Fulton	WLCCC

U12 Girls

1	Boo Williams	RACC
2	Eden Thomson	DTCC
3	Aemelia Simpson	

U12 Boys

1	Alexander Mullen	FJBC
2	Sam Kingan	PR
3	Thomas MacLeod	SBC
4	Griff Aitken	DTCC

U14 Girls

1	Melanie Rowe	DTCC
2	Olivia Poole	DTCC
3	Emma Campbell	DTCC
5	Zara Main	DTCC

U14 Boys

1	Xander Graham	JCT
2	Reuben McLardie	JWCC
3	Rhuairdh Fulton	WLCCC
5	Innes Long	DTCC

U16 Girls

1	Hope Thomson	DTCC
2	Eva Murphy	DTCC

U16 Boys

1	Innes McDonald	ERC
2	Benjamin Massey	WLCCC
3	Brodie Duncan	WLCCC
6	Oliver Bain	DTCC

Junior Women

1	Millie Thomson	DTCC
2	Isla Easto	ERC
3	Aileigh Easton	DJCC

Veteran Men V50-59

1	Douglas Cameron	
2	Gary McCrae	LBSBB
3	James Melville	GUCC
10	Michael Thomson	DTCC
26	Joseph Fee	DTCC

Veteran Men V40-49

1	Chris Buchan	PR
2	Graeme Cross	SRA
3	Malcolm Bain	GCRT
8	Chris Main	DTCC
19	Sam Long	DTCC
21	Alistair Aitken	DTCC

Junior Men

1	Ruan Vorster	WLCCC
2	Campbell Mackintosh	WHW
3	Milo McIntosh	PCC
7	Robert Smart	DTCC



Senior Men (Open)

1	Gary MacDonald	NACC
2	Sam Chisholm	TCA
3	Neil Scott	DTCC
16	Christopher Ashton	DTCC

SCX Round 2 - Lochore Meadows**Cyclo-Cross, Lochgelly – Sunday, 02 Oct 2022****Under 10 Male**

1	Cobey Stewart	SSYCC
2	Alasdair Ogg	JWCC
3	Ellis McAusland	FJBC
5	Calum Campbell	DTCC

Under 12 Male

1	Josh Stewart	SSYCC
2	Guy Rorke	PCC
3	Sam Kingan	PR
5	Griff Aitken	DTCC

Junior Women

1	Millie Thomson	DTCC
2	Isla Easto	ERC
3	Aileigh Easton	DJCC

U16 Boys

1	Innes McDonald	ERC
2	Benjamin Massey	WLCCC
3	Jamie Hall	PR
12	Oliver Bain	DTCC

Veteran Women 50-59

1	Anne Murray	BWCC
2	Helen Winton	SBC
3	Sasha Baggaley	ERC
8	Fiona Thomson	DTCC

U16 Girls

1	Arabella Blackburn	DTCC
2	Daisy Wilkinson	ERC
3	Hope Thomson	DTCC
4	Thea Aitken	DTCC
5	Harriet Hendry	DTCC
8	Eva Murphy	DTCC

U14 Boys

1	Xander Graham	JCT
2	Gus Lawson	PR
3	Zach Buchan	PR
5	Innes Long	DTCC

U14 Girls

1	Melanie Rowe	DTCC
2	Olivia Poole	DTCC
3	Millie Boothman	EKRC
5	Zara Main	DTCC
7	Emma Campbell	DTCC

Veteran Men 50+

1	Douglas Cameron	
2	Gary McCrae	LBSBB
3	James Melville	GUCC
16	Michael Thomson	DTCC

Women

1	Lotta Mansfield	MRT
2	Jane Barr	V44RT
3	Joanne Thom	TORQP
4	Millie Thomson	DTCC
37	Fiona Thomson	DTCC

Veteran Men 40-49

1	David Lines	WCTC
2	Malcolm Bain	GCRT
3	Wayne Barr	V44RT
7	David Ogden	DTCC
9	Chris Main	DTCC
27	Alistair Aitken	DTCC
51	Sam Long	DTCC

Senior Open

1	Rory McGuire	WCTC
2	Lewis Martin	SV
3	Gary MacDonald	NACC
26	Christopher Ashton	DTCC
50	Chris Hall	DTCC

SCX Round 3: Brechin Equestrian CX**Cyclo-Cross, Brechin – Sunday, 16 Oct 2022****Under 10 Boys Race**

1	Cobey Stewart	SSYCC
2	Ellis McAusland	FJBC
3	Ethan Kidd	
5	Calum Campbell	DTCC

Under 12 Boys Race

1	Guy Rorke	PCC
2	Sam Kingan	PR
3	Thomas MacLeod	SBC
6	Griff Aitken	DTCC

Under 14 Boys Race

1	Xander Graham	JCT
2	Innes Long	DTCC
3	Josh Buchan	PR

Under 14 Girls Race

1	Melanie Rowe	DTCC
2	Olivia Poole	DTCC
3	Millie Boothman	EKRC
4	Zara Main	DTCC
5	Emma Campbell	DTCC

Under 16 Boys Race

1	Innes McDonald	ERC
2	Jamie Hall	PR
3	Fraser Anderson	JWCC
5	Oliver Bain	DTCC
11	Murdo Evans	DTCC

Under 16 Girls Race

1	Thea Aitken	DTCC
2	Freya Mowbray	ERC
3	Harriet Hendry	DTCC

Junior Women Race

1	Emily Carrick-Anderson	TMR
2	Daisy Taylor	RACC
3	Millie Thomson	DTCC



Senior Women (Open) Race

1	Emily Carrick-Anderson	TMR
2	Anna McGorum	EUCC
3	Daisy Taylor	RACC
6	Millie Thomson	DTCC

Senior Men (Open) Race

1	Rory McGuire	WCTC
2	Gary MacDonald	NACC
3	Patrick Kiehlmann	RACC
6	Neil Scott	DTCC
23	Christopher Ashton	DTCC
30	Victor Allan	DTCC
36	Chris Hall	DTCC

Veteran Men V40-49 Race

1	David Lines	WCTC
2	Malcolm Bain	GCRT
3	David Ogden	DTCC
12	Chris Main	DTCC
28	Sam Long	DTCC
30	Alistair Aitken	DTCC

Veteran Men V50-59 Race

1	Douglas Cameron	
2	Gary McCrae	LBSBB
3	James Melville	GUCC
11	Victor Allan	DTCC
19	Michael Thomson	DTCC
49	Joseph Fee	DTCC

Veteran Men V60+ Race

1	Brendan Roe	RBSTH
2	Colin Shearer	MRC
3	Iain Macdonald	
10	Graham Gauld	DTCC

AWCC Classified 10 Mile TT - 18 Sep 2022

1	Lee Rosie	SRT	20:18
2	Mark Walker	DTCC	21:36
3	Alan Smith	YCC	22:00
4	Jodie Smith	ICC	22:04
5	Steve Rae	YCC	23:14
6	Ross Bremner	RCC	23:43
7	Sean Monaghan	PPI	23:53
8	Morgan Ormrod-Livingstone	AWCC	24:10
9	Steve Shand	AWCC	24:11
10	Mark Higgins	GCRT	24:34
11	Robert Cowie	AWCC	24:40
12	John Leal	DTCC	24:59
13	Malcolm Grant	PPI	25:05
14	Rachel Hardman	FV	25:07
15	Kevin Watson	DTCC	25:11
16	Will Burnish	ICC	25:15
17	Rachel Williams		25:17
18	Margaret McMillan	DTCC	25:33
19	Grant Sandison		26:05
20	Ian Grant	DTCC	26:16
21	Roddy McLean	YCC	26:20
22	Sara Stead	DTCC	26:34
23	Lynne Cordiner	MFCC	26:41

24	Jim Robb	DTCC	27:10
25	Robert Holmes	KCC	27:13
26	George Findlater		27:22
27	Euan Ramsay	DTCC	27:22
28	Carol Middleton	YCC	26:47
29	James Jamieson	YCC	28:22
30	Martin Lawson	DTRC	28:27
31	Robbie Innes		31:10

AWCC Hill Climb Championships**Sunday, 18 Sep 2022**

1	Ewan McMillan	DTCC	03:41
2	Cameron Ritchie	ERC	03:50
3	Adam Baker	RAFCA	03:51
4	Morgan Ormrod-Livingstone	AWCC	03:55
5	Aaron Johnson	NACC	04:04
6	John MacLean	AWCC	04:19
7	Hugh Ramsay	DTCC	04:26
8	Jamie Davidson	KR	04:33
9	Robert Cowie	AWCC	04:52
10	Euan Ramsay	DTCC	05:13
11	Suzanne Matonti	DTCC	05:20
12	Ben Hedley		05:21
13	Lynne Cordiner	MFCC	05:40
14	Kevin Watson	DTCC	05:46
15	Jenny Brown	AWCC	06:00
16	Margaret McMillan	DTCC	06:22
17	Rachel Williams		06:35

Youth and Junior Update

There was a mix of cyclocross and crit racing on offer for youth riders at the end of September. ERC hosted a cyclocross race at Inch Park with 7 Deesiders participating.

There were podium positions for Olivia Poole (1st B girl), and Arabella Blackburn (1st A girl) and Thea Aitken (3rd A girl).

The action moved to Fife the following day with the SC Youth Crit Champs taking place at Fife Cycle Park. The event also included support races for the younger riders in categories D and E.

Deeside Thistle Youth performed well across the board with the following podium positions:

Youth C girls - Olivia Poole 1st, Zara Main 3rd

Youth C boys - Sebastian Blackburn 3rd

Youth B boys - Innes Long 3rd

Youth B girls - Melanie Rowe 1st

Youth A girls - Arabella Blackburn 1st

Round 1 of the British Cycling National Trophy Cyclocross Series took place in Derby on Saturday 09 October. DTCC was represented by 9 youths (the girls outnumbering the boys 7 to 2) and at least 4 coaches.

Great riding from all with a notable 1,2 in the U14 girls race for Melanie Rowe and Olivia Poole.

DTCC was also represented in Dundee with Griff Aitken riding in the Discovery GP at Caird Park. *Lyndsay Aitken*



Falling Leaves Reliability Trial

On Sunday 25 September the annual Falling Leaves Reliability Trial took place.

Alan Campbell - Thanks to all who entered in to the spirit of the event yesterday at 100 km or 100 miles. Blessed with good weather apart from a tricky cross wind for those descending The Lecht towards Corgarff. A very special thanks to those who helped at the sign on and who helped with the food and drink at the end.

Chris Smith - Thanks for putting on this event, as usual it was well organised

Simon Seward - 100 miles with the Old Guard - I can type this morning but that's about it; no functionality in the legs. Glad we have a downstairs loo. Many thanks to my companions yesterday and those back at hall with tea & sandwiches (I needed a lot of both).

About the ride I can't remember much, seemed to be all uphill after coming down Queen's View. Like we were trapped in some Eicher designed parcours. Vaguely remember one Alan expedited coffee stop, Sandy fixing a puncture faster than I could pee, and struggling to keep up with a speeding Doug-shaped air-cavity along SDR.

Above all very disappointed that although she turned it down, Anne didn't extend the invitation from the nice tour coach lady to climb inside, 'next stop Tomintoul'. I was certainly showed a thing or two. Cracking day out and thanks again to all who helped make it so.

Anne Smith - Thank you very much for a great day out! My colleagues had a great laugh regarding the 'bus incident'! Work in progress to get round that last corner on the Lecht. Come to think of it I've twice been up something horrific in Argyll which is almost as bad - it's in The Argyll Alps audax; think it's The Bealach an drain and is in the top 100 climbs with a 20 per cent gradient at one point. So, I know if I can get up that then I have no excuse for Lecht.

Total Endurance Winter Talks

We are pleased to be able to restart our Free winter training Talks

Click [here](#) for more information on each of the topics and to book your place

All talks are on a Monday evening from 19:00 - 20:00

We will be announcing dates for our 1/2 day swim and run workshops very soon so keep an eye out for dates

Welfare and Protection Officer

It is very important that our club has Welfare and Protection Officers (WPOs) in place. This is to safeguard the many youngsters we have and, if necessary, any vulnerable adults. Ian Wilson and Anna Liversidge both look after things at the moment, but they feel, now that their youngsters are less young and less involved, it is time to move on.

The size of our club makes it important that we have two WPOs in place, preferably one female and one male, though this is not prescriptive.

Tasks involved include ensuring that those working with young members have the correct credentials in place, and, maintaining an overview of how members are treated by members.

This is a good opportunity for any member to expand their commitment to our sport and further afield. Ian and Anna are able to provide advice on what is required to fulfil the role and they will assist with any transition into the post.

If you have an interest and would like further information please contact info@deeside.org.

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 \(britishcycling.org.uk\)](http://trainee.commissaire.course(britishcycling.org.uk)).

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

New Members

The following new or returning members have joined in recent weeks

3073	James Morrison	Banchory	6
3074	Elaine Law	Aberdeen	54
3075	Nolan Park	Banchory	14
3076			

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.

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.



Midnight Sun Randonnée 1200

It is midnight, and I am lying awake in a hotel room in Umeå. There is a great noise from a nightclub outside, and cars passing with music turned up to eleven. This is unfortunate, as it is the last full night's sleep I will have for some time. In the corner is my room mate; my bicycle which has just been re-assembled out of its travelling bag.

I am here with two companions, Anne and Neil, for the inaugural running of the Midnight Sun Randonnée, a 1200km cycle event which will take us coast to coast across Scandinavia; North across Sweden and into Norway, crossing the Arctic circle before turning South and taking us back to Umeå.

The event is scheduled to start at sunset on the Sunday, 23:07 local time, at the Brännland Wårdshus some 11km outside of Umeå. The organisers have arranged for a temporary daytime resting-place a short distance from the start, the Scooby Doo set of Baggböle Manor, overlooking great rapids on the Ume River. Here, we spend a few hours resting and fretting over what kit to take and what to leave. A couple of hours before the start, we make our way to Brännland. There is food provided, a Last Supper, if you will.

There are many overseas riders at the start: a strong contingent from Randonneurs Finland, and a large American contingent were highly visible. We meet many riders here including Lee, another UK rider, and Elaine of the Humboldt Randonneurs, USA, both of whom we would come across on the ride. The time approaches, and we are assembled on the road. The event was limited to 100 places, and some 80 are present here at the start line. The 23:07 start is signalled by the chef serenading us out on his saxophone. And so it begins.

The 1200k event has control points at approximately every 100k. The landscape can be seen changing as we head north. The first checkpoints come easily; we ride through flat terrain; through dense forest interspersed with occasional lakes. The forest is interspersed with Alpine upland meadows. The lakes are dotted with islands and peninsulas, and each of those dotted with lakeside huts so characteristic of Scandinavia. Each of the huts is painted in the dark red which seems almost mandatory. This is called 'Falu Red' and is a by-product of historical mining activity. Sludge from copper mining provided a wood treatment that was both protective and breathable.

We follow the Ume River to Hotell Lappland in Lycksele which is the event's first checkpoint. The food on offer is most excellent: salmon with noodles. The organiser has taken a lot of effort to offer high quality local fare. This is a considerable step above normal Audax fare and would not disgrace a gourmet restaurant!

From here, we continue to Storuman which is the event's second checkpoint.

Once again, we have showpiece food, reindeer salad.



The third stage contains some off-road issues: road works where there is 10k of road surface removed, leaving rough hardcore; then around 20k of unpaved road. This was the downfall of several riders. I pass one forlorn punctured rider on the road works and ask if he is OK. 'Do you have a tube?' he asks. Somewhat reluctantly, I donate one of my three spare tubes, hoping this will not be a problem for me later. It was not. I later learned that this rider had to DNF.

Beyond the road works was a 20k section of unpaved road which was always unpaved, but this was less problematic because it was well-maintained as an unpaved road. We re-join the paved road at the village of Dikanäs, where an impromptu ice cream stop seems in order.

As we head North, we pass the control point of Kittelfjäll at 352k, where they were doing a roaring trade in replacement inner tubes. Continuing North, the terrain is beginning to change. We are riding along a valley, there is a great succession of grey-mare-tail waterfalls tumbling down the far side of the valley. We reach the Norwegian border. This is a border on an unclassified single-track road. There is no border post, just a sign saying, 'Welcome to Norway'.

The road surface becomes rather more corrugated beyond the border, and I lose my primary waterproof here as it bounces out of my rack pack. This comes as a bit of a disappointment to me, to say the least.

We reach the first Norwegian control point at Hattfjelldal, 451 km, where we aim for a sleep stop. The control is at a



hotel at the end of a winding road, at the top of a hill. I must remember to have words with the Organiser about that! However, I cannot let it pass that the person manning this control is one of the most amazingly accommodating people you could ever hope to meet. Nothing is too much trouble for him. Food? Yes, of course, right through here! Accommodation? Yes, of course! Have you booked private rooms? (Anne had!) No, then would you like to? Or we have the communal space arranged by the Organiser down here, follow me! Would you like a blanket? How many? And pillows? How Many? ~~And a Teddy Bear?~~ Would we like breakfast before setting off? What time would you like that? We aim to set off at around 3.00am, but we know the forecast is for rain to start around then.

We set off as planned, and the rain starts as planned. We ride several hours into increasingly heavy rain. No matter how good your kit is, several hours of unrelenting rain will have you wet and cold. Then, as we round a bend, we have a long straight stretch of road. In the far distance, we can see snow-capped mountains. A true Sense of North; for this is our destination.

The next checkpoint is the rather wonderfully named 'Mo I Rana' control. The checkpoint is a few km short of the actual town of Mo, which despite its attractive name is actually a busy industrial port town. The route continues from Mo along the busy E6 main road, continually gaining height up the Saltfjellet through the Dunderland valley above the tree line, passing the Saltfjell highway's highest point of 692m. This is not unlike riding up the A9 in Scotland.

The terrain is changing again, and we are now in proper mountain moorland, not unlike the west coast of Scotland, but perhaps on a slightly larger scale. Those distant snow-capped mountains are coming ever closer, as we head North and up. We reach the Arctic Circle visitor's centre checkpoint and stop for a few moments for food and photographs. The rain has been off now for a few hours; but we are still a bit damp.

Leaving the Arctic Circle Centre, the rain comes on again. Cold hard rain. We pass lakes which are still frozen over. The next checkpoint is back across the border in Sweden, 722k in, at Tjaktjaure - Sandvikens Fjällgård. This was where we had planned a proper sleep stop. We had booked cabins at the campsite. There had been bold gallus talk of ditching these booked cabins and continuing to the next checkpoint. After several hours of descent in cold hard rain in one-degree temperatures, we arrived at Sandvikens as cold, wet, drookit, sorry-for-ourselves creatures; and all gallus talk went out the window. We take the cabins and are glad for them.

We arrive as shivering creatures, borderline hypothermic. The cabins are spacious and warm. We spread our wet kit around to dry out, and joy of joy: there is a boot-heater! With four hoses, enough to dry out all of our shoes! After

a few hours of sleep, we are ready to leave. Fully re-set: we are warm, dry, and with warm dry kit. There is a saying about control points: you should never leave them without all your basic needs met. All niggles dealt with: you, your kit, and the bike. And yourself; filled and emptied in equal measure. And so it was, we leave the control totally refreshed.

We ride 116k on to the eighth control point, the Hornavan Hotel in Arjeplog. This commands a wonderful view over the lake. It is mid-morning, and the hotel receptionist cheerfully stamps our cards, and asks whether we would like the cold wrap provided by the event organiser, or to purchase a hot buffet breakfast in the warm comfortable lounge overlooking the lake. We need to decide quickly, because the breakfast buffet is about to close. This is an easy choice: both. We were not the only riders to have chosen this option! So we sit for a few minutes, stuffing first ourselves with a hot breakfast and coffee, before then stuffing the wraps into our packs and continuing on.

On the return, the last two legs are long and have no facilities. There is a 160k leg with nothing along it, from Sorsele to Åmsele (1084k). At Sorsele, we have a chat with the controller; he reminisces with us about his time working in Scotland. We have a short nap in the empty round house which is provisioned with inflatable beds before starting on long leg. Along this stretch, we pass a herd of young reindeer, and a couple of inquisitive young pine martens watching us from the edge of the forest. We reach Åmsele around midnight, intending to have a couple of hours sleep here then heading off around 3.00am on the final push. Here, the food provided is a local dish called Palt, a meat and potato dumpling which was being cooked fresh over an open fire braai-style, by a local helper who looked to be doing a 24+ hour shift!



As we have headed further North, we have been offered a red coloured juice at the controls, and also a red jam to accompany the food. This is Lingonberry, a native plant of the Arctic tundra. It is unusual in that it retains its leaves even in the harshest of conditions.

We are up at 3.00am, intending to leave, but the rain is bouncing off the walls and roof of the cabin. A full-on storm was passing through. We decide to sit it out, and plan to leave instead at 6.00am. And indeed, at 6.00am, the storm has passed, and we make to leave. We blag a second portion of Palt for breakfast. But in the meantime, the American team have arrived; they had been caught in the full force of the storm for hours, with no possible shelter. They are very cold and wet. We meet Elaine again; she is in poor shape. Anne offers spare dry clothes, but she is reluctant to accept it. There is little more we have to offer, so we leave them; but they are left in a warm cabin with several hours in hand, and they do eventually finish in time.

The final 110k back to Umeå passes uneventfully enough save for one cliplless moment. We approach the town along back roads, past the Volvo factory. We seem to be in the countryside, and then all of a sudden right in the centre of town. And it is done.

An epic ride, through changing landscapes and uncertain weather.



Ron Lowe

SCNEG Update

It's that time of year again when we look forward to the events for the following year. We look at what type of events the clubs and membership want and who is stepping up to organise them. Road races, time trials, adventure events, gravel races, kids' events etc. what do you want to see in 2023?

Most of you will have had an email from SC asking for organisers to submit their events for 2023 shortly. To ensure there are no local clashes and to try and get a full local calendar of events its proposed to have an online meeting next Wednesday (26th Oct) evening at 7pm.

It would be great if any organisers, potential organisers and club reps could attend the meeting. If you can't attend can you let me know if you are intending to put on an event in 2023 and if you have a preferred date please?

If you are in a club that hasn't organised an open event yet there is plenty of help out there. SC are looking for grass roots events and can help you.

If we can agree a local calendar it should make SC's job a bit easier looking at the national calendar.

The link to the meeting is below. Please share to organisers.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 340 139 432 040

Passcode: x2v6A2

Colin Allanach

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 montyrbicycleworks@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

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>



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.

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! 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 meetups, so it is worth joining.

The route will be published on SPOND and will always include a coffee stop. Distance is around 50 miles.

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. Espresso will set off first, anyone dropped from Espresso can drop back to Latte. If we do not have enough for two groups it will be a no drop ride. All levels of rider welcome

Conference AGM & Awards

You can now sign up to attend our 2022 Conference and AGM being held on the 26th November at Hampden Park in Glasgow. This year it is all about bringing the cycling community together as we will have multiple workshops focusing on coaching, club development and events to make it one big day of all things cycling.

On the day we will also have guest speakers, Evan Oliphant and Finn Crocket, talking about their experience at the CWG this year as well as some behind the scenes information on the UCI World Championships taking place next year.

We will also have our annual Scottish Cycling AGM which everyone at the conference is more than welcome to attend.

Tickets for the conference are free and are available [here](#).

You can now also purchase tickets for the Scottish Cycling 2022 awards night also being held at Hampden Park. This will be an action-packed night as we celebrate a great year for Scottish Cycling.

The night will start with a Champion's Drinks Reception, before a three-course meal, after which we'll crown our award winners and you'll have the chance to let your hair down on the dance floor. Dress code is formal – kilts and frocks encouraged!

Tickets for the awards are £49 and can be purchased [here](#).

We are also still accepting nominations for awards. The 9 categories are: Female Athlete of the Year, Male Athlete of the Year, Performance Coach of the Year, Community Coach of the Year, Club of the Year, Recreational Cycling Award, Volunteer of the Year, Event of the Year, Breakthrough Rider of the Year (Braveheart Trophy) - decided by a panel. If you have any nominations you can submit them [here](#). Nominations close on the 23rd October at midnight.

Scottish Cycling Club Development Team

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

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

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/>



Cairngorms National Park

What do you think is special about the Cairngorms landscape?

I work at the Cairngorms National Park Authority, and we are running a project trying to understand what people value about the Cairngorms landscape.

We are hosting a 1.5-hour online workshop (run by our consultants) on **Thursday 27th October at 6pm** with attendees invited from a small selection of walking and cycling groups based in or near the National Park – we want to understand what you think is special about the Park’s landscape from your unique perspective. The workshop will be fun and informal. It is currently a pilot study, so we are also wanting to learn whether we are asking people about landscape in the right way.

Do you think this would be of interest to you? People can sign up here: <https://cairngorms-landscape-recreation.eventbrite.co.uk> or sign up or contact me with any questions by email (moyamacdonald@cairngorms.co.uk) or phone (07855 170742). Many thanks *Moya*

Heroes of British Cycling

Cycling Weekly is looking for the heroes of British cycling scene for our end of year awards. Our awards celebrate the individuals and clubs that go the extra mile for members, club mates and the local cycling scene. 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 encourage others - no matter their ability. Someone who drives the grass roots scene, the sort of person who seems to be at every event, 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 grow the cycling scene in their area. Last year's winners [Falkirk Junior Bike Club](#), instils a love of cycling into its young members so that it becomes part of their lives. 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 this Award, we're looking for a rider, who made a big impact on 2022. From winning the biggest races to setting new records, 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. *Simon Richardson, CW editor*



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
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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/>

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.

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](#)

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.



ZWIFT.COM

25 Years Ago

When I first entered the hallowed portals of a cycling club many, but not all, of those involved in the sport used the top (only?) groupset available. These riders kept up with the fashion of the year. The GS gear soon got relegated to the hack bike when the Record appeared. Likewise, the Record got dumped for the Nuovo Record.

So, it is today. Often you are made to feel that you can't aspire to the top echelon without the right gears, headset, stem, Spinergy wheels, etc.

Those of you who go in for this new-fangled posing stuff, should listen. It's scientifically shown that decreasing frontal area presented to the wind will allow you to cut through the air faster. Get yourself a pair of tri-bars.

But what about those fancy gears with their levers costing £300. Yes, they do reduce the drag - the drag of some similar but non-streamlined mechanism. Think about it, it can only be a tiny fraction of the drag caused by your body, probably less than that caused by the hair flapping out from under your hard hat. Get a haircut for a fiver and save yourself hundreds on the fancy metalwork.

In my racing days I got the reputation for being an anti-poser. Of course, I used the expensive stuff but only if it was the best – hubs, pedals, BBs. On my time-trialling bike a Suntour Cyclone performed equally as well as a Campag Nuovo Record and Weinman 500s slowed me down in a similar way to the dearest brakes on the market, Campag Record.

The diversity in cycling pursuits makes it important to have a machine to meet the demands. And given an individual's varying interest more than one machine may be necessary.

Then again, a Super Galaxy descends off the Lecht at 55mph and with the right rider it could easily produce a 55-minute 25 or win the sprint in a RR. It could also (and does) go over the roughest terrain in the country

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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:

- a) What level/type of rider are you?
- b) What kind of rides would you like to see the club put on?
- c) Where are you located and where do you predominately ride?
- d) Do you have any qualifications?
- e) 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

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>

Deeside Thistle Annual Subscriptions

Please go here to renew your membership:

<http://deeside.org/join/>

- or do a Bank Transfer to TSB Sort Code 30 10 01, Account No 00802182
- you can telephone 07867 857221 when a card payment can be taken over the phone
- you may also pay your fees by cheque (made out to Deeside Thistle Cycling Club) and sent to Sandy Lindsay, Rowan Cottage, Inveramsay, Inverurie, AB51 5DQ

You may have children and spouse/partner listed as members so don't forget to include them when renewing - or if they are not already listed now's your chance to get them on the club register

Fees are as follows:

Over 18	£23
16 – 18	£12
Under 16	£ 7
Spouse/partner of an existing member	£ 2
Each child (under 12) of existing member	£ 2
Associate member	£ 7

Club Kit Arrival

Pactimo kit order is 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

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For Sale

The Alba team bikes used this season are now for sale. We have eight Trek Emonda SLR7's (eTap), ranging from size 47 to 56. If anyone is interested or wants any more information they can contact Bob Lyons on bob@alba-rt.com



Historical Reminiscences

(Part 49)

That smashing Friday afternoon, the first day of July 1977, six Aberdeen cyclists set off on tour with a following wind which rolled them out Deeside towards Ballater and destination Glendoll. Everyone was properly kitted out. Even Neil MacRae had equipped himself with a front changer, albeit, only some ten minutes before leaving Mannofield.

Because Glendoll hostel is remote and can't provide bakery and some other commodities in the food line, quantities of victuals had been purchased and evenly distributed among the saddle bags. Some of this food was eaten long before the hostel, on a bridge parapet west of Aboyne.

An abortive attempt at Ballater to persuade each other to buy fish suppers saw the group head hungry into Glen Muick and climb steadily to the wildlife reserve at Loch Muick. There the tarmac road ended and turned to sand track, climbing steeply on the Capel Mount hill pass where memories of freezing cold, four feet of snow and darkness chilled Mac to the bone. No snow this time though, nor would darkness fall before the hostel was reached. At the top of the climb everyone stopped and took stock. Knackered, but happy!

The plateau lay before and cycling on the rutted, stoney, wet track proved hairy in the extreme, yet seldom did they get off and walk or pick themselves up out of the heather.

Cresting the last rise the hillside disappeared into a gorge down which the cyclists plunged. Below lay Glen Clova, while to the right hidden in the trees was Glendoll. Jock's Road, their route tomorrow, disappeared round the corner of Craig Mellon.

They burned brake blocks down the side of the hill, then, zig-zagging along the impossibly steep path where it had been gouged out by storm water.

Charlie Bain led the chase down through the forest, once off the hill to the Glendoll track leading to the hostel and Jock's Road. Here a large number of army cars and trucks were out in the mountains setting up an exercise to assist Duke of Edinburgh Gold Award participants.

Passing a group of walkers, the cyclists headed along an avenue of trees bowed and swished by the wind and from which tumbled the last remnants of the cloying water vapour to reveal a blue sky above and a white furnace, blazing hot.

The sun stayed out!

Out of the trees and struggle manfully as the track steepened, narrowed and became rocky. Walk then, and see zig-zagging to the skyline a tortuous path strewn with boulders. Steeper and steeper grew the track with jaggy stones tearing at legs and tyres until, with hearts thumping

and lungs aching, they reached the horizon only to find stretched out before, the same again.

With sweat pouring they collapsed to rest a few minutes allowing the walkers to recatch and overtake them. But no – the walkers, too, lay down by the side of the track. They'd gone far enough.

Ten minutes respite before struggling ever higher to Crow Craigies at over 3000 feet, reached via the high-level bothy, an underground refuge for stranded and weary climbers.

Completely in the open now, much of the path was a gentle climb over heath grass bent flat to the ground by the wind which souged and whined in gusts from the south. Cycling was difficult because of the wind but once mounted bikes could be guided along the path at a spanking pace.

One more climb on the Tolmount (3145 feet) took the weary wenders to the world ceiling. A lot of snow still lay in sheltered spots.

And the sun still shimmered in the sky.

Though the sun was high, bright and the sky cloudless, the temperature was brought down to the shivering stage by a wind near the howling level. Because of this the meal stop saw the six crouched behind rocks looking over a snow field on the side of Broad Cairn.

What then? Cycle again and wend westwards to the edge of the world – or so the map indicated. A precipitous descent took them back to earth in Glen Callater

A difficult looking path along the north side of the loch set them looking for something a little better on the south. This was found and a see-saw ride to the gamekeepers' lodge at the end of the loch was undertaken before a stiff breeze in their tails hurtled them down at break neck speed to Auchallater, just short of the A93 Perth-Aberdeen road, three miles from the wilds. They held up to wait and collect. One, two, three and four together, then five. And they waited, and waited. Time shoved on; then the conclusion was reached. Charlie was lost!

"Sorry chum, hills are in the way. Can't get reception from up the glen at all. What's the problem?"

"Ah, one of our group's gone missing. He's maybe crashed, punctured, or gone off course and we're hoping that you could confirm for us how many of your posts he'd passed so that we'd know how far to go back."

"See, if he doesn't turn up soon we'll sort something out."

"Cheers."

Charlie was lost and help from the army wasn't available, so what to do? Lots were drawn with the "winner" being waited on that evening. Lindsay drew the short straw and headed back into the glen, the heat and the wind, to find



Charlie after only half a mile. He was walking having smashed his back wheel. Lindsay was delighted, feet up that evening!

Once on the tarmac Charlie could cycle gingerly and that evening the wheel was put to rights. Not Neil's, however. His was too far gone. He ended up phoning home and begging his mother to bring a wheel up to him. She was in Forres and a frantic phone call from home to the caravan site brought her back to Stonehaven and out to Braemar the next morning with the replacement piece of equipment before 10.00.

Glen Tilt on the Sunday took up the middle section of the day's stage stretched between Braemar and Garth YH. It's a mounth road some 20 miles long, starting from near Linn of Dee and going south to Blair Atholl.

Cycling was possible but difficult, especially for those inexperienced in roughstuff and Mike Robertson who'd come on fixed wheel.

The path narrowed, became rocky, split, was impossible in places along the steep slopes; repeatedly folk tumbled until not one could say he'd not fallen. Scrapes and bruises were frequent calling for the instant medical kit to be brought into play.

Gradually the going eased until with a final burst they crested the last rise and gained a bulldozed track well above the river. That was the roughstuff over. Shooting down a dry, grey track brought them to Blair Atholl caked in dust and with the first four punctures of the tour behind them.

A short unpleasant spell on the A9 brought them to and through the Pass of Killiecrankie and connected them with the road along Loch Tummel. From there the going became especially scenic with a fine look along the length of Loch Tummel from Queen's View near the old Strath-tummel Hostel.

With folk shattered in the heat it wasn't surprising that the party began to split but frequently stopped to recollect. The last collecting together was done at the top of the monumental climb to 1262 feet in two miles from Foss. A scream downhill through Strath Appin took them to Coshieville. Two miles on and they were at Garth YH where Dick Pratt waited.

Dick had cycled through from Cowdenbeath that morning and would remain with the tour until Edinburgh.

The Ben Lawers range of mountains dominated the skyline as the entourage left Garth at 10.00am. Destination was Loch Ard with the sun out, getting hotter by the minute.

Joining the tarmac to Fortingall, Neil Mac's freewheel, freewheeled. An emergency repair had to be effected. But

how? Pawl springs were chewed up and no chance of buying new ones. No one in the group would give up one of their springs. In the end two small pieces of rubber off an old tyre were shaped and inserted behind the pawls. This worked a treat. Noisy, but it was possible to freewheel, and the repair worked right up to the last day.

A glorious climb over the shoulder of Ben Lawers was enjoyed and a spectacular descent to Loch Tay dried the sweat. The heat was tremendous with bike marks etched deep in the softening tar on the road.

Killin, where Dick Pratt punctured, was passed through as the temperature climbed higher. At Loch Lubnaig, south of the forest park at Strathyre everyone succumbed and dipped.

The next morning saw Loch Ard flat calm again with trees and hills standing upside down in it. An early start was being made for today was the longest day, 93 miles south to Kendoon.

Some of the party had never covered that distance before. Little did they know that by the end of the day they'd be saying never, ever again. Anyhow, by 9.30am they were all on the road heading to Aberfoyle where to buy emergency rations to keep them going over Flanders Moss or more commonly known as Kippen Flats. A spanking pace was kept up round the flanks of Campsie Fells to Strathblane.

They swept through Milngavie and entered Glasgow by Bearsden. This was real jungle! Cemeteries, with headstones standing bravely among the tangled vegetation, were the first sign that this was wild country. Down through Maryhill, warehouses and shops loomed overhead, traffic lights closed off streets, screwtops and other missiles whistled close.

Bidding to avoid some of the debris the route was lost, and the party ended up in a bonded warehouse.

Wednesday morning dawned sunny, warm and revealed the recumbent figure of Norman Skene curled asleep in the door corner.

After breakfast four of the party decided they'd go straight to Newton Stewart while the rest would go to Laurieston and on to Gatehouse of Fleet. After Dalry they headed to New Galloway where the group split, the main number travelling along Loch Ken, its banks lined with fishermen.

Climbing very gradually away from Loch Ken to the village of Laurieston they turned right and climbed over the hill of Darngarroch to go shooting down to Gatehouse of Fleet. Neil Bannerman had said, when reaching the top of the hill, that he wasn't stopping in case it was cold! That was the understatement of the day. Those who did stop poured with sweat.

Roughstuffer

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

