

Issue 592

July 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 542 (577)
SCU Membership 294 (293)
Scottish Cycling's Largest Club

Editorial:

A long time ago I took the notion that something had to be done to rectify the lack of youngsters joining our sport and pastime. More and more I could see the average age of members increasing; without some radical approach our interest would surely decline.

Calling a meeting of all the local clubs we collected one evening in Echt Hall.

Out of the profound and thoughtful discussion came the idea that a local youth club could be formed with the proviso that as the youngsters developed, they could pick and choose from one of the clubs in the area.

As time passed, the club became known as Grampian Tigers, and it now has a close affiliation with Stonehaven CC. However, stemming from the interest generated it became imperative to widen the scope of recruitment and we formed the Deeside Youth group.

This group expanded quickly with adult members enrolling their children and dedicating themselves to gaining the necessary qualifications for training and looking after youngsters. It is now one of the largest in the country attracting members from a wide catchment area. It is well-respected by other clubs and our National body.

It is worth noting that quite a number of these young folk are already winning National titles and gaining selection for International events.

PHILOSOPHER'S CORNER

What we think, we become – Buddha

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

Six cyclists are the latest addition to Team Scotland for the Commonwealth Youth Games in Trinidad & Tobago this summer (Scottish Cycling)

The concept of the Youth Games was created by Scotland in 2000 with the aim of developing young athletes and giving them an early experience of an international multi-sport environment. The event now has a proven track record of uncovering future champions at senior level, and it has been integral to the development of Commonwealth Games athletes, such as Scotland's Grant Ferguson, Australia's Caleb Ewan, and Wales' Elinor Barker.

All six of the cycling team were involved in international action earlier this year at the Next Generation Track Event in the Netherlands, against teams from all over Europe & North America. Sarah Johnson and Calum Moir (Zappi Junior RT) were gold medallists with the GB Team Sprint and Team Pursuit squads respectively, with Joe Cosgrove and Millie Thomson (Deeside Thistle) both recording top 10 finishes in individual events. Evie White (Alba Development RT) celebrates selection having lifted the Scottish Omnium title last month, with Elliot Rowe (Anexo Group RT), the 2022 British Youth Circuit champion also named for Trinbago.

On selection to the Team Scotland squad Edinburgh Road Club's Sarah Johnson said:

"Scottish Cycling has done so much for me so it will be lovely competing in Team Scotland colours for the first time. Being selected has given me more confidence as a rider and make me more excited for what is to come."

The track sprinter is keen to test herself against the best:

"I'm really looking forward to meeting new people from different countries and learning about different cultures. I'm looking to gain more experience and adjust to the challenges of racing abroad."

"I competed at the Future Track Stars event in Apeldoorn in January, which was my first international competition, so competing at the Youth Commonwealth Games will give more experience of racing at a high level."

While road rider Joe Cosgrove (Anexo Group RT) is counting down the days to Trinidad, as he told Scottish Cycling:

"It's a proud moment for me and my family to be selected to compete for Team Scotland, especially at this stage of my career. It will be a great experience for me, and I am really looking forward to it. My target this year was to settle into junior racing having made the step up, so it's a great privilege to be selected for the Youth Commonwealth Games."

Chef de Mission, Chris Purdie, said, *"I'm delighted to welcome our cyclists to Team Scotland. The Youth Games*



are an exciting first step into Commonwealth competition and provide the ideal platform for young athletes to develop and gain competition experience for future events. I would like to congratulate all of them on their selection and wish them every success at Trinbago 2023."

The athletes, aged between 15-18 years old, will compete for Team Scotland alongside athletes from the five other sports on the Trinidad and Tobago programme: Rugby 7s, Beach Volleyball, Triathlon, Athletics, and Netball. Both Cycling and Swimming competition will take place on Trinidad.

Selected Athletes:

Joe Cosgrove, 17 (Road)
Sarah Johnson, 17 (Track)
Calum Moir, 18 (Track)
Elliot Rowe, 17 (Road and Track)
Millie Thomson, 17 (Road and Track)
Evie White, 18 (Road)

Youth and Junior Update

The last weekend in June in the London 2-Day soaring temperatures made for tough conditions for the young racers. Just three Deeside youth made the trip south this year. Melanie Rowe and Zara Main raced in U14 girls and Innes Long was in U14 boys.

The first day of racing took place in Gravesend and comprised a time trial followed by a crit. On Sunday the action moved to Redbridge and the riders took on two more crit races. 30 degree plus heat meant that the races were even tougher than usual.

All of the Deeside riders put in stellar performances, battling through the heat to finish each stage. Special mention to Melanie for taking first place on GC in her category.

DTCC junior Millie Thomson travelled to Clitheroe the following weekend. On Saturday she took part in British Cycling's National Junior Time Trial Championships, placing 14th. Millie also competed in the road race champs on Sunday.

On 08/09 July fantastic performances came from our young members.

In the British Cycling Youth Crit Champs, for 2023 BC opted to use a new course in Bradford, four riders ventured south on our behalf.

Coming out on top after 55 minutes of racing, Melanie Rowe pushed ahead on the final bend and came across the uphill finish line front of the bunch, to be crowned U14 Female Champion.

In U16 girls Arabella Blackburn put in a strong performance after a mechanical to take second place.

Meanwhile in the British MTB XC National Points Series Olivia Poole competed in the 5th and final round of the Series at Cannock Chase. Her race went really well from the start, taking a good lead from lap 1 to the finish on a fast, dry, loose course. The result made it 5 wins from 5, taking the overall British National Series for 2023.

Lyndsay Aitken

Deeside Thistle CC - Midmar Road Race Thursday, 15 Jun 2023

Results: 1 Tim Shoreman WCTC, 2 Ciaran McSherry TCA, 3 Thomas Gelati KR, 4 David Duggan WCTC, 5 Cameron Adam SRT, 6 Matiss Robertson RRRRT, 7 Lewis Dey RT23, 8 Brian Duncan SB, 9 Malcolm Bain GCRT, 10 Neil Scott DTCC, 11 Mark Walker DTCC, 12 Samuel Carotte UACC, 13 Marc Roberts ECC, 14 Ray Wilson GTR, 15 Hugh Ramsay DTCC, 16 Alasdair Baillie SRT, 17 David Ogden DTCC, 18 John Alexander DTCC, 19 Robert Smart SRT, 20 Mark Madigan MGCRT, 21 Innes Jamieson DTCC, 22 Stuart King YCC, 23 Jodie Smith Una, 24 Steven Sharp TENS, 25 Matthew McEwan Una, 26 Tom Broadbent MGCRT, 27 Sean Delaney VCRT, 28 Steve Shand AWCC, 29 Steve Rae YCC, 30 John Leal DTCC, 31 Grant Sandison AWCC, 32 Murdo MacGillivray UACC, 33 David Mckay DTCC, 34 Kacper Jedlinski UACC

Women: 1 Evie White ADTR, 2 Isla Long DTCC

VCRT Vets RR # Sunday, 25 Jun 2023

Using the newly joined circuits of Midmar East and West courses this opened up a longer circuit with 2 laps and 2 ascents of Millbank climb with a finish up towards Midmar hall through the corkscrew climb.

Just under 40 riders took to the start of the race on a lovely warm day with a significant Southerly breeze to contend with.

Three strong lads went off the front 7/8km in, up the climb to Echt. I allowed this to open a little gap and then spotted an opportunity through Echt so made a strong effort to jump across, lining the peloton out and starting to create a few gaps.

One rider helped with a few turns as we brought them back and with a wee recovery in the last effort to get there, I went over the top attacking on the last climb towards Dunecht. Then the fast section through the trees and left turn onto the main road to create a three man break off the front.

We worked hard all the way through to Millbank and steady up the climb to get about 90 secs of a gap. We stayed away! Worked really well getting over 2 mins at one point through the second lap.

We went down to 2 riders (myself and a Malcolm Bain) dropping a rider second time up the main climb and rode to



the finish smoothly agreeing to work to the end to try and stay away.

Malcolm attacked 1km to go and I closed the gap and sat on. Played it cool and waited for him to attack again up the corkscrew climb. Once he kicked I had more to give and got clear by a few bike lengths. Really pleased with how I rode.

There was a solo rider who took 3rd and the lad, part of the original break of three, took 4th.

Unfortunately, there was a mass pile up with a touch of wheels that stopped the main peloton for about 15-20 mins as riders were checked out. By this point the front riders were clear and close to the finish so allowed to continue. They then released the group to complete the race with a few riders off to A&E to get checked out. **Mark Walker**

Great race, great circuit and well organised by Chris Williamson from VCRT.

Results: 1 Mark Walker DTCC, 2 Malcolm Bain GCRT, 3 Greig Brown VPGO, 4 Graham Smith VPGO, 5 Ben Harrison SR, 6 Brian Duncan SB, 7 Melvin Hart TAAA, 8 David Ogden DTCC, 9 Steven Sharp TENS, 10 Matthew McEwan Una, 11 Robert Cowie AWCC, 12 Steve Rae YCC, 13 Stephen Wilkinson VPGO, 14 Colin Gunn PRT, 15 Stephen Makin FBC, 16 Daniel Sutherland RRRCC, 17 Stuart Maccallum TAAA, 18 Andrew Matheson MRCC, 19 Manuel Cozzani VPGO, 20 Tom Broadbent MGCRT, 21 Kevin Henderson Una, 22 Graeme Kelly FV, 23 Sean Delaney VCRT, 24 Tim Mackley VCRT, 25 Calum Cormack DTCC, 26 Stuart King YCC, 27 Richard Colliar SCC, 28 Steve Shand AWCC, 29 Derek Shanks NACC, 30 Jesse Vernon ERC

Gran Fondo World Masters

The Gran Fondo World Masters Championships take place on 04 August with the time-trial on 07 August. This is during the World's biggest ever cycle event, the UCI's multi-discipline World Championships based in Scotland.

Several of our first and second claim members have qualified to take part.

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.

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.

Scottish National 50ml TT Championship & Coffee Pot Trophy

Promoted by Deeside Thistle CC and organised by Kenny Anderson on 02/07/2023 using the Kinneff/A90/Stracathro course

Result

1	Lee Rosie	WCTC	01:47:47
2	Ray Wilson	GTR	01:48:36
3	Mark Walker	DTCC	01:53:15
4	Sam Glover	ECC	01:53:41
5	Richard Sanderson	KCC	01:54:20
6	Andrew Gallacher	VPGO	01:54:50
7	Ian Russell	Una	01:56:42
8	James Adamson	Una	01:58:26
9	Stephen Wilkinson	VPGO	01:59:25
10	Tyler Clare	ICC	02:02:47
11	Richard Hills	AWCC	02:03:34
12	Jamie Riddoch	ECC	02:03:36
13	Leigh Innes	ECC	02:03:50
14	Andrew Shortt	AWCC	02:05:33
15	Steve Shand	AWCC	02:06:24
16	Mike Giles	YCC	02:07:59
17	Lorna Breetzke	VPGO	02:08:49
18	Ian Wilson	DTCC	02:08:52
19	Andrew Yule	DTCC	02:09:41
20	Alison Roger	NACC	02:11:36
21	Margaret McMillan	DTCC	02:18:18
22	Neil Anderson	DTCC	02:19:55
23	Jim Robb	DTCC	02:24:49
24	Rachel Pidutti	AWCC	02:24:52
25	Miriam Rennet	KCC	02:34:29
26	Stewart Mitchell	DTCC	02:48:38
27	David Kirton	KRC	03:24:37

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**

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](#)



Stan Milne

A lifetime member of Aberdeen Wheelers and for long a close friend of the Deeside Thistle, Stan Milne, always gently spoken and understanding, sadly passed away on 10 July 2023.

Born on 13 March 1930 Stan grew up in the Mugiemoos area of Aberdeen. Leaving school at 14 years of age he started work in Mugiemoos Paper Mill but soon changed to serve his time as a motor mechanic. At 18 he served his time in the Gordon Highlanders and enrolled in Aberdeen Wheelers.

In the early 1950's he courted, and in 1955, married Betty Reith, a Deeside member.

Stan, a reasonably successful racing cyclist, also loved the social side of the bike and with his wife he enjoyed many trips throughout the country.

He dedicated himself to helping at events and until a few years ago could often be seen marshalling.

After Betty passed away in 2014 Stan's health also started to deteriorate and in recent years he'd moved into an aided living environment, supported by the charity Forget-Me-Not, until his death at the age of 93.

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*

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 \(britishcycling.org.uk\)](http://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	Logan Dow	Aberdeen	11
3110	Dave Duggan	Inverurie	38
3111	Sebastian Hamer	Westhill	14

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.

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



Spond Guide Update - Group Codes

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

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

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

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

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

Peter Smart

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 - Recovery/Social Mondays

We are trying a recovery ride on a Monday evening. Leaving from the Kintore Primary School at 1830 hours, we will be riding at a leisurely pace (no efforts!) for ~45km [Monday Recovery - Anti Clock | 46.4 km Cycling Route on Strava](#). Suitable for all and we will ride at the pace of the slowest rider. Please sign up on [SPOND](#) if you would like to join us

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 meetups, so it is worth joining. The route will be published on SPOND and will always include a coffee stop. Distance is around 50 miles.

We will try and run two groups. Espresso and Latte. Espresso will be a ride aiming for 18 to 20 mph average. Latte will be no drop ride riding at the pace of the slowest rider, but hopefully around 16 mph, or slower if needed. Espresso will set off first, anyone dropped from Espresso can drop back to Latte. If we do not have enough for two groups, it will be a no drop ride. All levels of rider welcome

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.

Live Life Aberdeenshire - Cycle Aberdeenshire

Live Life Outdoors are the new online hosts for "Cycle Aberdeenshire", our umbrella brand for all cycling activity within Live Life Aberdeenshire. Follow:

Our plans to support and develop cycling activity across Aberdeenshire.

Our cycling World Champion and Cycle Aberdeenshire Women's and Girls Cycling Ambassador Neah Evans / Race updates from the Alba Development Race Team, who are supported by Cycle Aberdeenshire / News and opportunities in relation to training to support cycling activity and updates from our partners across the authority and nationally / Follow today at <https://www.facebook.com/profile.php?id=100057145702496> and start your Cycle Aberdeenshire journey with our latest "Diary of a World Champion" from Neah Evans as she continues her build up ahead of the 2023 UCI Cycling World Championships in Glasgow and across Scotland

<https://www.livelifeberdeenshire.org.uk/sport-and-physical-activity/cycle-aberdeenshire/>



Meeting Synopsis

A Finance and Management Committee meeting took place on-line, on Monday 03 July 2023. In attendance were Andrew Harrington, Sandy Lindsay, Dave Carson, Margaret McMillan, Peter Smart, Neil Stables, Jon Strachan, Mark Walker, and Steve Walton.

Agenda

- 1 **Apologies** – Gavin Baxter, Colin Esslemont, John Sands
- 2 **Minutes of Previous Meeting** – Accepted as correct record
- 3 **Business Arising from Minute**
 - i) **SCIO Constitution** – Clubs with existing SCIO status are to be consulted for comment and a return made soon
 - ii) **Ally Ross Award** – A request is to be made of the Youth groups for recommendations
- 4 **New Business**
 - i) **Privacy Policy** – A document specific to the club is to be prepared
 - ii) **Vice Chairman** – Dave Carson was co-opted as the club's Vice Chairman
 - iii) **First Aid Kits** – The club's First Aid Kits are to be checked annually to ensure that they are fit for purpose. A location list of defibrillators is to be prepared
- 5 **Next Meeting - 04 September 2023 On-line**
A Lindsay (Secretary)

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:

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

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



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/>

Youth Free Membership

Deeside Thistle Cycling Club is delighted to offer free membership to new youth riders for their first year. If you would like to take advantage of this offer, please see: <http://www.deeside.org/membership.html>

Ride 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.

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)

25 Years Ago

CLUB MEETING NIGHT

The decision has been made after careful consultation with all parties concerned. From Tuesday 21 July until the end of August the Club will meet on a Tuesday evening at Garlogie Hall. Thereafter it will revert to Wednesday evenings.

This is only a trial period and if successful it is likely to be repeated in 1999 from the start of the Evening League season.

With the Hall being opened for our use on Tuesday evenings the headquarters for the Evening League will also move there. Please ensure that when coming to the last few evening events you go straight there and not to the customary lay-by. Anne Brown will register riders and ensure you get your numbers in the hall. Being at the hall will also provide better parking, shelter when it rains (or from the sun) and proper toilets.

It is important to remember that there is no parking on the lane from the main road to the hall car-park. Access must be left for residential property.

For Sale

- 1 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 unridden. 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
- 2 Brand new, Sidi Wire 2 Carbon - Matt black 43EU (UK 8) shoes £250 or reasonable offers. RRP £385, on Sigma now at £338.80. Bought them back end of 2022 but had some issues with my tootsies, so they are a wee bit nippit now. Grab a bargain. Contact me if you need more info, or want to try on, etc. vinnygoss123@icloud.com or 07770703588



Historical Reminiscences

(Part 57)

Sometimes situations have been less than pleasant.

I'd agreed to head into work one Boxing Day to ensure that things were okay, that flora and fauna were surviving, that any over Christmas experiments continued.

Passing through Dunecht before 7.00, on a cold and frosty morning, I glanced to my left and saw a car lying upside down in the entrance to Bervie Farm.

Shining my torch through the rear window it took a moment or two to orient my thoughts and work out that the knee I could see didn't come from the roof but was the driver trapped in his seat.

From the nearby telephone kiosk, the emergency services were summoned, and I returned to the vehicle. Another traveller had turned up by this time and with her assistance I forced myself through the back window to see what could be done. Though a First Aider, my knowledge and expertise in circumstances like this were pretty limited.

Unfortunately, for Damion Nocherri, a Nigerian student nurse at ARI, it was too late.

The RAF Hercules transport plane seemed to lumber very slowly through the air as I laboured towards the top of the Slug. Craning my neck as it passed towards Cairn mon Earn, I saw parachutists leaping out. Almost immediately white billowed above them and above the din of the Lockheed engines could be heard whoops of delight.

Some days later, once more, I headed over the Slug, through Woodlands of Durris and down to Park crossroads. Just before the junction three young lads, maybe late teens, sat on the dyke, disconsolate. They wore soldiers' uniform and had khaki rucksacks. As I neared them one raised his hand and asked me to stop.

They told me they were on a military exercise and had parachuted to a hillside earlier in the week. Their mission had been to navigate to the coast near Stonehaven. Losing their way in the forests it had been several days wandering in circles. Kindly I pointed the way and told them a 20-mile hike lay in front.

A few weeks on, a news item told of an extension to the military exercise. Flying over Germany these same troops had once more parachuted from the Hercules. This time tragedy struck; a number of them misjudged their landing and plunged into the River Rhine where some drowned.

Couper's Road from Cullerlie to Drumoak often was my chosen route. One Sunday, on my way home, passing through Coldstream Plantation I saw a car in the carpark. Not unusual, for it is a dog walking area, only I could hear

the engine running and there didn't appear to be anyone around.

Continuing, I eventually reached home, and after a Typhoo brew, out came my [cat's whisker radio](#). These old radio's provided great entertainment and I'd while away time tuning into shipping broadcasts.

This time I happened on police radio. They were discussing a callout to Coldstream Plantation and a possible carbon monoxide suicide.

The Indian who'd checked our flight tickets came back to check our luggage. "*How many pieces?*" he asked. There were two each. "*How heavy?*" The bags are about 10-12 kilos, I lied. "*Okay. But bikes, how heavy?*" I'm not sure, I told him, they've not been weighed, about 10-12 kilos. He didn't believe me. His look told and I thought we were about to get a hefty charge to take the bikes through to Kathmandu. "*No problem, no problem. We look after your bikes.*" He pointed to the luggage handler. "*You give him money.*" Completely green about the tipping business we'd no idea how much to slip the chap in order to get our bikes through.

Eventually the call for Kathmandu came and we boarded.

Flying parallel to the Himalaya before descending to the Kathmandu airport is particularly spectacular. Annapurna and other mountains were identified by experts on board. Spectacular, too, was the landing. Terraced hillsides and ridge top tracks are everywhere. Lots of people could be seen in fields, on the roads and hanging about the houses.

As soon as the plane landed Alastair headed to the Bureau de Change. It took a long time. Sitting under a fan I stayed relatively cool in the intense heat. This waiting looked to be our lot. Unsure of procedure we eventually got our money and made it to the luggage distribution point. The bikes were under close scrutiny by the duty airport staff. The baggage with no inspection, collected, we moved out into the new country, into what we hoped to be an exciting adventure, a different experience.

Outside, the first new experience came as a surprise. Though prewarned, not expected was the onslaught of what seemed like dozens of touts all desperate to carry our bags and bikes. They offered all sorts of benefits like free accommodation and cheap travel.

Suddenly a placard-bearing gentleman appeared, shouting a name we recognised, "*Solte Oberoi.*" The Charity's Scottish Secretary had contact with a chain of hotels through Mark Blunt and he had arranged accommodation, gratis, for us. The hotel had sent its bus to pick us up. We were able to get our bikes, rucksacks and ourselves bundled into the bus and away from the hordes of folk desperate to make what they could out of us. It had been unnerving.



Being whisked to the hotel in the bus also proved an experience. Driving through Kathmandu for the first time was unbelievable. There were bikes everywhere, ridden with seeming abandon, with complete disregard for the motorised vehicle. The bus weaved its way through what looked to be rotovators pulling trailers; small black, three wheeled cars with canvas hoods; buses covered with people and pouring out black smoke, the drivers all the while leaning on the horn. Cows and bullocks lay on the road paying scant regard to the traffic.

To Buddhists and Hindus, the cow is a sacred animal. It is allowed unlimited freedom and wandered the streets at will, lying down to rest and ruminate on the tarmac while the traffic veered, smoked, and honked around them.

About a couple of weeks before we left Aberdeen a chance meeting occurred with Priag, a Nepali doing a course in Forestry at Aberdeen University. In conversation we had suggested that he must have been surprised at the amount and speed of the British traffic when he'd arrived in our country. He'd just smiled. No wonder, for here we were in a situation where we could only gape in awe. Cars ignored road signs; roundabouts broke up the traffic but didn't control it, right being as good as left.

The Oberoi is an excellent hotel. It is on the outskirts of the city on the west bank of River Bagmati. Beautiful gardens surround a swimming pool and sauna; there are three world famous restaurants. The hotel is listed as one of the World's best. Mark Blunt had done us proud.

Booking in turned out to be a formality; we were expected, and it was not difficult to persuade the staff that the bikes would be best in our room.

To get permits for the Everest Region we had been told to go to the Police Post in Dili bazaar. This instruction meant nothing to us but surely a taxi would take us there.

True, it took us to Dili Bazar. "*Police Post*," the driver stated as we were offloaded, and he accepted a wad of rupees. Non-descript, the area left us nonplussed as buildings were scrutinized for signs looking vaguely to do with law or immigration. Nothing. Then suddenly we noticed four pillars forming a square with a peaked roof shading the interior and it dawned. This was the Police Post, a shelter for the policemen on point duty!

Deciding to walk for a while, native judgement took us in the right direction and the Immigration Office appeared after a five-minute stroll.

A poorly ordered queue formed outside and into the building. We eventually reached a glass fronted reception desk. The officials behind the glass were curt and demanding. Receiving the last two application forms it

looked as if our luck might be changing but when the money was demanded we realised the opposite was true. A receipt also had to be produced. No receipt had been obtained when our dollars had been changed and suggestions were made by the officials that the money had been obtained illegally (stolen or blackmarket?)

Fortunately, or so we thought, right next door was an open bank. There were few customers and the staff stood about idly. A guard propped up a wall, a double-barrelled shotgun in his hands.

It proved difficult to get the money changed. Our passports were demanded, and each page inspected, the number checked whenever it appeared. Forms had to be filled in and the information repeatedly checked against the passports; the money was counted several times before it could be handed over.

Back at the Immigration Office we were ordered to return after 4.00pm when the permits might be ready. These permits would allow us to travel the route to Sagarmatha National Park and nothing else. They did not give us entry to the park, nor did they give us the right to take our bikes to Everest Base Camp.

Difficulties had been experienced in obtaining information about a rumoured ban on bikes in the National Park. Mountain Travel, a trekking company in Kathmandu had been asked for advice. Their reply received just days before our departure did not carry good news. Bikes were definitely barred but if our case could be made to sound good enough, we might get special dispensation. Major Marsden of Mountain Travel would attempt to do something and if we reported to his offices on our arrival in Kathmandu a reply would be available. This was our next stop.

Another taxi ride, this time in an Autorickshaw, the three wheeled vehicle with a canvas hood, took us a tour of the city. The driver didn't know where to take us nor could he read our map and when he eventually took us past the main Pokhri near the centre of the city I redirected him through the streets to a pokhri near the Shiva Mandir Hindu Temple. From there we got out and walked.

In Mountain Travel, Steve Webster, the Depute Director of the company, told us that no confirmation to take bikes into the Sagarmatha National Park had been forthcoming. He'd try again and we arranged an appointment for the following day.

Bicycle rickshaws are everywhere, many brightly coloured and decorated garishly, many piled high with goods, the drivers straining to keep them moving. Offered a lift on one we still did not have the local knowledge to handle the situation.

Roughstuffer

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