

Issue 599

February 2024

**Cranks**  
**Golden Jubilee**  
**Volume 50**  
The magazine of  
**Deeside Thistle Cycling Club**  
Sponsored by:

**MPH**  
Melancholli Plant Hire

**Tierney Strachan**  
PROCESS CONTROL ENGINEERING

**Current Membership 560 (569)**  
**SCU Membership 287 (291)**  
**Scottish Cycling's Largest Club**

### Editorial

Over the past year and more John Sands has put a huge amount of effort into preparing a proposal which we have submitted to OSCR. This is the body which registers Charities in Scotland.

The drive behind the application came through John's efforts in seeking sponsorship for events. These efforts were thwarted. Rejection came because we were not a registered Charity, and many companies prefer that the groups they support are registered.

It has been a long road, but the paperwork is now complete, and we just must wait for the outcome.

Replacement gear hangers normally cost £20 or more. Pedal Power in Inverurie managed to get me a couple from a supplier in Holland at £6 each, carriage paid. I'd to wait a couple of weeks but what the heck.

One's fitted to the TCR; there's a new Ultegra rear mech and black PVC tape protects my repair from UV. It might not be the neatest of jobs but it all sounds sound, and I've been out on the rebuilt machine.

Picking one of the few dry days in the past month I rode the repaired gird over a 50-mile loop, and it still seems fine. Time will tell.

### PHILOSOPHER'S CORNER

It does not matter how slowly you go as long as you do not stop — *Confucius*.

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](mailto:knockies@deeside.org)

### Deeside Thistle CC Special General Meeting

It was agreed at the SGM on Monday 29 January that the club should pursue SCIO, that is, to become a charitable organisation. Our application will soon go into the Scottish Office and then it is just a matter of waiting to see if we have followed the correct path - all this, thanks to John Sands

#### From our President, Alan Campbell CBE

*I've read the new Constitution. Yes, every single word!*

*I won't be at the meeting this evening, but it is a Yes from me by means of the proxy vote.*

*The world has changed and is a much more complicated and regulated place. That relates to individuals, to commercial organisations, to charities and leisure activities. It is my considered view that there is no real option for the Club but to take the course now proposed.*

*Although it's tempting to resist change, I'm very optimistic that with a strong core of members, such as those we have, we will continue to prosper across a wide variety of interests and across a wide age range. The fact is that any Club whether registered or not will be expected to adhere to the "rules" and "behaviours" specified in the new constitution. So, in my view, any perceived benefits of not registering are an illusion and potentially would open officials to criticism, hostile scrutiny, or at worst, legal action.*

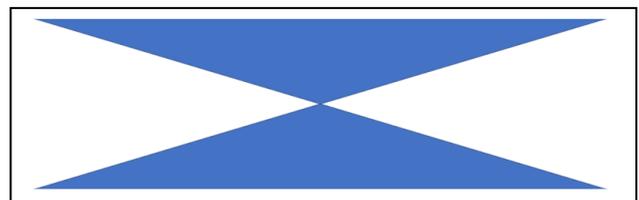
*Current requirements imposed by being registered means that the Club will have benefits but the administrative burden of running the club will increase, and, in my view, require to be spread amongst a greater number of members with specific tasks. It is imperative, I believe, that volunteers need to be encouraged to come forward now to take on specific duties to share responsibility imposed by the new regulations.*

*My thanks to all involved in taking this forward. I'm sorry that my health-recovering from a major operation-prevents my attendance. I am making steady progress and look forward to being present for Club activities later in the year.*

*With grateful thanks the office bearers and to those who are currently committee and committed members.*

*The Deeside Thistle Cycling Club membership owe all of these a huge debt of gratitude.*

*With best wishes, Alan Campbell*



## First Aid Course

Please see information below on a first aid course which will be held on Saturday 2<sup>nd</sup> March at Inverurie Community Campus from 9.00-3.30pm – the campus will be open from 8.45am. (Please take a packed lunch as there are no catering facilities onsite).

This course is being offered at a reduced rate for clubs and community organisations, facilitated by the Community Sport Hub team. Each attendee will be required to register on the Forrest Training site before they can book themselves a place on the course. Once registered and logged in please select the Inverurie course under First Aid in the Workplace, or by clicking on the link below.

When it comes to completing the purchase, please put the word **SPORT** in the **Coupon box** which will **reduce** the cost from £100 to **£40** per person.

Please follow the link <https://forresttraining.co.uk/event/emergency-first-aid-at-work-2nd-march-2024-inverurie-community-campus/>

If you have any questions, then please get in touch on [audra.booth@aberdeenshire.gov.uk](mailto:audra.booth@aberdeenshire.gov.uk) **Audra Booth**

## ADHD Training

We've arranged some free ADHD training for sports clubs and community organisations on the **29<sup>th</sup> February at 6-8.30pm on MS Teams**.

The session will be run by the ADHD foundation, and I've included some of the outcomes of the course below.

Please complete the form below if you'd like a space (you will then be sent the teams link prior to the 29<sup>th</sup>). Groups are more than welcome to sign up multiple people from within your organisation.

**Form:** <https://forms.microsoft.com/e/ZJmrrg8KdH>.

Outcomes of workshop:

*Strategies for support in sports settings- including support for executive functioning, communication, session planning, inclusive practices, mental health vulnerabilities, memory, organisation, and support for self-management.*

*What ADHD is and isn't, including up to date research, key features, diagnostic criteria, comorbidities, executive functioning impairments, emotional dysregulation, and the different presentations of ADHD, including gender.*

If you have any questions, then please get in touch on [audra.booth@aberdeenshire.gov.uk](mailto:audra.booth@aberdeenshire.gov.uk) **Audra Booth**

## SCNEG AGM

At the SCNEG AGM on 18 January a new Chairman was voted in. This is Mark Walker. He will be supported by a new Vice Chairman, Brian Duncan.

# Total Endurance

Our dates of Winter Talks and Workshops are all available for booking. The talks have a maximum capacity of 20 people and are free to attend.

The workshops have a maximum capacity of 5 for the bike maintenance classes and 6 for the run/swim workshops You can book your space for any of the talks at this [link](#)

## Coaching Opportunities

Bookings for the 2024 Coaching course calendar are now live and can be found here [Introduction to Coaching \(Activity Coach\) \(britishcycling.org.uk\)](#) but to summarise, on what's happening in Scotland.

Introduction to Coaching

- Road: West Lothian Cycle Circuit, Linlithgow
  - Online: 21st/28th Feb, 6th Mar (7-8pm)
  - Practical: 9th Mar
- Offroad: Lochore Meadows, Fife
  - Online: 6th/13th/20th Mar (7-8pm)
  - Practical: 23rd Mar
- Multi: Callendar Park, Falkirk
  - Online: 4th/18th/25th Apr (7-8pm)
  - Practical: 27th Apr
- Offroad: Chatelherault Country Park, Hamilton
  - Online: 23rd/30th Apr, 7th May (7-8pm)
  - Practical: 11th May
- Offroad: Glenmore Lodge, Aviemore
  - Online: 21st/28th May, 4th June (7-8pm)
  - Practical: 8th June

Reminder there is the **sportscotland** subsidy which can be applied for by filling in this form [sportscotland - Subsidy Application \(office.com\)](#), and the British Cycling Ignite and Flying Start bursaries which can be applied for here <https://forms.office.com/e/jY7SQBHRt2>



## CYCLE SPORTIVE TICKETS OUT NOW!!!

As part of the Midsummer Beer Happening in Stonehaven, each year we organise one of Scotland's friendliest and fastest growing cycle sportive.

The DINNAEDO (100m), REDO (68m), UNDO (52m) and GRAVEL EPIC (40m). Held on Saturday 15th June 2024. Starting and finishing in Stonehaven's Baird Park, home of the Midsummer Beer Happening, in waves from 8.00 am with a complimentary Buff, entry to beer festival, a beer on us and of course sore legs.

This year we are offering an Official Sportive T-Shirt to remember your day. Your ticket already comes with a buff and unique glass for the Happening but now you can add the T-shirt to wear as a badge of honour!

[TICKETS HERE](#)

## Banchory Cycling Map

A new Banchory Cycling map, both a printed version and web version online on the *Visit Banchory* website. Please will you help this project by viewing the maps and replying to this short survey [10 questions] The map is attached [here](#). The survey is here: <https://www.surveymonkey.com/r/HPOLRCK>.

If you wish to receive further information on the progress of the map, please include your email address in the final open question.

Please share this message with other cyclists.

## Maison Dieu Coffee Roasters,

I am writing to you today to firstly introduce myself and secondly offer the members at Deeside Thistle a discount at our two independent speciality coffee shops.

We started just over two years ago in Brechin's smallest industrial estate roasting our very own speciality coffee. We mainly offer our services to our multiple wholesale customers who use our coffee in their cafes and businesses.

Since opening we have now introduced a takeaway window at our roasters which has a beautiful outdoor sitting area (perfect for cyclists). We then added a horsebox fully kitted with our coffee kit to offer our coffee on the road, attending multiple events from PGA tour events to private business events.

Our latest venture was opening our new cafe in Broughty Ferry which is the first place we have had the chance to offer a sit in service.

Since opening we have found many cyclists have enjoyed visiting us on their rides and in such, we have decided to give back to the cycling community.

We would like to offer your members a 25% discount of our hot drinks range to keep them fuelled on their journey.

If this is something you would be interested in, we would love to hear back from you and we can send over our promotion for you to share with the members.

The deal would work where our shops would have an approved community group list with your group on it and all the cyclists would need to say is they are part of the Deeside Thistle group, and we would discount the drinks as such.

We can also offer our mobile horsebox for any events you wish to have to give your cyclists the caffeine hit they desire before setting off on their journey.

Thanks again for your time and I look forward to hearing from you on [ewan@maisondieucoffee.co.uk](mailto:ewan@maisondieucoffee.co.uk)

*Euan Spark*

## 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 \(britishcycling.org.uk\)](https://www.britishcycling.org.uk).

If anyone's interested, please contact [volunteer@scottishcycling.org.uk](mailto:volunteer@scottishcycling.org.uk)

## CTT Affiliation

Though your club re-affiliated to the CTT well ahead of time (last October), a glitch in their system failed to update the web site. Members keen to prepare for this year's competition spotted the error. The problem has been resolved and our club profile now has the required green banner in place.

## CTT Board Announcement

### 20 mph speed limits

Following the Note to Districts sent by the National Legal Adviser dated 17 October 2023, an informal discussion after the National Council Meeting on 3 December 2023, and further consideration by the Board at its meeting on 4 February, the Board has prepared a new Guidance Note concerning courses which have 20mph limits.

The main point to note is that generally 20 mph limits and time trials are incompatible. Most riders travel between 20 and 30 mph. Riding at that speed is capable of causing public outrage and danger to riders and other road users who will not be expecting vehicles to be approaching so fast. Such conduct could cause the Government to review the existing permission for time trials to take place on public roads, expose riders and organisers and CTT officials to the possibility of civil and criminal



proceedings, and invalidate the insurance CTT holds for participants in time trials.

The Board considers that the Rules of CTT have always required riders to ride safely and obey all traffic signs together with the Highway Code and that failure to do so is a disciplinary offence.

There will therefore be an **overriding principle** that all riders in time trials must adhere to posted speed limits as well as all other rules of the road.

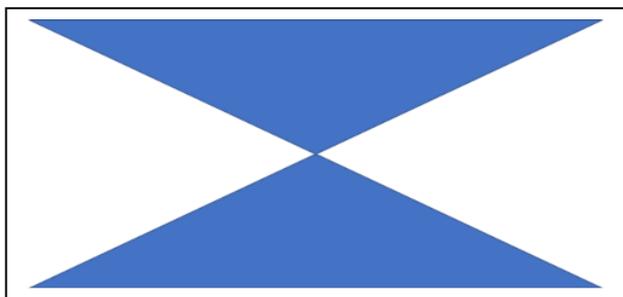
It follows that in order to achieve fair competition, where a course with a section which is subject to a 20mph limit is used **riders must not exceed that speed**. Otherwise, the event will no longer be a “race of truth” as a rider who exceeds the limit will gain an unfair advantage over one who does not.

The Guidance Note gives more details of how Districts should approach the decision whether an event may take place where a 20mph limit exists. Traffic calming measures often accompany 20mph speed limits and may create serious hazards in themselves.

An important requirement is that Districts will need to ensure that local regulations inform riders they must comply with all posted speed limits and the start sheet draws attention to this requirement. Or, if there is no start sheet, a prominent notice is displayed at the start to that effect. Districts will need to include reference to 20 mph speeds on Risk Assessments and to all traffic calming measures on the course. Districts will also need to consider what active measures can realistically be put in place to ensure compliance by riders.

During 2024 the Board will be considering what further steps can be given to ensure riders comply with speed limits. At the end of the season the Board will be circulating a form to Districts to give feedback about the effects of the overriding principle. In the meantime, it is hoped the Guidance Note will be sufficiently clear for Districts to follow. However, Under the CTT structure it is the Districts which take decisions to approve events and courses because they have the local knowledge vital to this exercise. However, if clarification is sought the Board will try to provide it upon request. Such requests should be sent in the first instance to [support@cyclingtimestrials.org.uk](mailto:support@cyclingtimestrials.org.uk)

*Andrea Parish Cycling Time Trials Chair*



## **KNOCKBURN LOCH MANAGEMENT**

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

### **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>

### **New Members**

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

3043	Monty Palmer	Banchory	15
3138	Sam Stewart	Westhill	13
3139	Matthew Moran	Oldmeldrum	11
3140	Ava Luce	Lossiemouth	14
3141	Finlay Burnett	Banchory	12
3142	Lucas Arton	Stonehaven	13
3143	Matt Brady	Stonehaven	13
3144	Thomas MacRae	Inverurie	14
3145	Archie Barber	Blackburn	14
3146	Duncan Palmer	Banchory	45
3147	Rocco Palmer	Banchory	10
3148	Barry Gibson	Westhill	41

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

### **Zwift Sunday Club Endurance Ride**

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](http://ZWIFT.COM)

### **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.



## 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](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](http://deeside.org/wp-content/uploads/2022/08/DTCC_Spond_and_Ride_Leader_Guide.pptx) *Peter Smart*

## Donside Bunch Rides

Mostly starting from Kintore, these will vary in length (and sometimes start time). Make up of groups will depend on who attends on a week-by-week basis.

For those who are venturing outside for the first time or returning after a break/injury etc, there will be a shorter/steadier (sub 3hr) ride posted every Sunday. Can't guarantee a leader for that ride but will attempt to get a volunteer on a weekly basis.

All rides will be posted on [SPOND](#). The more people that sign up for the steadier ride, the more chance of it being a success.

## Donside Bunch - Winter 2023/24

Winter base rides started on Sunday 5th November from Kintore Primary School at 0900hrs. Pre Xmas we will keep the rides to max 3hrs and will start to build distance in the New Year.

As much as is practicable, these will be group rides. It would be great if we could get numbers for a steady and faster group.

Coffee stops will be planned if the weather conditions allow. Flashing lights front and back are encouraged (why wouldn't you!). Mudguards are preferred. Get yourself ready for a successful 2024! *Andy Kerr*

## 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/TYLWP>

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

## 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>

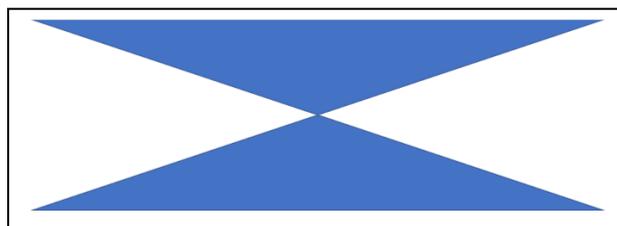
## Club Mountain Bike Rides

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](mailto:mtb@deeside.org)





### 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/>

## 25 Years Ago

### FORTHCOMING RACING SEASON

Just round the corner is the first event of the 1999 racing season. Already at least 49 members have expressed an interest in competition by joining the SCU/BCF. A number of others will have applied directly to the BCF for membership.

Those who are concerned that cards have not yet been issued should rest assured that they have been ordered and the necessary insurance is in place. The reason for the delay is administrative. The BCF cannot/will not issue cards until they know a club is affiliated.

Though we, the Deeside, do ensure at our end that all necessary formalities are completed it is a long road to Manchester. First, affiliations are processed through Aberdeen & District Cycling Association and they, of course, try to cut down they're administration by waiting until all the other clubs in the district have paid up. Then the Scottish Cyclists' Union have they're bit of processing to do and no doubt this time of year with about a hundred clubs involved there is a bit of a backlog. So, off to Manchester, where there will definitely be a logjam with upwards of 1500 clubs from all over Britain chasing the same thing.

They, the BCF, admit to a huge number of unprocessed memberships because of non-receipt of club affiliations. Perhaps there is a simple answer. For our sakes anyway. Have the clubs submit affiliations direct to Manchester and leave it up to the full-time staff in National offices to do the necessary paperwork and make the required returns to all concerned in a speedy way.



## Club Kit Arrival

Pactimo kit order is now available to collect from Tierney Strachan, 12 Greenbank Place, East Tullis, 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.

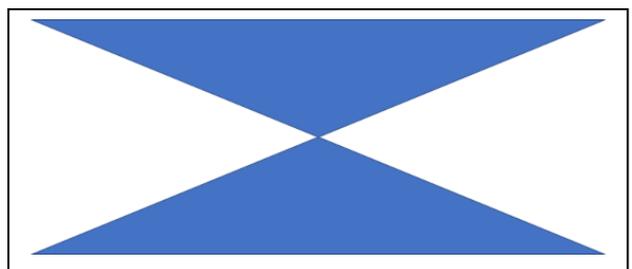
*Best Regards, Jon Strachan*  
[jas@tierney-strachan.co.uk](mailto:jas@tierney-strachan.co.uk)

## For Sale

- 1 a) The bikes are Project One custom built Trek Emonda SLR6 eTap and we have 10 available. Sizes range from 47 to 56
- b) We are selling some of our training wheels, 8 sets available. Very lightly used, Bontrager Paradigm Comp 25 Disc (160mm rotor included), RRP £350 – selling for £150 per set  
Further info contact Bob on [bob@alba-rt.com](mailto:bob@alba-rt.com)
- 2 a) Airborne - Carpe Diem in red (aluminium frame) 19" centre to top tube. Set up as a winter bike (although it can make a great cyclo-cross bike) New Sora 9 speed with Ritchey WCS cranks. Shimano Dura Ace wheelset and new Selcof stem and Planet X bars. SKS mudguards. Great condition. £400 secures
- b) Planet X Stealth frame set (blue) in large. Comes with seat pin, TT bars + risers and front mech £150 secures
- c) DT Swiss R20 wheelset. Used as backup wheels when I was going through my Everesting phase so, not much use. £150 secures.  
Photos available and for further info. contact Phil Kelman - [philipkelman@aol.com](mailto:philipkelman@aol.com).
- 3 a) Indoor cycling fan, 8.5" dia with variable speed control. Mountable on your Garmin mount. £80 each. Three immediately available and a further 9 to be assembled on request
- b) Handmade plywood bike stand. £30 each. Three available immediately. Contact Andre Bergh on [andre.k.bergh@gmail.com](mailto:andre.k.bergh@gmail.com)
- 4 a) I have moved to a smaller frame now (old age shrinkage) and I am selling a Boardman CX Team medium to suit 170-178cm. Good condition. SRAM Rival 11 speed, 44T front and 11-42 cassette.

Hydraulic disc brakes, new 40 Schwalbe Smart Sam tyres. £375 ONO

- b) Second set of wheels if interested for winter rides. Gipiemme Roccia wheels fitted with 25mm road tyres. £150
- c) Also selling a new set of Pyro duathlon plates £70  
Contact: Richard Burton: 07786081582
- 5 To clear 5 retro bikes from my collection to make new space – classic bikes ready for Eroica / Etape / Sportive events - ANY OFFERS PLEASE:
  - a) A **1961 DAVE DAVEY** Racing / Time Trial Bike. 22" Reynolds 531 tubed frame. Comes in White in very good condition – a classic in full Vintage Spec and detailed history. Rebuilt with original 1969 Strada/Nuovo Record Campagnolo. Was presented in the 'Classic Lightweights News' in Vol 1 Issue 65 on Sept Oct 2016 and probably the only one in Scotland. Around £850 ono.
  - b) A **1993 ALVES** Racing / Time Trial Bike. 21" Reynolds 653 tubed frame. Comes in Blue in good condition - in full Spec and detailed history. Built by Charlie Ralph of Alves Cycles, based near Elgin and mainly Campagnolo Record / Rally (Nuovo Record) & SR. Around £550 ono
  - c) A Scottish Championship **1990 DAVE LLOYD** (Ex Neil Brown) Racing / Time Trial Bike. 22" Columbus SLX tubed frame with Columbus Foderi Laminati Front Forks (with an unblistered chromed front fork and 12" chromed rear forks). Comes in Light / Dark Blue in very good condition - in full Spec and detailed history - in original Shimano Dura Ace AX 7402 – 1988/89 3rd Generation Groupset. Around £950 ono
  - d) A **1980 EDDY MERCKX** (ex-Mike Brown) Racing / Time Trial Bike 56cm Columbus Cromor tubed frame, with full chromed front fork and 12" chromed rear forks. Comes in Blue in very good condition – in full Vintage Spec and detailed history. Bike built 1982 - in original Campagnolo Chorus – 1982 1st Generation Groupset. (It's a rare Strada Frame - Number 187 of only 1000 ever made by Merckx 1980). Around £1500 ono  
Anyone interested? – let's know and I'll put the full details on Gumtree. Contact [kenny.walker@tinyworld.co.uk](mailto:kenny.walker@tinyworld.co.uk)
- 6 Road Bike - [Trek Madone SL 7 AXS GEN 6 Size 52 Road Bike](#)



## Historical Reminiscences

### (Part 65)

If I remember correctly Jimmy Dorward lived in Ayrshire. Colin Horne had moved north from Aberdeen and lived in Aviemore. Colin had been with the Deeside in the 1950s, but his work had taken him away.

Though many riders had the blessing of being mentored our governing body didn't have a structured system in place. Along with Colin and Jimmy the three of us were tasked with establishing the SCU Coaching Scheme

Back in the 1970s communications were a bit awkward. Face to face meant a lot of travelling and the telephone system operated on a one-to-one basis. Once the Scottish Cyclists' Union appointed a sub-committee to look at coaching needs, a lot of the work had to be conducted through letter writing.

Babbage had laid the foundations of computers but there was no internet. Emails didn't exist and the only hints of video calling were encountered in Sci Fi television series like Star Trek. And they'd inevitably be in black and white.

The telecommunications branch of the Post Office preceded British Telecom and it was this company which Colin worked for. They'd moved him north to work as an engineer, in the exchange, at Granton-on-Spey.

He knew what to do. He knew how to get the uniselectors clicking round. With a tangle of wires and judiciously inserted jack plugs he got the three of us discussing the small print in real time.

Caroline Cripps couldn't ride a bike. She headed a charity called Friends of Russian Children and had organised a fund-raising bike ride from St Petersburg to Moscow.

Alastair and I had been invited to ride as the experienced cyclists in a group of 50. After a couple days riding from the start point in Novgorod we got into discussion with Caroline. Confiding in us her inability she expressed a far-flung dream that saw her joining the peloton on the last day.

Challenging her to learn, at the end of each day's efforts I spent some time teaching her the rudiments. Soon her confidence grew and on that last day as we picked our way across the ring roads surrounding Moscow, Caroline got onto one of the spare bikes.

She had the honour of leading the tour across the Bulvarnoye Koltso into Red Square in front of the Kremlin and under the splendid St Basil's Cathedral.

Outside it has been very cold but as the sun rose it turned hot. After breakfasting, a cloudless sky greeted us as we

left the lodge and climbed to the Police-Post on the south side of the horseshoe shaped town. The Post is set on a good vantage point overlooking most of the buildings of Namche Bazar. Only a few are built above the Police Post and a few others are nestled close into the hillside, and out of sight, below it.

At the Post a morose looking officer, the only one present, sat at a table. He took our permits, read them through several times before franking and handing them back. Having done our duty, the climbing continued.

From the checkpoint our route lay up a well-used, multi-pathed hillside to the, now disused, airstrip above Namche Bazar. Apparently, this airstrip served as the main access to Everest View Hotel where Chhatra's brother works.

The main purpose for Chhatra washing himself thoroughly and giving his clothes the same treatment had not just been for hygienic reasons, but also to impress his brother, whom, he said, would be annoyed if he turned up dirty. The washing process certainly transformed him; clean, black shining hair under the baseball cap, surrounded a cheery, smiling face. Heavily creased, but no longer muddied, trousers covered his thin legs.

As we climbed, there appeared to be little activity in the area except for a few trekkers out walking. Having already seen these trekkers in the town we can only suppose that they, too, are following the rule of walk high, sleep low.

The hotel must be quiet, even though it is now several weeks into the tourist season.

When the hotel finally came into view the reason for the quiet became obvious. Far from finding a place thronged with folk and where we could buy a meal that would be relished and comfortable surroundings to relax in for an hour or so, we found dereliction. The hotel has been pulled down and is being rebuilt.

Once Chhatra's brother was located I couldn't work out if he controlled the building when it operated as a hotel or if he was only there as a clerk of works while the building works progressed. I suspect that he is there all the time for Chhatra seemed surprised that where he'd told us we'd find relief there are only piles of rubble and a few of the supporting walls remaining.

His brother took us to an office where we sat among a number of beds, and he carefully counted out a few thousand rupees in exchange for our dollars. He gave us the same rate, as we'd been able to get in Kathmandu. This would be enough to see us through to the end of our trip.

Chhatra's brother then offered us accommodation. He could not, he said, because of the obvious circumstances, give us the service the hotel usually provided. With that consideration the charge would only be \$20. The price excluded food. An additional charge would have to be



made for dahl baat. We had to decline his offer – especially since the Thawa lodge could provide adequate sleeping accommodation and an extensive menu for only a few rupees.

Because the working season is over, and winter approaches most of the 300 summer workers have been paid off. Only some 50 remain. They all appear to be engaged in masonry work on the outside walls. Scheduled to reopen sometime in 1990 the same numbers of workers will be re-employed once the harsh weather has passed.

An interesting, but doubtful selling point, is the lack of water. There is no adequate supply close at hand; all stocks having to be carried on the backs of porters. I imagine the new building programme will include the installation of water pumps to carry water through a pipeline.

On the climb from Namche the sun had quickly dried the overnight dew except for that in the shadowed areas. Under bushes, where the sun's rays did not reach, the dew lay as frost. Now, while wasting time outside the hotel, the wind blew from the south, bitterly cold, cutting through our clothing. Because of the cold wind, Chhatra decided to head back to Namche. Supposedly to help us acclimatize to the increased height we lingered a little longer.

Definitely the highest we'd been, the slog from Namche had been taken slowly with due deference to the rulebook and it had not troubled too much. Lying on the dried grass, inspecting the various species of gentian violet, and trying to avoid lying on berberis thorns, my thoughts are that what the textbooks say is not correct for everyone. But wait until my stomach acts up again. Or we try to move and find the effort too great to do so quickly.

Around us an amazing panorama of mountains soared upwards. Everest, though insignificantly poking above the Nuptse Ridge, had an aura all its own. To its right is Lhotse, the world's third highest peak. Further to the right Ama Dablam stood over Thyangboche, where we go to tomorrow. Closest to us, Tam Sercu, juts a V for Victory into the blue sky.

On our perambulations around the knoll on which the Everest View Hotel stands we came upon a campsite in a sheltered hollow. Striking up a conversation with one of the residents he turned out to be a Frenchman. For several days' trekkers coming out of the Kumbu Region had told us about the multi-million-pound French Expedition on Everest. Each day the expedition beamed live television pictures back to Europe.

The chap we talked to had the job of trying to contact and co-ordinate, via his radio, the helicopter crews as they flew up and down the valley. He was in charge of one of the base camps and had a lot of equipment to be lifted out.

When the mountaineers are climbing, only those fit enough will move on to the next stage and this huge party included

cameramen, one of whom should always be able to climb each day. On the day, the final assault on the summit was made no cameramen could go. Instead, a camera had been given to one of the mountaineers, who carried it to the top, filming as he went. Unfortunately, one of the cables had broken so no live pictures of the men standing on the summit had been transmitted. This problem must have annoyed the French, but the disappointment paled totally against the horror expressed by the radio operator at the loss of two of their high-level Sherpas on the same day.

On the way to Thyangboche there has been a reasonable amount of cycling. The track followed contours round the hillsides, and we made best use of the easy passage. Things have been taken leisurely since leaving the police behind and today there is no reason at all to rush, for this is the first time we are going to an altitude where serious implications of mountain sickness prevail. First, though, after our enjoyable pedal round the hillside a descent to Imja Drangka past Trashinga had to be endured. This drop in height took us to a point, once more, lower than Namche.

Chhatra had warned us that another Police Checkpost had to be gone through at Phunki on the Imja Drangka. Reaching there, a large trekking group sat around the lodges, eating, and as we passed a few nodded at us. Were those nods simply a greeting or was it a warning that they knew something we did not?

The climb to Thyangboche immediately started. Passing several large prayer wheels as we left the small settlement, we almost failed to spot the khaki-clad gentlemen standing just off the track. When they moved it gave our hearts a start. Be bold thought I. "*Namaste*," I said as the bikes were pushed past. All of the soldiers smiled and wagged their heads in acknowledgement. A sigh of relief was due but it dare not be released for fear of attracting attention.

On the trail the familiar "*Namaste*" greeting had frequently been used. It has come to be more significant than our own mundane cliché, "*How do you do?*" or, equally abused, "*Fine day*." In return to the greeting will come a repeated "*Namaste*" and often accompanied by a wag of the head.

Books had told us about the Nepalis who nod their heads to say "no" and shake their heads for "yes." Priag, our contact in Aberdeen, had told us of this seeming contradiction of gestures. However, he said that Nepali people would understand our head movements and we would understand theirs. In my opinion the head shake is not what many suggest. It is more a gesture of acknowledgement, exactly as many people will gesture with their head in Britain. It is not a complicated gesture. To perform the movement the head must face forward, then rotate the chin a quarter of a turn, either to right or left, with a slight upwards movement. It is done quickly.

*Roughstuffer*



## Annual Subscriptions

**Our Club year runs from October to October so it is time to renew your membership** - please go here: <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 or partner of an existing member	£ 2
Each child (under 12) of existing member	£ 2
Associate member	£ 7

