

BNOG Organisers comments

This event was several years in the making – initial thoughts after the Muir of Dinnet map was made in 2014 were that Maroc had to use it for a major event because it was so good. However access restrictions, both competitor numbers and times of year meant that many events would not be possible. However the British Night Championships, though a top level event, only attracts relatively few competitors and was at a less sensitive time of year and so the event was proposed.

Initial plans were to use the steading at Clarack (west of Dinnet) for the event centre, however the parking was too limited and there were possible problems with electricity supply and so we settled on Dinnet Hall. The footpath from here meant that the walk to the start/finish were a bit longer than hoped for but the going is flat and smooth.

Parking was still a problem in Dinnet and remote parking and bussing of competitors was investigated. Deeside Gliding Club was approached but the terms of their insurance do not allow parking of cars on the field. Parking at Aboyne Community Centre would have been possible but the extra time for transferring competitors would have meant everyone's evening being extended by at least 30-40 minutes at each end. In addition there was the major issue of where buses would drop off and turn at Dinnet – blocking the A93 for buses to turn would have been difficult and potentially dangerous. So parking along the B9158 from the cross-roads to the bridge was decided on. The estate were keen to avoid damage to the verges so stakes and tape were used to block them off. The road there has been widened and strengthened over the years to deal with logging lorries heading to Burnroot Sawmill so most of it is 8-9m wide, easily wide enough for cars to park with space for passing vehicles. On the night parking was extended onto the main road to deal with later arrivals (the garage forecourt option was not possible on the night due to there being too many customer and sales cars on site!).

The start/finish was chosen as the nearest location to the event centre that had immediate access to the detailed terrain and easy track access from the A93. Lighting was thought to be essential – both for competitors preparing for their runs and picking up bags/clothes afterwards and also for the officials – the first aid and start officials were able to work in good lighting conditions.

Download was not in the hoped for place – it was hoped to use a separate room to the east of the toilets but the internal door was locked on the evening so last-minute changes had to be made to the plans.

Apologies for the delayed prize-giving - due to my failure to keep adequate notice of the time and then struggling to find a copy of the results! Most medallists stayed till the prize-giving and all other medals were collected on the Sunday.

Catering – I hope the hot drinks were appreciated although not as essential as sometimes due to the warm temperatures during the evening. The pizza company were very pleased by the amount of trade they had and have already offered to come to future events.

Weather – we were blessed with a warm, dry and relatively still evening. However this was not entirely unexpected as January and February are the driest months of the year in Deeside and in over 20 years of Deeside Night Cup we have seldom lost an event to poor weather.

Thanks to:

Drew Tivendale for his courses and being very easy to organise for.

Richard Oxlade for controlling smoothly, efficiently and spotting pitfalls.

Dinnet Estate and Scottish Natural Heritage for use of this superb area.

Dinnet Hall for allowing us to use it for such a top class event centre.

Police Scotland and Aberdeenshire Council for approving a speed limit on the B9119 and agreeing to parking on the B9158.

Deeside Runners for use of their reflective canes for the walk to start/finish.

F1 Training Services for the first aid cover.

Lilysdough for the pizza wagon.

Alex Brodie (of Maroc and Blue Flash Electrics) who provided and set up the floodlights at the start/finish area.

Alan Bennett who provided the video cameras for the finish – the necessary second, independent timing system.

Pat & Bruce Graham who provided the finish lighting, the road crossing lighting and also collected and placed the speed restriction sign posts.

Stuart Garrett who provided the hi-vis jackets and the “light-sabre” parking wands.

Nick Hale for putting out the reflective canes from the hall to the start.

Bob Sheridan for leading the start/finish team and staying till the last competitor was checked in.

Scott Reynolds & Keith Roberts for leading the computing team and dealing with OE2010.

Fran Getliff and Pat Graham for sorting the back-up card issue so efficiently.

Sheila Reynolds for overseeing the drinks on the evening.

Finally, thanks to all Maroc members who, as usual, cheerfully volunteered to help and made the organiser’s role much easier than it could be.