

GOYT  
VALLEY  
STRIDERS



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**KENFAB**  
LIMITED

NEWS LETTER DECEMBER 1988

WE ARE NOW AFFILIATED TO THE A.A.A.

Reproduced below is a letter received on 2.12.88. \*Please note our Membership No. is 470.

**Northern Counties Athletic Association**

(Founded 1879)

STUDIO 44, BLUECOAT CHAMBERS  
SCHOOL LANE, LIVERPOOL L1 3BX  
Telephone: 051-708 9363

Honorary Treasurer:

**G. A. WRIGHT**

Honorary Secretary:

**J. C. RICE**

29th November 1988

Mr. C. L. Lomas,  
Honorary Secretary,  
Goyt Valley Striders,  
46 Chapel Road,  
Whaley Bridge.

Dear Mr. Lomas,

I am pleased to inform you that the application for affiliation to the Northern Counties Athletic Association, which includes affiliation to the Amateur Athletic Association, received from the above club has now been approved.

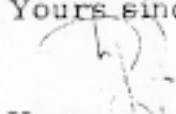
The club will be listed as an Open club in accordance with A.A.A Rule 2 ( 1), and will be attached to the No. 8 District.

The Honorary Secretary for that District is:-

Mr. Wade Cooper, 6 Norfolk Crescent, Failsworth, Oldham M35 OWG  
061. 6818688

who will be pleased to advise you on any matters required.  
You will find enclosed a complimentary copy of the current  
A.A.A. Handbook containing all the A.A.A. Rules and Regulations.

Yours sincerely,

  
Honorary Secretary.

THE GOYT VALLEY STRIDER - LEAGUE RACES FOH 1989

SECTION 1 - SHORT ROAD

THE HEATONS 10 K

A CHESHIRE CHASE 10 K (to be chosen later)

THE DORMA 5 (BUXTON CARNIVAL

THE FAIRHOUSE 5

SECTION 2 - LONG ROAD

THE WILMSLOW ½ MAHATHON

THE BOLLINGTON 9

THE TAME VALLEY TRAIL

THE LANGLEY 7

SECTION 3 - FELL

THE KINDER DOWNFALL

SHINING TOR

HATHERSAGE

THE CHRISTMAS CRACKER

Members must complete 3 from 4 races in each section.

Should any of the above races clash, or be cancelled, the committee retain the right to replace them with other suitable races.

JUNIOR RACING LEAGUE 1989

It has been decided by the committee to adopt the 4 Cheshire Chase 5 K events as the Junior League races.

Juniors would have to complete at least 3 out the 4 races which are held on various Wednesday evenings in the summer. Their 3 times (or if all 4 races have been run, their J fastest times) will be averaged, and the winner will be the Junior with the fastest aggregate time.

A medal will be presented at the annual prize giving.

The dates of all the Senior and Junior races will be advertised as they become available.

## OTHER PEOPLES SPORTS

To most club runners, running is an end in itself, a simple, effective and inexpensive way to keep fit. Many are bitten by the racing bug and gear their training to improving their racing ability.

For some however, this is only part of the story in that the fitness they gain from running aids them in other sports. Over the next few months the striders newsletter will be carrying a series of articles written by club members aimed at giving the rest of us an insight into 'their other sports'.

### OTHER PEOPLES SPORTS No. 1 - DOWN-HILL SKIING by Lou Lomas.

Over recent years, skiing has gained a reputation as being a very expensive yuppy sport, and if you believe all you read in the glossy Sunday supplements, this would certainly seem to be the case.

It was not always like that though. Back in the late Sixties, and early seventies, when the tour operators first opened up skiing to the broad mass of people, it was a reasonably priced sport, taken up by people who already had a general feel for and love of the mountains. It was in the winter of 1971 that myself and four friends (our own Ralph Longden amongst them) found ourselves on a Dan Air Comet, surrounded by a collection of rock climbers, fell walkers etc. all bound for the Austrian Tyrol via Munich air port.

The next two weeks were a revelation to me, it is absolutely impossible to explain to anyone who has not experienced it; the exhilaration of skiing for the first time, at great speed, down through the steep pine forests of the alps, with the sun beating down from an impossibly blue sky, breathing the pure, sweet, unpolluted air.

It is as if someone has taken a blindfold off your senses for the first time and no matter how much the sport is overpriced and hyped up these days to suit the yuppy market, this basic experience is still what it's all about.

Anyway, enough abstract waffle, let's get down to explaining the technicalities; firstly, the skis. The modern alpine or downhill ski owes it's basic shape to a 19th Century Norwegian by the name of Sondre Auversen Norheim.

After carving our hundreds of pairs of skis from planks of wood, and trying our every single pair himself Auversen, eventually arrived at the optimum shape that we recognise today, i.e. broad at the front, tapering to the centre part and then broadening out towards the heel. These days skis are no longer made entirely of wood, although some still have wood somewhere in their make-up.

Modern skis are not made from a single 'block' of material, but are built up from laminations of various types of plastic, around a core that can be anything from carbon fibre to Ash. The underside of the ski, the sole, is made from Polyethylene. Let into the bottom edges of the ski are hard metal strips. These edges can be sharpened periodically to give grip on ice and aid in turning.

Next, the bindings. These are the 'clips' for want of a better word which are screwed to the ski and by means of which the boot is clamped firmly to the ski. These bindings are ingenious devices in that if you fall over whilst skiing, they will snap open at either heel or toe or both, depending on the manner of tumble you take, thus releasing the ski from your foot. To fall at speed with the skis attached immovably to your feet, would result in your legs being bent and twisted in every which direction, causing horrendous damage to them.

The pressure at which the bindings release is pre-set and differs greatly from person to person, i.e., a big strong, heavy man would have his bindings set much more tightly than a slightly built woman. It is a matter of finding a happy medium, so that the bindings do not open accidentally during skiing (i.e. set too lightly) but open immediately when any pressure that could conceivably cause damage to your legs is applied to them in a fall.

Now for the ski boots, the design of these has changed perhaps more than any other item of ski equipment over the years. From the lace up leather boots of the early sixties to the cosy fitting plastic clip boots of today the manufacturers have bombarded us with every conceivable modification and gimmick. Most of the more outrageous specimens seem to have disappeared from the market recently and it is possible to categorize the component parts of most modern ski boots as follows:-

1 The inner boot - these are made from a double layer of either soft leather or nylon type material between which there is a layer of padding. This padding is often some kind of semi-rigid foam. The better types mould themselves to the shape of your foot as they warm. up from your natural body heat.

2 The outer boots - These are made from very rigid plastic, and are fastened not by laces, but by 3 or 4 steel clips. These clips comprise a wire loop on one side of the boot and a 'cam' action lever on the other side, with 3 or 4 pick up points for the loop. Depending on how tight you need the boots (you should be able to wriggle your toes, but not lift your heel inside the boot) you put the loop into one of these pick up points and push back the lever until it snaps shut. These outer shells also have small projections at the heel and toe for the bindings to clamp onto.

The reason ski boots are so very substantial, is, of course, to protect your ankle. They differ in length (i.e. how far up your

shin they come) from make to make, but about 5" above your ankle joint is average.

The only remaining items of equipment have not yet mentioned are the poles; these are made of aluminium and are used primarily to aid in turning but have a multitude of uses from pushing ones self along on the flat to beating off irate German skiers when you have stopped them from pushing in front of you in the ski lift queue! (a national pastime with them).

The length of the poles depends on the individuals personal preference and the size of Germans to be beaten off, but about waist height is considered optimum.

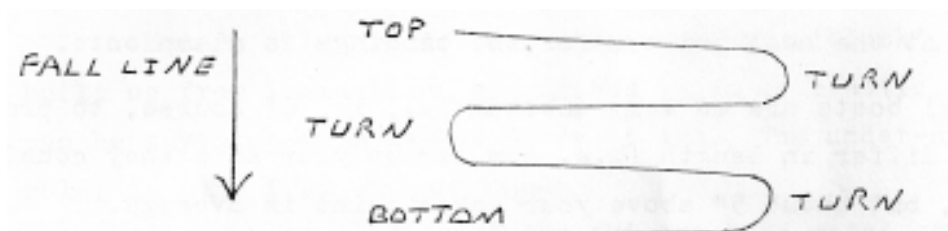
Having described all the gear needed, I now come to the difficult part, describing the actual act of ski-ing.

The biggest problem with ski-ing is that unlike most other sports, you have to learn how to do it before you can actually participate in it. This is best done in ski school: where you will progress from what is known as a snow plough turn, to a parallel turn in about 2 weeks, if you work hard and are reasonably fit.

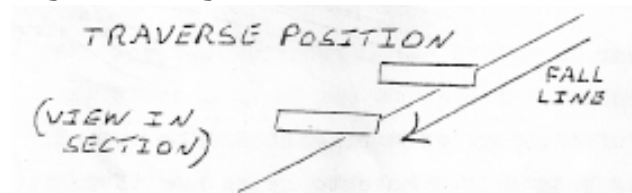


#### WHAT SKI-SCHOOL TEACHES YOU

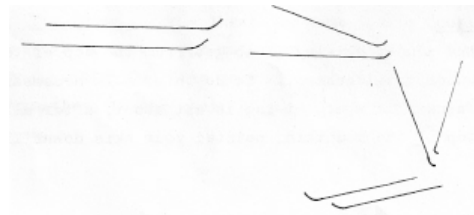
To put it simply, the aim of ski-ing is to get from the top of the mountain to the bottom under total control. To do this it is necessary to learn how to turn. Turning is what ski-ing is all about, after all if you simply stood on top of the mountain, pointed your skis downhill and pushed off, you would go faster and faster until you exploded against the first immovable obstacle you came up against. Turning controls your speed and enables you to get to the bottom of the mountain, at the speed you desire. With the beginner this will be very slowly, and is achieved by traversing across 'the fall line', putting in a snow plough turn through 180°, and traversing back across the fall line repeatedly as shown below, until the bottom is gained.



THE SNOW PLOUGH TURN - The skier pushes the skis into a 'V' shape, i.e. close together at the tips and wide apart at the heels. At the same time the inside edges of the skis are turned downwards to give the characteristic 'snow plough' shape. Pushing against, or 'weighting' the up-hill ski will cause the skier to turn until he is facing in the direction he came. 'The skis are then returned to the traverse position until the next turn. The traverse position can best be described as, 'top ski forward, weight on the bottom ski', with the inside edges biting into the fall line.



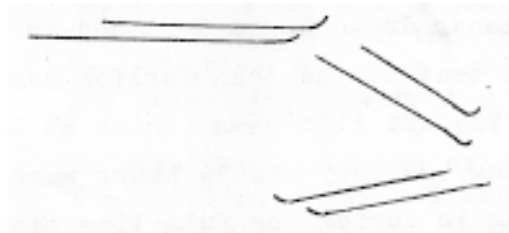
Having mastered the basic snow plough turn and traverse methods, you can then progress to the 'stem' turn. This is in effect, half a snow plough, in that only the up-hill ski is moved, tilted and weighted, thus:-



With the stem turn, the amount of traverse is not so pronounced as with the snow plough and a more direct line is taken down the mountain as shown below:-

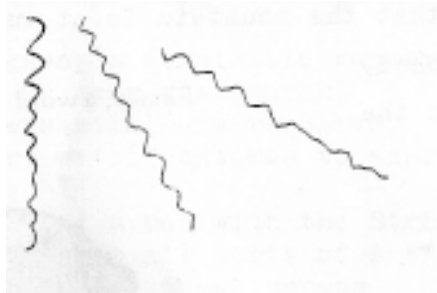


From this stem turn, you progress to the parallel turn, where both skis are kept in a straight line during the turn, as shown here:-



weight is transferred from downhill ski to up-hill ski to effect the turn.

This parallel turn is the goal of all learners, with it you can take a very fast route down the fall line, by putting in hundreds of little turns in quick succession to control your speed. This succession of fast, linked turns is known as wedeling (pronounced vay-del-ing). Sometimes if you look up to the very high snow fields, you will see the tracks left by the real experts using this method of skiing. They appear as shown here:-



O.k., so having described how one progresses in ski school, the question now is, where do you go to learn to ski?; bearing in mind, that most European resorts have become somewhat over-priced. For me, the answer to this is Scotland.

The stretches of London to Inverness trunk road that have opened up north of the border in recent years have dramatically reduced the driving time up to the villages around Scotland's most Northerly skiing area - Cairngorm.

I drove up for a few days skiing last April and it took me about 7 hours. This included a fair number of stops to keep the six year old on board happy.

The last part of the drive up is through spectacular glens and wild remote countryside and is something of an experience in itself.

A 5 night, midweek ski trip would cost the beginner around £120, depending upon the number of people sharing the various costs. This price would include petrol, bed & breakfast at a small hotel or guest house, hire of skis and ski-boots, ski school for 4 days and limited ski lift pass. If you are an experienced skier with your own gear, you can discount ski school and hire of equipment and if you don't mind looking after yourself, there are many self-catering apartments and log cabins that work out considerably cheaper than B&B.

The record for the meanest ski trip ever, must go to a friend of mine back in the early seventies. He and 2 friends drove up to Scotland in an 850cc mini. They then pitched a borrowed tent at the Loch Morlick camp site, not far from the ski lifts of Cairngorm. The ski lift pass (which at the time was about £6 per day) cost them nothing, as they did 1½ hours work each day for the chairlift company, filling in during the full time staff lunch

breaks (you can still get free lift passes for doing this). The total cost per head must have been about £10 or less for 4 days. Having extolled the virtues of the Highlands, I must finish with a word of caution regarding the weather. The weather is, without a doubt, the biggest drawback to Scottish skiing. It can range from spectacularly beautiful to Arctic, and *it* has to be admitted that something of a risk is taken with each trip.

On average, I would say that the mountain is storm bound (i.e. inaccessible and all lifts closed) about one day in seven through the worst part of the winter.

*Finally, a word on apres-ski*





### THE BALLAD OF THE STRIDERS

I first met Messrs. Goulding and Lomas.  
At some sort of local road race.  
Our paths were continually crossing  
As they ran at my sort of pace.

When first they mentioned the Striders  
I thought they were only in jest,  
But I found that they really meant business,  
When Lou produced a club vest.

Ralph was a founder member  
Who I recalled from the 'Furness Vale'  
Paul Watkins who runs for Stockport  
And Pete who delivers the mail.

We were joined by two orienteerers,  
The Nelsons, Chris and Annette  
Mick Connell defected from Buxton  
And at Buxworth won the first vet.

As news of the Striders was broadcast  
The membership rapidly grew,  
Pete Stead and a number of juniors  
And Jim Colton a young sixty two.

Photo's appeared in the papers,  
A cross country course was found,  
Malc Schofield joined us from Altrincham,  
And Mike Turnock who runs with his hound.

We've Ken Longson, a formidable runner  
And Dave from up near the church,  
But more members still are required,  
So for runners we'll continue to search.

I've just finished a run with the Striders,  
In the Goyt, through all sorts of s \*\* t.  
So I'll put an end to these verses  
And scrape the mud off my kit.

Martin Russell

Many thanks for the above Martin.  
Any more members with a poetic bent? We could have a regular poets  
corner.

\*\*\*\*\*I M P O R T A N T   N O T I C E \*\*\*\*\*

Please note that the date and venue for the prize giving buffet has been changed. It will now take place at

THE WHITE HORSE, WHALEY BRIDGE ON FRIDAY, 6TH JANUARY 1989 AT 7.00 PM

The cost will now be only about £1.50 per head. All members are invited to bring along wives, husbands, children and guests, it will be a good chance for everyone to get to know each other.

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#### HARE AND HOUNDS

Some time~ over the Christmas Hols. it is hoped to organise a traditional Hare and Hounds chase. I will keep you posted on this.

Well thats all for this month folks, so I will finish by wishing you a very Merry Christmas and a Happy New Year.

Lou