

Issue 591 June 2023

Cranks

Golden Jubilee

Volume 50

The magazine of
Deeside Thistle Cycling Club
Sponsored by:

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Tierney Strachan
PROCESS CONTROL ENGINEERING

Current Membership 538 (574)
SCU Membership 294 (306)
Scottish Cycling's Largest Club

Editorial:

I don't know how often I've repeated the plea for members to help out at events but here it goes again.

As a club we should operate as a unit, giving as well as taking. Events don't just happen. Someone has to be at the helm as organiser and a team built to ensure that things work.

Kenny Anderson has taken on the task of organising the National 50TT. This takes place on Sunday 02 July using the A90 and A92 roads south of Stonehaven. It was here that Lee Rosie smashed the Scottish 100TT record last year. You could be present to see the 50 record go.

To make the event a success he needs loads of officials from timekeepers to marshals. You can be one of these and give back a little to your club.

If you've not helped before now's your chance and you are likely to find satisfaction from a different aspect of your sport.

If you're not riding, please make Kenny's life easier by offering to help. It's an early start with the first rider off at 6.30am but that means it'll be all over half-way through the morning.

Kenny can be contacted on kennyatstoney@gmail.com

PHILOSOPHER'S CORNER

When you learn, teach. When you get, give

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

Youth and Junior Update

Discovery JCC hosted the latest round of the British Cycling National Youth Omnium at Caird Park Outdoor Velodrome in Dundee.

7 youths from DTCC made the shorter than normal journey to race in the omnium which consisted of 5 races (800m TT, 15 lap Scratch, Elimination, Keirin and Points) for the A and B categories and 3 races (Flying Lap, Keirin and Scratch) for the Youth C category.

With points scored for finishing positions from each of the races along with extra points for placing in intermediate sprints, the final points tally for each rider is accumulated to provide an overall omnium finishing position.

DTCC youth riders again put up a strong showing with all the riders putting in a great effort and making the most of the races that suited their individual strengths.

Overall omnium results:

A Girls - 3rd Thea Aitken, 4th Hope Thompson

B Boys - 3rd Innes Long

B Girls - 2nd Zara Main, 4th Emma Campbell

C Boys - 3rd Griff Aitken

C Girls - 2nd Eden Thompson

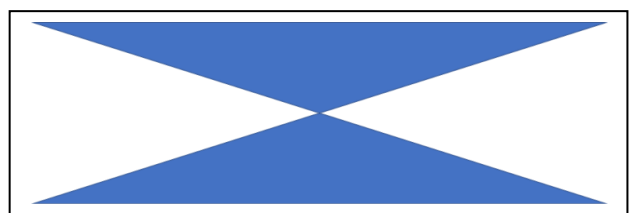
The third round of the Scottish Youth Series took place at Kames on Saturday 10 June.

There were podium positions for Freddie Ball (3rd D boy) and Aleksandr Good (3rd C boy) as well as Innes Long (2nd B boy) and Ava Luce (1st B girl).

Zara Main was the lone Deesider down at the York outdoor velodrome for the National Youth Omnium on Sunday. 11 June. After competing in the 1kmTT, Scratch, Elimination, Match Sprints and Points races, she raced well in the 30deg heat to finish 7th overall.

On 18 June junior rider Millie Thomson, completed round 3 of the Junior National Series in Hatherleigh, Devon. Millie has been selected to ride for Scotland at the upcoming Youth Commonwealth Games in Trinidad and Tobago. Millie will be joined by DTCC Youth alumni Evie White and Elliot Rowe. The Youth Commonwealth Games take place in August.

In other good news, Arabella Blackburn will join the Team GB squad for the European Youth Olympic Festival in Maribor next month. *Lyndsay Aitken / Chris Main*



Scarborough 18 June

British National Youth Circuit Series Round 5 at the famous Oliver's Mount circuit in Scarborough.

We had 10 DTCC Youth riders and 3 coaches travel to Scarborough to race on Sunday. As usual many of us set up the Scottish corner at the campsite along with friends from other clubs.

Saturday was all about the recce, bike prep and chilling time in preparation for Sunday's race. The circuit consists of laps of approximately 2 miles including 77m of elevation every lap! The climb is brutal with riders climbing for approximately 5 minutes and descending for 2 minutes. That hill soon comes around again!

This year we only had one rider in the U12 with Griff Aitken finishing well up the field and looking really strong on the climb. I think we will see more of Griff at Scarborough over the coming years.

In the Under 14 Girls, we had Emma Campbell, Ava Luce and Melanie Rowe on the start sheet but unfortunately Ava was unwell and made the tough (and correct) decision not to race.

This was Emma's first time at Scarborough and was very different from the other races she'd been to. This race is a step up with the quality of riders as well as an exceptionally tough course. Emma battled on and finished strongly gaining valuable experience for the future.

Meanwhile Melanie was determined to break the group up by lifting the pace and forcing a breakaway with one other rider. After 2 laps of this she figured she'd go solo which she carried out successfully to take the win.

Innes Long was our only Under 14 boy who had a great first few laps in what was a ferociously fast race where the bunch exploded with riders strewn all around the course. Innes battled on and finished in 35th place out of a large field of 65 riders.

Next up was the Under 16 Girls with Arabella Blackburn, Eva Murphy and Thea Aitken. A solo rider attacked first time up the hill leaving the others assuming that she'd gone too soon. This resulted in a reluctant chase despite Arabella trying to bridge across.

Unfortunately for Arabella the group didn't let her go and wouldn't commit to work with her. A tough day for her but a solid 5th place following a very hard training block. Eva was also a newcomer to Scarborough and just got on with the job in hand. The fast start was a shock, but she kept going and looked stronger as the race went on. I'm sure she'll be back for more.

Thea who has had a busy few months with exams, rowing and DofE wasn't phased by the hill having raced here

before. Another rider with the experience to pace the race and just get on with it. This course is not easy!

The Under 16 Boys hit it hard from the start and didn't let up for the whole race. Once again there were riders strewn around the course due to the relentless pace being set by the leaders. Euan Ramsay and Oliver Bain both settled in to the effort required to last the distance and conquer the climb every lap.

There was a lot of suffering, but their training paid off and both finished strongly. All great experience for these riders.

Sarah Rowe

Northboats 36-ml RR: 25 May 2023

Fetternear Circuit

1 Tim Shoreman WCTC, 2 Elliot Rowe AGRT, 3 Samuel Carrotte AUCC, 4 Matiss Robertson RRRT, 5 Neil Scott DTCC, 6 Mark Walker DTCC, 7 Jamie Chree DTCC, 8 Cameron Brown SRT, 9 Daniel Long ECC, 10 David Duggan WCTC, 11 Thomas Gelati KR, 12 Brian Duncan SB, 13 Robert Smart SRT, 14 Richard Harris DTCC, 15 Innes Jamieson DTCC, 16 David Ogden DTCC, 17 Steven Sharp EN, 18 Robin Atkinson SWCC, 19 John Alexander DTCC, 20 Stuart King YCC, 21 Stuart Moir DTCC, 22 Stuart Gordon DTCC, 23 Robert Cowie AWCC, 24 Tim Mackley VCRT, 25 Kieran Fraser VCRT, 26 Steve Rae YCC, 27 Morgan Ormrod-Livingstone AWCC, 28 Calum Cormack DTCC, 29 John Leal DTCC, 30 John Thomson SWCC

Dick Londragan RR - 28 May 2023

Knockburn Circuit

1 Andy Brown V44RT, 2 David Lines WCTC, 3 Alastair McNicol DC, 4 Archie Ellen TCA, 5 Jamie Chree DTCC, 6 Matiss Robertson RRRT, 7 Mark Walker DTCC, 8 Brian Duncan SB, 9 Robert Smart SRT, 10 Fergus Robinson RRRT, 11 Malcolm Bain GCRT, 12 Craig Paterson SRT, 13 Callum Sharp VCE, 14 Louis Sharp Una, 15 Murray Soutter TR, 16 Calum McVie TR, 17 Daniel Long ECC, 18 Finn McHenry TCA, 19 Derek Shanks NACC, 20 John Alexander DTCC, 21 Richie Sim MFCC, 22 Kevin Barclay DC, 23 Conal Davidson SRT, 24 Sean Delaney VCRT, 25 Alasdair Watt VCE, 26 Alan Hendry RNRMCA, 27 Hugh Ramsay DTCC, 28 Stuart King YCC, 29 Alistair Merry DTRC, 30 Donatas Markevicius PUCC, 31 Neil Scott DTCC, 32 Matthew McEwan Una, 33 Keir Gaffney SRT, 34 Richard Harris DTCC, 35 Samuel Edgar RRRT, 36 David Ogden DTCC, 37 Thomas Gelati KR, 38 Garry Greenaway VPGO, 39 Gavin Dempster TR, 40 Marc Roberts ECC, 41 Alan Dean ERC, 42 Stuart Gordon DTCC, 43 Craig Cochrane DCC, 44 Calum Cormack DTCC, 45 Jamie Philpott Una, 46 Josh Quigley Una, 47 Morgan Ormrod-Livingstone AWCC, 48 Thomas Wisdich SRT, 49 Archie Findlay Una



Gran Fondo World Masters

This year the Gran Fondo World Masters Championships come to Scotland. On 04 August the road-race over a distance of almost 90 miles, will be held in the Perth / Kinross area. Then on 07 August the time-trial at just under 15 miles long will be held.

A number of local riders have been chasing selection and in the recent Tour of Cambridgeshire Cycling Festival several First and Second Claim members have qualified.

Riders include (40 - 44) Brian Duncan, (45 - 49) Mark Walker, Alastair Cameron and David Ogden, (50 - 54) Robert Lindsay and Cal Cormack, (55-59) Richard Harris, Victor Allan, John Leal and Keith Stewart

Glenshee SDA

After the excitement of Fort Bill last month, I think it's fair to say that most of us would have settled for a dry track and a bit of sun at R3 of the SDA. Three podiums and a Deeside Scottish DH Champ later and we have new contender for race weekend of the year.

Ongoing work by the SDA over the last two years has seen the course continue a gradual evolution from muddy trench to blown out rockfest, and, thanks to the vagaries of the Aberdeenshire local holiday system, a few riders got to try the course in its latest guise on Friday in unofficial practice. The verdict, as the rest of the gang rolled in over the course of Friday evening, was a loose track that was going to keep changing through the weekend as the peat cut up.

The format at SDA races has reverted to a day of practice one Saturday and the best of two race runs on Sunday. The Dadchanics were kept busy all Saturday as rocks worked their way out the heather and bit peoples tyres, and any previously ignored mechanical issues (ahem) were rudely brought into focus by the upper rock garden. With queuing less of an issue than previous years, riders were squeezing in at least 8 practice laps before brains, bodies and bikes started to melt in the afternoon sun.

Being so close to home, the majority of our riders opted for the comfort of a home bed and an early start - the one true luxury of a home race, while a handful enjoyed a beautiful evening camped in another dusty ski centre car park.

Race day. Early starts, ooh's and aah's at Duncan's new bike, homemade banana muffins and some final fettling and the riders were off for morning practice. Two laps and confirmation that the track had remained fairly intact since last runs. Our gazebo slowly became a mix of Deeside riders, their friends, piles of bikes and even larger piles of helmets, gloves and body armour as everyone enjoyed a seat in the sun before race runs. The full mix of pre-race nerves were on display, ranging from "more bacon, I'm starvin'" to "I can't eat a thing, I just feel sick". Then, almost instantly, the gazebo empties as riders kit up, mount up and head off to do battle.

Run 1 and the Deeside hot seat takeover started early, with Monty P. enjoying a long spell in the sun before James C.

smashed one out the park and took the fastest Juvenile boys run of Run 1. Unfortunately, almost straight after James' run friend of Deeside Joe D. took a massive digger on the final jump. He was incredibly lucky to not break anything, but after being stretchered down and examined by the medics it was clear he'd suffered a concussion and that meant no racing for a bit. Half our team saw the crash, and rallied round Joe, carrying bikes and kit and helping his mum, while the others waited at the top on a 30-minute red flag. Heal fast Joe - see you at the races soon and we'll give your bike free servicing for the rest of the year.

After checking in with the riders who saw the crash, and letting the others know Joe was OK, the rest of the crew made it down safely and we regrouped for food and tales of near misses that, thankfully, were nowhere near the scale of Joe's smash. Matthew C had put in a flyer in Juniors, Fraser P was sitting high in the Youths standings and Kirsty W. and Iona P. had both managed good runs in their first ever SDA races.

While final preparations for Run 2 commenced, the gazebo was dropped and packed away, and we all headed to the finish arena to watch riders drop in. Deeside again took the hot seat with Monty, then James in Juvenile and Fraser in Youth all enjoying long spells. The sheer number of DTCC riders was noted by several folk over the weekend but the commentator was convinced we were the biggest team at the event. We certainly let out the biggest roar when James was announced winner in Juvenile Boys, although a nervous wait then followed as it turned out a couple of riders had been affected by a red flag. Eventually though, James finally got the nod and just reward after some bad luck at previous races. What's really amazing is that he does most of his riding on only one wheel...

Youth next, and Fraser P (racing with very little in the tank due to a recent injury or two) surprised himself with a faster second run as the track deteriorated. Torquil M, Finn W. and Daniel C. (And friend of DTCC Coben R.) also pulled out faster second runs, but it wasn't enough for Daniel to beat older brother Matthew, who put in a stormer to take 3rd overall in Junior men. *Gavin Baxter / Gordon Watt*

Lecht Mini-DH 2023

On 18 June the club hosted riders from all over Scotland at our Lecht Mini-DH and, for once, I really don't know where to begin. Unlike most race reports from the Gravity Gang, this one didn't really start on Friday evening...

Maybe last year, with the initial site visit at the Lecht when we met with Will Clark from NEAT to discuss a race with the management at the Lecht? Or April this year, when the snow melted from the track, and we were able to start developing a course? How about one of the many trips up Strathdon by the track crew volunteers to shape lips, lay rocks, build ramps, A-Lines, B-Lines, Molly's Leap, Angus' whoops and Bermageddon? Or going live with entries and selling out, thanks to local legend Ben Girdwood's footage of our riders riding the track on the only wet weekend of the year?



You can't keep our Jim down! Check out his 100 time in the Dundee Thistle event

Maybe it started with the arrival of one of our principal sponsors, CycleHighlands, on race day, with their neutral service setup. Or earlier in the week, when the race-packs were prepped with timing chips, number boards and Haribo. Or Saturday's taping of the track, with hours of digging by another local hero, Chris Roper of RIPA and an impromptu shuttle session in Rob's truck once the chair was shut. It certainly got real when the Doon tha Brae podium arrived (did I mention how much the local bike community pulled together to help us get this over the line?)

It probably doesn't matter, because as soon as Neil from the Lecht started the chair on Sunday morning and the first marshals headed up on the chair, it was showtime. Tape flapping in the breeze, the PA system on with some Dad music for Father's Day, and the track was live for practice at 09:30.

Race format for mini-DH events varies from series to series, but we opted for a morning practice, best of two afternoon race runs format. This gave the riders plenty time to practice, and removes the stress (to a certain extent) of a single run. The overall impression of the track from riders was overwhelmingly positive. It's tricky to build a DH course that is rideable by 8 yo's in their first DH race, but still challenging for racers regularly competing at a national level.

Straight out the start, the course hits a big rock-drop, rollable on the B-Line, onto a long downslope which slings the riders over "Molly's Leap" and into the peat channels characteristic of the upper Lecht plateau. The long, dry spell meant the track was running fast, and, as the riders emerged over the crest of the slope clouds of dust were whipped up by the strong southerly wind.

The final 1/3 of the course, visible from the car park, consists of three long straights with jump lines, linked by two new cut throughs. Riders were puzzling over these sections, as they had been deliberately taped wide in order to allow a bit of line choice.

After a break for lunch, and more sunscreen, the first racers were off up the hill for their starts. The OneTime timing mats were proving fantastically reliable and allowed us to roughly seed the female categories from practice times, in order to minimise faster racers catching the rider ahead.

The pedally nature of the track meant that when the first rider out the gate snapped her chain (Megan H., recently signed to Muc Off Young Guns Academy) there was no repeat of the chainless Aaron Gwin run from Leogang. As a result, the first rider into the finish at Lechterheide was DTCC's Kirsty W, who looked pretty stoked with her first run.

After the Female racers were all safely in, it was the Males up next. I think it's fair to say that if youth racing is famous for one thing, it's for the number of red flags it generates. It was a surprise, then, to watch the U10, U12, U14 and U16 categories all come through all their runs without a single stoppage. That's not to say the race was without incident for our riders - Ollie B. shipped his chain on his first run (calm stopping to refit it and ride into the finish),

and Ollie C. who was on a heater and would have surely taken fastest time of the day, snapped his chain on the last berm before the final sprint.

A quick break and it was all back up the hill for final runs. The wind, which had been blowing hard all day, seemed to pick up a little for some of the runs and many riders were losing a second or two. Standout moments for our team were Mollie S., 8yo and placing 3rd overall in the Female rankings, Ollie B. smashing his first lap time by almost a minute to take the lead, Jackson C. shaving a second off his first run to take the win, James blowing the last berm, which had become blown out and loose and Fraser P. almost doing the same as he blew a pedal as he wound up his sprint.

And that, as they say was that. Apart from a packed prize-giving in the cafe and a course teardown obviously. And returning all the timing equipment and PA system and stakes and tape and getting the result online and checking Roots and Rain. And cleaning the dust out of absolutely everywhere.

Full results and photos on Roots & Rain - <https://www.rootsandrain.com/event11876/2023-jun-18-deeside-thistle-cc-lecht-mini-dh-lecht/results/>

Thank you to everyone involved with this truly memorable event, and especially to our sponsors:

Principal Sponsors:

CycleHighlands
C & I Engineering

Race Sponsors:

Banchory Cycles
Pedal Power Inverurie
REM Cycles
Bike Bothy Pitfichie

Volunteer Sponsor:

Ithaca

Outreach Sponsor:

Technip CFM

SCNEG Update

Provisional Calendar for Scottish events in 2023 is [here](#).
Dates may change and events be added.

1/ Time trial group

A new whatsapp group has been set up to promote, organise and coordinate resources for time trials. This will mirror the one set up a few years ago for road race development. If you want to be included in this discussion group, please get in touch.

2/ Women's development

We are still looking for someone who will come on to the SCNEG development group to help us look at women's cycle sport and racing (in all disciplines) to see how we can develop that over the next few years. Again, if you are interested in helping out with this development please get in touch. *Colin Allanach - colinallanach@aol.com*



National 50TT - 02 July

As you are aware I will be hosting the Scottish National 50-Mile TT on the 2nd of July from Kinneff to Stracathro on the A90 / A92 on the AB50.

I am looking for Marshals and Time Keepers to assist on that morning. It will be an early Race with the first riders off at 6.30 am so we should be all buttoned up by 10.00 - 10.30am at the latest.

Currently I've had few offers to assist so I'm starting to get a wee bit concerned. If you can give me a hand on the day, please get in contact urgently. Email me on kennyatstoney@gmail.com

Kenny Anderson

Evening League 2023

Our league started at the end of April and will run for 14 events into August. Are you keen to get involved? It's one of the best supported competitions in the area and is an easy way to get into cycle racing.

There is a lot of information on our web site. Go to <http://deeside.org/evening-league-2/>. Start with the Registration page and get yourself listed.

The calendar of events is also on the website and for your interest was published in the April issue of your magazine.

Bike Challenge

I work for a company called Love to Ride. We are doing a funded project in Aberdeen City and Aberdeenshire to promote cycling and demonstrate the demand for more cycling infrastructure.

We have the UCI Now we Ride campaign which runs from May to August and is aimed at completing the 23 Million mile challenge. See website here www.lovetoride.net/abz for more info. **Shona Park**

Dundee Thistle 100TT 18 June

In the Dundee Thistle 100-mile TT held on 18 June, Jim Robb took the Vet award for 60+

His remarkable time of 4:37:34 is a New Vets Age related record for our Club

Aero Bar Bracket Safety Check

Thought it worth advising our club members of retaining bolt failure.

I had just done a short warm up and noted speed at 23mph, Had the bolt snapped during TT going down the hill after short climb above MPH yard, I fear the outcome.

Speed would have been greater. The control would have been very limited. Likely an over the handlebar job or hit oncoming vehicle.

Please can all beware of such unforeseens, with hindsight I will be checking my other bikes. **Bert McIntosh**

Scotland Outdoors

A really enjoyable podcast has recently been broadcast by the BBC. Freya Watt and Kathleen Fraser did a great job in highlighting our club. It is available here: <https://www.bbc.co.uk/sounds/play/p0fq2nmd>

Race The Worlds

Imagine being a young rider and being told you have the chance to race at a UCI World Championship venue directly before your idols!

Well, that has become a reality. Working with the 2023 UCI Cycling World Championships as an Official Activation Partner, Scottish Cycling will be staging youth races at those very venues this August.

Titled 'Race The Worlds', the series will feature regional qualification races across the country, with qualifiers going on to earn a place to race at the Race the Worlds Finals taking place during this summer's 2023 UCI Cycling World Championships. So, if you dream of being the next Isla Short, Reece Wilson or Finn Crockett what are you waiting for!

Race the Worlds is a key part of Scottish Cycling's overarching Ride The Worlds programme which will be delivered throughout Scotland in the lead up to and during August's event and aims to engage with as many cyclists and cycling fans as possible by giving them the opportunity



You can't keep our Jim down! Check out his 100 time in the Dundee Thistle event

to experience the thrill of the event and inspire them to make cycling a sport for life.

The Race the Worlds regional qualifiers will take place across Scottish Cycling's five regions. The regional qualifiers will be super fun racing that anyone can take part in, no matter your ability level or aspirations, with a lucky few qualifying for the chance to go on and race at the World Championship venues this August.

Establishing a programme of regional events that culminate in finals during the World Championships is a fitting way to showcasing the grass roots of the sport and ensure memories, hopes and dreams are created. Cycling has the power to transform lives and, through opportunities like Race The Worlds, will hopefully inspire the next generation of cyclists for the future."

Key info

The racing will take place across four disciplines: Dirt Crit, Mini DH, Road Crit and Pump Track

Racers must be in the following categories: U12 Boys, U12 Girls, U14 Boys, U14 Girls, U16 Boys, U16 Girls

Which qualifier do I ride: You can race as many of the regional qualifiers as you like, but you'll only be eligible to qualify for the finals based on the local authority you live in.

Want to find out more? Then head to our specific Race The Worlds pages, which outlines all the rules and regs, and has the full calendar of Race The Worlds Regional Qualifiers.

[SERIES REGULATIONS](#)

[FAQS](#)

[DISCIPLINE GUIDELINES](#)

New Kit Bag

I have been working with the Montrose Bag Company to come up with a new and improved Deeside Thistle Kit Bag. The version 2.0 bag incorporates improvements fed back from youth riders and new products that the Montrose Bag Company offer.

The last kit bag made for the club was in 2015, with a good number of these still being used to date. It gives an example of the robustness of the bags made by the Montrose Bag Company. I personally have used a Montrose Bag Company bag for the last 12 years of offshore travels and despite a few scuffs from un-friendly helideck personnel, it is still waterproof and as strong as the day I got it.

The new bag is based on the original design but with some improvements. The original bag size of 66cm x 30cm x 30cm remains, there are 2 end pockets that are 10cm wide and a central pocket of 46cm wide giving the following capacity of 9L + 41.5L +9L. Please see pictures [here](#)

The new bag will be in the same waterproof material however in a turquoise green colour with white Logo patches. There will be a netted pocket inside the lid of the central compartment, and it will have a double rucksack strap (see pic of orange bag). As per the picture of the

turquoise green bag, it will have a side pocket and a clear card holder.

Each bag can have an individual rider's name printed beneath the club's wings logo on the end panel. The full club logo would be on the side panel opposite the pocket. This bag will cost £88 per bag based on an order quantity of 20-50 pieces and the current lead time is 6 weeks from the point of order. I appreciate that this is not an insignificant amount to spend on a bag. However, from my experience with the bags from the Montrose Bag Company they are very hard wearing and should last a long time. If you are interested in getting a bag please comment [here](#)

Russell Macnamara

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 \(britishcycling.org.uk\)](#).

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

New Members

The following new or returning members have joined in recent weeks.

3109

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.

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/IYLWP>
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



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Wednesday / Friday Banchory Rides

Town Hall at 1000. Check on Spond if you are able to. Rides on Friday are to Ballater. Best to book table at Brown Sugar via FB Messenger. Rides on Wednesday are to 'somewhere else', usually about 80km/50mi.

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/IYLWP>

There are other rides through the week and sometimes adhoc meetup, 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

Saturday Morning Group Rides - Leggart Tee

Over autumn and into winter, the Saturday morning group rides from Leggart Terrace will start at the later time of 09:00. Alan Campbell will take a steady group on the ride while Steve Brechin will lead a slightly brisker group if numbers allow.

The 54mile/87km route, known within the club as The Chairman's Classic, takes in some of the best climbs in the local area. You can view the route here: [The Chairman's Classic | 86.7 km Cycling Route on Strava](#).

It's a no drop ride and all are welcome. Email Steve Brechin on DTCC-Banchory.Saturday@outlook.com or look for us on [Spond](#).

Please consider the use of mud guards on your bike until we get into the better weather again.

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](https://www.zwift.com)

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 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



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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.

25 Years Ago

SCU – 1998 Mountain Bike Series

The SCU Mountain Bike Series opened with Round 1 at Dalbeattie Forest on the 26 April 1998. DTCC was well represented with entries from Neil Blacklaw, Malcolm Gallon, Paul Allan and Duncan Warwick in the Masters and Kenny Walker in the Veterans.

The 8.5 Km Dalbeattie course was an undulating series of Land Rover tracks and forest trails. On a good day almost completely ride-able, but after a night of thunderstorms, presented all riders with knee deep quagmire through most of the trails. With an already large field, supplemented by aggressive groups of Anglo-Saxons that had already clambered north over Hadrian's Wall and several bramble encrusted sections, the going was hard.

The finish after 3 laps and some blinks of sunshine saw Malcolm Gallon at 36th on 2.35.05 and Paul Allan was at 38th on 2.37.59 in the Masters. Kenny Walker was at 14th on 2.38.54 in the Vets.

Former DTCC member Phil Kelman finished an excellent 4th, in a "sprint" for 3rd place in the Masters.



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>

Club Kit Arrival

The latest Pactimo kit order is now available to collect from Tierney Strachan, 12 Greenbank Place, East Tullos, AB12 3BT. Normal office hours apply. Please ring the bell at our Goods-In door and announce that you are here to collect Deeside Kit with your name.

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.

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)

For Sale

- 1 Fancy a TT bike but can't justify the price? I have just the bike for you. It's hanging on my garage wall looking reproachfully at me and at 83, realistically, I am never going to ride the EL again (I am no Stewart M). Scott Plasma, Dura Ace 10, HED Disc and TRI spoke plus Deep rim rear and Cosmic front for windy days. BB centre to saddle rail is 69cms with a few cms adjustment in aero seat post. BBc to top tube is 50cms. David Millar rode a Plasma frame so it is a period piece but still works and looks as fast as you can make it go. I'd like to see it go to a good home. Have a look and tell me what you can afford. Three figures would be nice but I'm rehoming rather than selling. Bill.byth@gmail.com or 01330 822669
- 2 Elite turbo with turbo wheel and carry bag. Free. Surplus to requirements. Please take it away. You may have to help me get down from the loft. Bill.byth@gmail.com or 01330822669
- 3 Upgraded Orbea Ordu M20 LTD Hydro Disc TT Bike £3500 - Basic bike shown here: https://www.bikeradar.com/news/orbea-ordu-2021/?image=3&type=gallery&gallery=1&embedded_slideshow=1. I bought this beautiful bike from the first owner late last year to race during the 2023 season. Unfortunately, health now forces me to sell it almost unriden. Size M/L (convertible to S/M). Colour: iced green. Upgrades include: Power2Max Ngeko crank based power meter./ Drag2zero 1 X carbon 55 tooth crankset with chaincatcher, Ceramic

speed bottom bracket & Rotor 165 carbon cranks. Ceramic speed racing chain & spare training chain./ Disc rear and front 100mm deep section carbon wheels by Ron. Tyres 25 mm GP 5000 S TR tubeless. Shimano 11sp 11/28 cassette./ Currently fitted with M/L frontpost. Spare S/M frontpost included (bike sizes S/M & M/L share the same frameset and can be converted by swapping the frontpost). Training Wheels for Separate Sale £650 - 2020 Hunt 50 Carbon Aero disc with Ceramic Speed bearings / Shimano rotors & 11/28 Cassette (both brand new)./ Lightly used tubeless GP 5000 TL tyres. Contact: Bob McGraw 07730 389175, email kerloch.scolty@outlook.com

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Historical Reminiscences

(Part 57)

When I first learned about [John Muir](#) I yearned to follow his lead. The thoughts invoked by heading into wilderness areas intrigued me. I'd find solitude.

Hardly into my teenage years I'd also taken a liking to that up-and-coming pop group, The Beatles. One of their songs, [The Fool On The Hill](#), struck a serious note with me.

Given my time again there'd be little change. Taking my bike into the hills with nothing more than the thoughts, the sights and sounds of the countryside, is a sort of spiritualism.

I don't know where my faith lies, though I do think that Buddhism is a far more fundamental faith than others, and Muir's epithet: *I'd rather be in the mountains thinking of God, than in church thinking about the mountains* strikes a chord.

Peddalling towards Mossat in the foothills of the Grampian Mountains one cold, damp, December morning, Alastair and I had been regaling each other with funny stories. I'd just told him one about Quasi Modo, the Hunchback of Notre Dam.

"How about taking our bikes to the bell tower?"

My reply was that France had some attractions but taking my bike there did not appeal. Scotland had all that I needed in the way of touring areas. For me to go abroad it would need to be somewhere unusual and for a good reason.

Only a week later Alastair jokingly put the suggestion that the bikes could go to Base Camp Everest. I agreed, knowing full well that the idea would go no further; that it would be forgotten about before we next met. Over Christmas and the weeks that followed, Base Camp became the prime topic of conversation. Soon, what had started out as a bit of a laugh, became reality.

Becoming an all-consuming passion, a purpose for the expedition had to be found. Selecting a charity, [The Malcolm Sargent Cancer Fund for Children](#), we would highlight it by getting publicity through the local media. Raising a few hundred pounds would also make a token gesture.

Over the months that followed it became apparent that money was something that folk wanted to give away to this children's relief charity and the fund raising became an important part of the lead up to the trip. Publicity for the charity was easy to obtain as newspapers were keen to print stories about two crazy Scotsmen taking bicycles into what we were billing as one of the remotest places on earth.

There was little doubt that very few bicycles had been taken over the mountain ridges to Base Camp Everest. A great many people walk in every year, about 8000 at the last count, and we went to many of them for information.

From the start the details we collected were sketchy, and often contradictory. However, over the eighteen months spent writing letters, meeting people, going to talks, reading books, a general and perhaps accurate picture was built up of, the country, the people, the weather.

One thing of particular importance when doing the research was to find out as much as possible about [acute mountain sickness](#) (ams). Again, the information often conflicted, but generally, it seemed, once above 10,000 feet, some effects could be expected. If the symptoms were bad, the resultant illness could be very serious. The prospect was daunting but since so many others had gone through with the trip we elected not to be put off in the early stages of preparation. Once on the expedition we would be very vigilant of each other's condition.

The route followed is documented in many publications. Our main problem lay in finding out exactly what the conditions would be like underfoot. Never really getting a complete answer it could only be supposed that it would be no worse than often experienced on our training stints in Scotland.

Equipment had to be the best available. Frames were specially built by Jim Harrison of Appleby in the Lake District. A new range of Shimano fittings for mountain bikes was being produced. Dave Anderson of Ythan Cycles, Ellon, also supplied us with tools, equipment and accessories when required.

Training centred on off-road riding. Not being able to do any high altitude work we were limited to riding on rough, steep hillsides. Choosing our local countryside, weekly visits were made to many Scottish mountains. Occasionally we met complaints from other mountain users but, generally, few objections were raised to our presence and in conversation other users were often interested in our project. Ian Hustwick, on his retiral, undertook to climb fifty Munros in support of our efforts.

With regard to the weather, only what we reckoned necessary to wear up to 10,000 feet was packed. At Namche Bazar, when we would stay above that height for several days, down jackets and, we were reliably informed, anything else required, could be hired.

Undoubtedly our maps are out of date but largely we hope they prove accurate and reliable. Hints have been received from a variety of sources that trails keep changing direction and that serious flooding in the Dudh Kosi valley, south of Everest, has resulted in many tracks being washed off the mountainsides. Also, the road, a new road, built in recent years from Lamosangu to Jiri, has been washed away.

Alastair's alarm woke me at 5.37am.

The last event of the Olympics, the hockey final, was on television. Because of the rush in organising things over the past few weeks this was the first event I'd been able to watch. With one eye on the excitement, I dressed leisurely



You can't keep our Jim down! Check out his 100 time in the Dundee Thistle event

knowing that with everything supposedly in order there was little could be done if something had been forgotten.

At 5.45am an alarm call snapped me from the reverie of the domination by the British team in Seoul. Venetia must have arranged it.

Things were in darkness on the ground floor and not having had time the previous night to suss things out it confused us trying to find the dining room. Once seated Venetia soon joined us. Yes, she had everything arranged. A taxi would take us to the terminal.

Only, when the taxi arrived it refused to take our bikes. The boot of a Volvo is amply big enough to take stripped down bikes, but the driver didn't like the idea. So, it was try the Excelsior bus. The driver here, too, was obnoxious, but the offer of a pound note swayed him. As we boarded, he was heard to say to Venetia that it was £1 each.

Once at the airport it was fine to have Sylvia Darley of the Charity Executive meet us. Farok Kapardio of Air India, though scheduled also to be there, failed to turn up. Our luggage, grossly overweight, was allowed through without any additional charge.

The plane left more than an hour late and to fill in time Venetia persuaded the Air India staff to let us into the Maharaja Lounge. Luxury indeed. This gave an opportunity to relax away from the bustle of all the other travellers and to decide that things were not moving as we'd hoped. But sitting in the lounge did not let us relax. Instead, we were further wound up because of the delay. Last night the hanging around and the worry that the plane would not take off in time exasperated us. Our flight on Air India had been changed from afternoon to morning. It looked as if that change made to accommodate connections at New Delhi would be superfluous.

Eventually the plane took off at 11.00am and flew over Denmark, Turkey, Soviet Union, a hundred miles south of Moscow, Pakistan and Afghanistan. The journey was long and boring. The headphones did not work, and I spent a long time trying to fix them so that I could at least follow the film, but to no avail.

Later in the flight a conversation was struck up with Bibek Pradham, a Nepali married to Ann, a British woman. With their daughter, Sarah, they were taking a holiday in Kathmandu. A few tips were handed over which should be useful if called upon.

Deplaning into a temperature of 26°C had nothing going for it. We were tired, dirty. It was after midnight and having sat for 18 hours in the cramped quarters of a Jumbo Jet there certainly did not seem very much pleasure in the fatigue brought about by stifling temperatures.

Trying to check through the barriers proved difficult. Being shoved around from place to place with dismissive waves of the arm did not lead to good relations. We were stranded on the runway side of the checkout. Our luggage and bikes were somewhere beyond the barrier and the curt Indians flapping their hands without a word of English made us feel more than a little inadequate. None of the staff wanted to know.

Eventually an Indian approached us asking if we were in transit to Kathmandu. Pleasant and helpful, he searched out our luggage, moved us upstairs again to the departure lounge and left. It was several hours until our flight to Kathmandu. It was now time to go to bed at home.

Three porters arrived in the lounge with our bags and bikes. They refused to allow us to remove the stuff from their trolley suggesting by their actions that they could do better. One bike snagged against something and went clattering to the floor. During the month in front they will suffer many more bangs but at least let us get started in one piece. The three men hung around looking for a tip. Not very sure what to do I tried to ignore them.

Drawing lots I slept fitfully for the first couple of hours while Alastair stood guard. To stay awake he marched around in circles.

Sleeping on soft sagging seats, the cushions of which kept moving and leaving you fighting for space on metal frames and bare springs is not pleasant. Many others were in a similar position with hardly a free seat in the entire departure area. Our bags were laid against a wall, the bikes stacked on top.

After some time I awoke, sweating. The place appeared to be going through a lull. In the early hours of the morning few people moved. Souvenir shops were open but not trading; the Maharajah Lounge showed lights in the windows and a few folk moved around inside; the duty free had a few customers spending their last (or first) dollars.

The Indian who had found our luggage marched around looking efficient. An equally efficient looking yellow-clad Indian lady accompanied him.

Uniformed Indians, presumably soldiers, are present in large numbers. Some are armed with machine guns, some pistols, others carry batons. This suggests a reasonable security system. Those who do the cleaning appear to be boys. They swish long floppy mops around or use a small whisk to sweep debris onto a piece of card.

At the entrance to the lounge some renovation work is going on. Even if it is well into the small hours, here, there is some activity. Indian joiners graft away with antiquated tools, wooden jackplanes, etc. Except for one. He lay curled up, fast asleep, on the floor, while the others sawed, planed and hammered around him. *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

