



PRICE 20b





THE JOURNAL  
for  
NORTH YORKSHIRE DISTRICT ASSOCIATION  
of the  
CYCLISTS' TOURING CLUB

\* \* \*

ISSUE TWO : OCTOBER 1980

## A MESSAGE FROM THE PRESIDENT

I was delighted to receive a copy of the first issue of 'Riding North', and my thoughts flashed back to many such publications which were circulating among the cycling fraternities of the 1940s and 1950s in our own county and beyond.

I spotted quite an assortment of publications at the CTC Rally this year, and I hope that by next Rally-time we shall be happy in the knowledge that our own North Yorkshire D.A. Magazine is displayed prominently among them.

All who have worked to produce the magazine MUST receive your full backing, dear reader: write your articles, send them in promptly and regularly, Spread the news, circulate the magazine and give any support you can.

All concerned have done a fine job - keep it up, and personally I shall look forward to reading future copies.

All good wishes and happy cycling.

ALWYN TAYLOR

President, North Yorks. D.A.

\* \* \* \* \*

## FOOTNOTE

It is always nice to receive messages of support, and certainly reactions to the first edition of 'Riding North' have been very favourable. Let us hope that this second issue will be just as successful; we are aiming to sell 300 copies, and we can easily improve on that if our regular riders "spread the word". Finally, though, this is your magazine: it cannot exist without a regular supply of interesting material from a variety of contributors. Send us an account of your favourite ride, your worst cycling experience (!), or just details of another catering establishment not included in our list. We would like to publish a full list of repairers in the county - if you can recommend somewhere, let us know: Copy deadline for the next edition is February 28th, 1981, but DON'T wait till then! Send your contribution to:

The Editor, (Alan Leng), 155, Windsor Drive, Wigginton,  
York YO3 8RZ. (Tel: 0904 760225)

## A WEEKEND AWAY

"I can't get up that."

" 'Ride to Aysgarth' - I'll never make its"

"I hate all D.A. Committee members. Fancy, a great report in 'Riding North', and this is it."

"Where the hell is Grinton, anyway?"

"My head aches."

"Somebody drew my map wrong!"

Despite all this, we got there. A Saturday's ride to Aysgarth Youth Hostel, for all but three of us, who found a fine excuse for a car ride to Middleham and then had to cycle the long hard seven miles further. The first edition of 'Riding North' had wording which belied the actual weekend. Though it might have been blamed on us.

'Sunday will be the day for cycling together ... etc.'

The weather was OK(?) to start with, but bleak towards the end of the day (midday onwards:). The false impression at the start of a beautiful day gave people a sense of freedom and saw groups of cyclists going off in ones, twos and threes. Therefore the group riding plan was abandoned.

A few new faces met us at Grinton Lodge for the second night, but the Greens had had to depart, unfortunately, on Sunday morning. (Us, by the way, means the original group from Aysgarth - a mixture of D.A. Committee members and (other) young people.

During the weekend many things happened, far too numerous to mention. Some things, however, were interesting and worthy of note.

"Of course I can make mackerel sandwiches."

"I think I'm going to fall off." (The effects of the lager.) "I'll let you know when I do."

"Has your headache gone yet?"

"Who made these blasted mackerel sandwiches?" "What do you mean, you don't like beans?"

"Are you sure this room isn't haunted?"

"I've just fallen off!"

"HELP!"

In fact, we all managed to get through a cold but enjoyable bank holiday, despite protestations.

It is difficult to sum up the whole weekend spent in Wensleydale and Swaledale. All one can say is 'thank you' to Ron and Glenys for trying to organise a weekend away. It must be difficult with people like us.

We are told the slide show was interesting from various sources. Thanks also to the speaker, whoever you are. What was pleasant was the fact that there were no losers and no one fell out.

"I was frozen; can we go again?"

"You're not really a D.A. Committee member, are you?"

"Honest, you've never been down there before?"

"Fantastic."

By the way, I forgot to mention. Did you see the brilliant photo on the Y.H.A. stand at the Harrogate Show and the York Rally? Two of us leaving Grinton Lodge. Well worth seeing .

"Any chance of another meet? We'd like to see you again!"

"Those mackerel sandwiches weren't too bad, it's just the after-effects."

"My headache's gone now, it's just my legs...."

'Doodle'

- o O o -

### CALLING ALL MEMBERS

Reasonably accessible from all parts of the D.A. is Hovingham, venue for this year's Annual General Meeting on Sunday, 2nd November. The gathering will be in the Village Hall, which is conveniently situated next to the 'Malt Shovel'. "Tea only" will be available at lunchtime and after the meeting, according to demand.

The Annual Report and Statement of Accounts will be presented, and the meeting is scheduled to begin at 1pm. Members of the retiring D.A. Committee are reminded that the final committee meeting of the year is at 11am on the same day - same venue. Members are reminded that it is a rule of the Club that membership cards should be produced to obtain entry to the A.G.M.

## SECRETARY'S NOTES

As autumn and winter approach one can be excused for expressing the customary apprehension over what the weather is likely to be. Certainly the spring has not been quite as bad as many would have us believe: those who turn out regularly (dare I say only) on Sundays have fared very well. Furthermore those who have supported D.A. Standard Rides have been singularly fortunate, the March event being the only one where weather, in the form of high winds, had any adverse effects on riders.

Be that as it may, many will welcome the shorter days or decide that it may be useful to start riding a little earlier in the day than usual, and perhaps be able to return home soon after dark. No doubt they will welcome shorter rides at a generally easier pace than in summer, and also relish the opportunity to walk at leisurely pace up some of the hills that may be encountered. More time too may be spent in cafés or pubs and, hopefully, a far more social atmosphere will prevail with better opportunities for getting to know fellow riders.

The chance to see our countryside in its various seasonal mantles is not to be missed, and I hope that members will support the various sections' rides, and that in turn the sections will offer programmes which are sufficiently attractive on paper to be marketed effectively, thus appealing to the many cyclists who have hitherto not felt disposed to ride with a group.

## NATIONAL SECRETARY

We are sorry to learn that our much respected National Secretary, Leslie C. Warner, MBE, has, upon his doctor's advice, resigned from service with the CTC following a long period of indifferent health. Les was promoted from Assistant Secretary in 1959 at the age of 32, and has been a dedicated servant of the Club, enhancing its reputation at home and abroad. His main contact with Yorkshire was through the York Rally, having been secretary to the organising committee and becoming a valued friend of many northern members in the process. We send best wishes to Les and his family, hoping that recovery from the recurrent illness may not be long delayed.

## CYCLISTS' PROVERBS AND QUOTATIONS

(- a new view of our literary heritage.)

All that glisters is probably broken glass.  
Don't put all your eggs in one pannier.  
Many a slip twixt Autumn and Spring.  
A tube in hand is worth two at home.  
A new spoke in time saves nine.  
Many (elastic) bands make lights work.  
One swallow does not refreshment make.  
Don't count your bearings above a hatch.  
Oil well and mend well.  
Carry no tools, repent at leisure.  
He who laughs last falls off next.  
He who starts last rides hardest.  
Make haste while the sun shines.  
It's an 'ill climb that does nobody any good.  
Never look a cattle grid in the mouth.  
Least burst soonest mended.  
Empty tyres make the most noise.  
Gather your hub gears while you may.  
As a man flows so shall he creak.  
Bike or your tyres will rot.  
A fast gear ratio! I ride like hell.  
"Flattyre" will get you nowhere.  
The moving figure rides, and having rid, moves on.  
All run into him who brakes.  
Poor maintenance goes before a fall.  
Let he who is without pump cast the first tube.  
He who navigates is lost.  
What you gain in the saddlebag you lose on the springs.  
Where there's a wheel there's a way.

Sandy Carlsen and Chris Gray

- o O o -

### LISTENING IN

Those who are not 'lie-a-beds' on Saturday mornings may like to tune their sets to BBC Radio Sheffield between 8.15 and 8.45am. Every other week this is the spot to hear the cycling programme "On your bike", presented by Peak District Local Information Officer, Arnold Robinson. This short, lively broadcast often includes a favourite ride description or an interview with someone in cycling. It can be picked up on VHF 96.9 Mhz, and is repeated on Tuesdays at 5.50pm.



## SELBY/TADCASTER SECTION

The Selby and Tadcaster Section of the North Yorks. DA was formed after a meeting at Monk Fryston on 3rd March this year. Since then we have had eleven Sunday rides , two evening rides and two social evenings at members' homes. Four members from the section entered the DA 50 in 4 Standard Ride, but only one qualified. Six members entered the Roughstuff Ride and all six qualified. Members also attended the York Rally weekend, camping in the rain:

The new runs list is now out, taking us to the end of November. We have runs every other Sunday, starting at 10am. All the events have been arranged at just three committee meetings, so you can see we are not 'committee mad', and committee members are not overworked. The fortnightly rides from our three starting points seem to be all right for most members.

Since the section started, membership in the Selby/ Tadcaster area has increased by six, to 55. This follows the general trend throughout the country of increases in CTC membership. There's plenty of room for improvement, especially amongst the younger element. Well-publicised invitation rides may prove fruitful here.

I would like to thank committee members and 'post boys' (and men!) for their hard work and support over the last few months. Selby and Tadcaster Section is off the ground and riding. Let's keep it that way:

Howard Haynes, Section Secretary

- o O o -

## LETTER TO THE EDITOR

Dear Editor,

Congratulations on your first edition. enjoyed reading all the articles and was impressed by their overall quality. However, I was a little disturbed to find you had room to publish a frivolous article by 'Toe Strap' which was little short of garbage, the writer not even having the guts to sign it. Please - no more:

Keep up the good work.

John Green

## IMPECUNIOUS ECONOMICS FOR CYCLISTS

(or "6d. doesn't go far, does it?")

"It all began when they invented economics."

"That's true enough - when inflation was for tyres and trade cycles for butchers' boys life was certainly simpler. It's changed now though, and it's no good yearning for the halcyon days when you could take the girlfriend to the pictures, have a couple of drinks, a bag of chips on the way home, and still have enough change from six old pence for a new Campag. chainset."

"We certainly won't see those days again."

"Mind you, I reckon cyclists have to take part of the blame themselves."

"How do you mean?"

"Well, just think how fashion-conscious cyclists are -how they always want to be seen on flashy lightweight machines with all the latest equipment, all top price stuff."

"Aye, but there's nothing new in that, my grandad created uproar on an Eccentric Wheelers' clubrun when he turned up on his 531 double butted High Ordinary."

"And if I remember rightly, caused a lot of wives to do extra shifts down the pit so other clubmen could catch up with the latest technology."

"True, I can't argue with that, and it proves your point: cyclists are slaves to fashion. But what can you do about it?"

"Trouble is they've forgotten how to make do. You must remember the dodges we pulled - take the oldest one in the book, the re-spray and re-name job."

"Yes, you can't beat that one; mind, you had to be careful about the name - nothing well-known or too flash."

"I always reckoned the more obscure the better: a bit of inverted snobbery. Do you remember my old 'Jones' frame? A right hack, that one, but it fooled you lot."

"You could get away with it in those days though, when there were so many one-man cycle works."

"True enough, but I think the best one I pulled was the component trick. Remember when everyone was buying that foreign stuff with unpronounceable names - all 'no's" and "i's" at the end of it?"

"You mean Garibaldi and Polo and stuff like that."

"That's it. Well, I nipped round to the ironmonger's, bought a metal stamp with a letter 'o' on it, and stamped brakes, chainsets, pedals, the lot, with it."

"Ah, I get you: I wondered why no-one else could find Raleigho in the shops or catalogues. Tricks like that certainly saved money, but it still meant you had a heavy old bike."

"It didn't matter so much then, did it? That was in the days when men were men and beer was beer. Before the government had to invent metrication and bring in kilometres so these young lads could still do a hundred in a day."

"That's just it, can't call themselves cyclists nowadays, all flash and alloy."

"Come on lad, best be off. I think the café chappie noticed us pop the extra teabag in after we got that fifth jug of water."

"All right. Don't need to cape up now, do I?"

"No, it's stopped now."

Toe Strap

- o O o -

### SCARBOROUGH RENAISSANCE

Prospects of a revival of activity in Scarborough seem hopeful as a result of a recent exploratory meeting attended by 30 members in the area. A tentative programme of winter riding and social events drawn up by Mrs. Jenny Colman, who initiated the meeting, brought forth promises of support. The Sunday rides are to start each week from Falsgrave roundabout at 9.30am, returning by mid-afternoon.

- o O o -

### ALL CHANGE?

What is claimed to be the first practical automatic transmission for a pedal cycle was exhibited in Paris earlier this year. Developed by Michel Deal, a French student engineer at Bath University, and fitted to his lightweight cycle, the unit has 16 gears, weighs 8lbs., and adapts to any change in gradient. The system works on the principle of giving effective variable diameter to the chainwheel by using small sprockets which travel on racks arranged radially around a bearing.

Whatever will some cyclists do without those levers to play with!

## A WEEK-END WITH FRIENDS

I thought long and hard for a title for this article. Should it be "How I lost the B.C.T.C.", or "Well, I wasn't last"? - finally I decided on "A week-end with friends", the week-end being that of the Final of the British Cycle Tourist Competition which was held in north-east Derbyshire on September 6th and 7th.

It started back in June when Alan Leng, organiser of our North Yorkshire heat, said that he wanted as many competitors as possible, so I entered to make up the numbers. No-one was more surprised than I was when I came fourth, which meant that I qualified for the Final on the 'Ladies and Juniors' rule. Fortunately Michael had also qualified, so the honour of the York Section did not rest wholly on my shoulders. We borrowed Alan's papers from last year's Final in the hope of getting some idea of what to expect. Having looked at the quizzes I toyed with the idea of enrolling at night-school for a crash course in geography, nature study and light engineering, but decided instead to read through the Countryside Book and hope for the best.

We travelled down to Matlock on the Friday afternoon with two bright shiny bikes on the roof-rack and two bright new York Section jerseys in the bag. We found Matlock College where we would be staying for the weekend, and one of the first people we saw was Eric Brearley from Halifax, a familiar face to all who go to the York Rally. We parked the bikes, found our room, then went down into the town to find something to eat. (Note - I think it was something like 1 in 4.)

The Saturday start was from Newbold Green, near Chesterfield, about 16km from Matlock. We decided to ride over in the morning, taking a quick look at Cat Hole Valley on the way and finding some lunch in Chesterfield. We reported at the start, received our maps and route instructions, and at the appointed minute I was sent off on a course that promised "invigorating riding, marvellous views, finally climbing above 1000 feet".

After about 3 miles I turned onto a bridleway and within a matter of yards had managed to get my chain solidly trapped between the block and the frame. Several riders passed by, and eventually Mike Fahy from Ipswich (he has ridden with York Section a couple of times recently) stopped and helped me to free it. Riding on up the bridleway we were stopped for a quiz and later for an equipment check. Yes, I had got a spare tube, a 5p coin for an emergency phone call... but no spare brake cable - I hadn't thought of that - or needle and thread! On again to the 'Threeses' stop at Holymoorside where another marshal checked lights, pump and contents of tool kit before we left our bikes for the maintenance check, sought for answers to another quiz and finally reached the teapot. After refreshments and a theoretical map reading session I was given a route sheet and told to estimate the time I would take to ride it. My watch was sealed in an envelope and I set off to ride through Cat Hole Valley for the second time that day. It wasn't so easy this time - three miles steady climb into the wind, with one short section labelled "you may walk". All too soon came "ride now", so I pressed on in my 'granny gear' to the top, then across Beeley Moor, through Darley Forest, a sharp drop down into Farley, then on to Matlock for dinner at the College.

At Saturday evening's social gathering we were able to chat with those friends that we usually see only once a year at the Rally, and meet other cyclists that we can look out for at the Knavesmire next year. It was marvellous to see so many North Yorks. D.A. members there, we felt we had quite a Supporters' Club with Ron and Glenys, Keith and Molly, Pauline, Lindy, and Alan and Judith and their girls.

Sunday morning started with another quiz: without looking, do you know the British Standard number for a cycle rear lamp?! There followed another pace-judging test, theoretical, this time, then the main exercise of the day, planning a route to Ashover Village Hall, passing two post offices, two public telephones and a church with a steeple, and fulfilling various other criteria on the way. This done, we collected our bikes and set out for the first cycling test of the day - a rough hill climb followed by a cycle control test, very steep and very rough, and I did not fall off even though Alan and Michael were waiting at the bottom with cameras ready: Then off to ride my planned route. I will pass quickly over this episode, mentioning only that my difficulty in telling

left from right means that any route that I plan turns out to be a mystery tour. Needless to say, I took the wrong route (I wasn't the only one) but I did find the "elevenses" wagon and, eventually, the village hall where we had lunch, tried to place some photographs which had been taken somewhere on our route, and waited patiently for the final result to be announced before heading for home.

It was a marvellous week-end with good company, fine weather, beautiful scenery and a few tests thrown in for fun. I recommend everyone to have a go. With 26 or more riders in our heat we could have 3 or 4 finalists next year.

I've thought of another title. What about "There are only 52 better cycle tourists than me in Britain"?

Anne Haseltine

- o O o -

### KWIKQUIZ

The six clues given below should lead you to the names of some venues for your rides, being Yorkshire towns or villages.

1. This meat is bad - in French.
2.  $4 + 2 = 6$ ,  $7 + 9 = 16$
3. Destroys everything, starting with a match.
4. Misspelt Rabbit's home over the river.
5. Choose before the engagement.
6. Assistance required for Herbert.

No prize is offered, but answers will appear in our next issue. If you can't wait till then, see Ron!

- o O o -

### NEWSFLASH

The cyclist who was run over by a steamroller yesterday is making good progress in Wards 7, 8 and 9 of the District Hospital.

## ODE TO COMMITTEE MEETINGS

Another three months is up again,  
And out they come in the pouring rain.  
For on the agenda tonight we see  
A committee meeting for C.T.C.

Chairs are set out round the table bare,  
And plates of food for all to share.  
Some mutters, some coughs, then deadly sighs:  
Ron says 'Silence' and everyone cries.

They settle down and a chairman is found,  
Then arguments follow and the clock ticks round,  
Till finally, when we can stand it no more  
'A cup of tea!' shrieks Glenys, starting to pour.

The chairman is tutting, for to his dislike  
Two members are discussing another's new bike.  
A solution is found to their constant chatter:  
Put one in one corner, the other in t'other.

The discussions continue as to whether or not  
To let Walter take charge of our complaints against pots.  
Then when even the 'waffler' has finished his say,  
A unanimous decision: "Pack up for the day!"

Cheers ring out from all sides of the room,  
And everyone hurries to get out of the gloom.  
'Goodnight', they all say, and then comes the mad sprint  
To get to the pub and a long refreshing drink!

'Spokey'

- o O o -

## SHAKESPEARE'S CYCLING SHORTS

Juliet had to leave her "All-steel Raleigh" outside all year, hence her plaintive cry:

"Chromeo, Chromeo, wherefore art thou, Chromeo?"

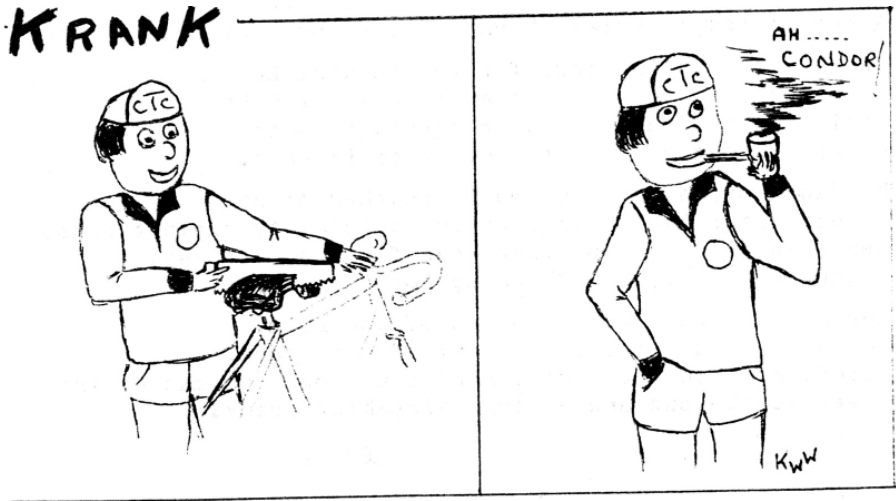
. . .

Mark Anthony rode fixed until after Caesar's death, when he was heard to ask:  
"Friends, Romans, countrymen - lend me your gears."

### ESKDALE ATTRACTION

When in the North York Moors take the time to visit the National Park Centre at Danby Lodge. Here there is a wonderful display telling the story of the moors - its scenery, wildlife, rocks, fossils, moorland crosses, forests, abbeys and castles. The story is told with life-size models, relief maps, pictures, slides and film shows. There are nature trails, picnic areas, and a buffet inside the building, but admission now costs 50p for adults. The Centre is open until the end of October.

---



---

### A WHEEL IN WHARFEDALE

When passing through Ilkley you will no doubt notice the church and the three Runic crosses outside, but you are likely to miss the sign which directs you through an archway into the Castle Yard.

Here is the Old Manor House, a restored Elizabethan mansion built on part of the site of the Roman Fort - Olicana. It now houses the local Museum and Art Gallery, which, thanks to the Bradford Metropolitan Council, you can visit free of charge. It is certainly worth an hour



or so to look at the Roman and Saxon origins of Ilkley and its later development as a flourishing spa resort. The building is open from 10am to 6pm, but closed on Mondays.

Whilst in the town you may also care to visit White Wells, which is situated high on the moors, off the road to Keighley Gate. This was built in 1760 and contained two plunge baths which flourished for many years. Later the building was to become well known as a refreshment house for the hordes of city folk who used to tramp across the moors from Dick Hudson's.

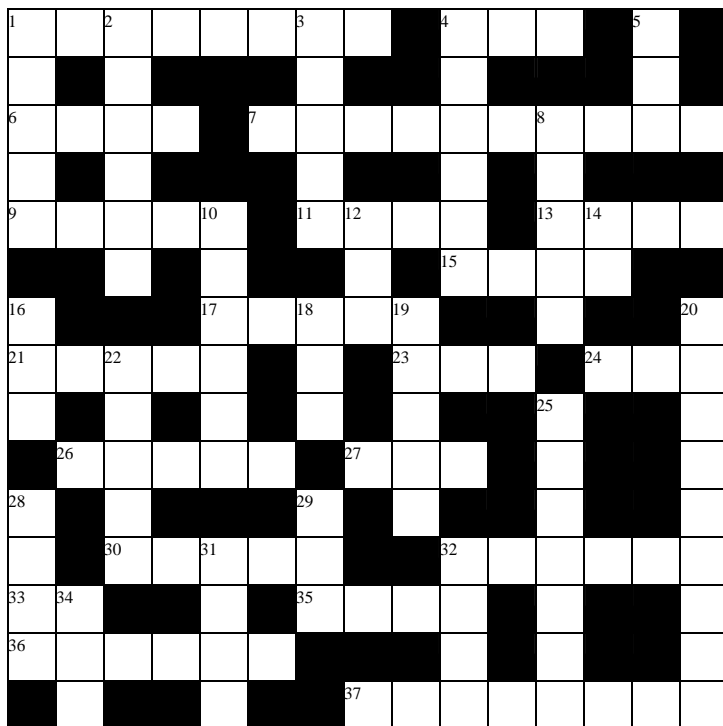
Now it has been renovated, and its maintenance has become the responsibility of Bradford Art Galleries and Museums. On display is the surviving bath, and you can also see illustrated features of the geology and natural history of Ilkley Moor.

- o O o -

### YORKSHIRE CROSSINGS

The highlight of any Sunday run or tourlet is the crossing from one valley to the next with a long, uphill slog on foot followed by a rapid, rattling descent, usually on a good surface. Here are details of some of the well-used crossings, to add to your 'collection':

Fleet Moss	(Hawes-Beckermonds)	1943 ft.
Stake Moss	(Buckden-Semerwater)	1836 ft.
Summer Lodge	(Askrigg-Grinton)	1785 ft.
Tan Hill	(Reeth- Brough)	1758 ft.
Buttertubs	(Hawes - Thwaite)	1726 ft.
Holme Moss	(Holmfirth - Woodhead)	1725 ft.
Birkdale	(Keld- Kirby Stephen)	1698 ft.
The Stang	(Reeth- Barnard Castle)	1677 ft.
Park Rash	(Kettlewell-Coverdale)	1652 ft.
Oxnop Head	(Askrigg - Gunnerside)	1633 ft.
Saddleworth Moor	(Holmfirth-Greenfield)	1615 ft.



## CYCLE TOURING CROSSWORD

A MYSTERY PRIZE  
WILL BE AWARDED  
TO THE SENDER OF  
THE FIRST CORRECT  
SOLUTION OPENED  
BY THE EDITOR ON  
12th **DECEMBER** 1980

\* \*

Please send your  
solution either on this  
grid or on a clear copy  
to:  
"Crossword",  
155 Windsor Drive,  
Wigginton, York

**CLUES Across:** **1** Pair of bags. **4** Ace of clubs? **6** Home of a flyer. **7** Popular club activity. **9**(and 10 down) Haven of rest for many a tourist. **11** John draws him well, especially up hill. **13** One out of a chain. **15** Could get a bargain here. **17** See 3 down. **21** See 32 down. **23** Many a one still enjoys cycling. **24**. A burnt tree? **26** Message from overseas to control gears. **27** North Yorks. frame builder. **30** 36 across could have of me. **32** What the solution is made of. **33** Call to attract attention. **35** Connects 4 down. **36** Bicycle needs two. **37** See 1 down.

**Down:** **1** (and 37 across) High ordinary cost of cycling **2** Ride-out luncheon? **3**(and 17 across) Hard going off the beaten track. **4** Mad pair or only cotted? **5** Licensed lunch stop. **8** Annual gathering. **10** See 9 across. **12** Awkward lout. **14** In short, that is. **16** Pop into 5 down for this. **18** See 29 down. **19** Blades in "531" or prongs in E.P.N.S. **20** Closely attached to one of 4 down. **22** Useful in hilly terrain. **25** Relaxing after a long ride. **28** Choose your new bike here. **29**(and 18 down) Essential beverage dispenser where cyclists congregate. **31** Condition to avoid friction. **32**(and 21 across) B.S. 3648 **34** Celebrates Golden Jubilee this year.

## A RIDE IN THE BORDERS

It is dull. The scene is a campsite in Scotland's Border Country, the event, the CTC Birthday Rides, 1980, based this year on Melrose. Cyclists are everywhere, many tinkering with upturned bikes. A sea of bare legs.

The day is about to begin. Waterproofs are packed away in saddlebags, only to be retrieved five minutes later. Tents are zipped down, and so we move off to the assembly point in the car park of the campsite. Already it is spitting, and as the riders are directed out into the streets of Melrose those in front brake to don capes. Setting off again, I meet up with a friend and get into the pace. We are beginning to sweat as the first hill is climbed, but waterproofs can come off again now, as it's only spitting: it's nice to feel fresh again.

Swooping down and round after a few miles, we come into Kelso and so, over the cobbles, to the Foxes Café, where many of the cyclists are booked for morning coffee. Quite nice, but the service was slow: But then, who would not show a slight bewilderment when 150 cyclists descend:

Leaving Kelso over the bridge over the River Tweed, we rode on in small scattered groups now, the sun beginning to shine through the clouds. My pullover would be next! Riding into Yetholm, seven miles later, my first sight of the village revealed no sign of cyclists at all, but after turning a corner into the main street I was dazzled by the gleam from well over 100 bikes. Many sat out in the sun on the village green, and among the windblown crowd I noticed my mother and father. Having parked my bike with them, I proceeded to lunch in the Plough Hotel.

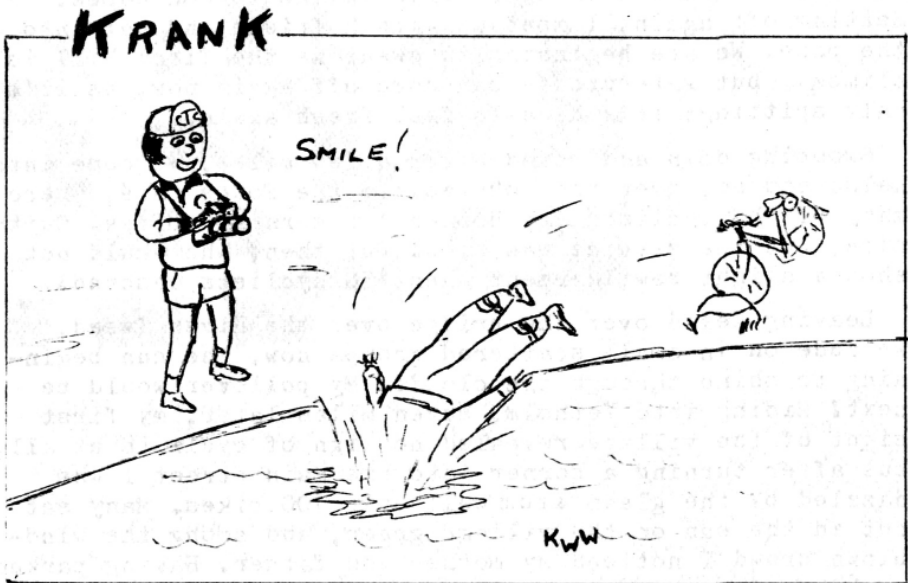
The afternoon's ride took us past the Cheviot Hills and then on past the impressive Waterloo Monument on its hilltop near Ancrum. The dryness of the day drove me on to Maxton and a large tea provided by the W.R.V.S.

After tea we were left with an annoying 17 miles still to go to the campsite. So off I went, not finding anyone whom I knew, so just following the next group to leave. Imagine my annoyance after several miles when I found that they were going in the wrong direction for me! Painfully I said goodbye and set off back again the way I had come, only to stop in a lay-by to study my map. Frequently getting lost, I set off along field tracks, carrying

my bike up one very steep gradient, my chain coming off, getting myself splattered with mud, and arriving back at the campsite a mere two hours late, after my mum and dad, who exclaimed that they had left at least half an hour after me. Oh, what a most enjoyable day!

Robert Haynes

- o O o -



- o O o -

### MERRY CHRISTMAS!

Yes - it's time to think of buying those Christmas presents again (and dropping a few hints for yourself). What better place for a cyclist to start with than the CTC Shop. Just have a look at the list in 'Cycle Touring'. There's something for everyone: training trousers for Granny; a map of the Outer Hebrides for daughter Jayne; Centenary Tea Towel for Dad. All useful suggestions.

There are books for all types of cyclists, even the armchair variety. Badges, key rings and other stocking

fillers. Shirts, socks, even club ties (very smart for the DA Dinner).

The easy way to obtain any item on the list is to order through the DA. Popular items such as badges are always available from the DA Secretary. For books, maps, clothing etc., just let Ron Healey know what you want, or ask your Section Secretary. You save on postage and have the opportunity to see before you buy. Don't forget to allow time for delivery.

Now is the time to order 1981 diaries, for yourself and as presents. A handy Christmas tip - give your nearest and dearest a CTC Diary, mark in your birthday, enclose a copy of the CTC Shop list, and cross your fingers!

- o O o -

DATE FOR YOUR DIARY  
YORK RALLY

(Now you've bought it!)  
- Saturday/Sunday, 20th/21st June, 1981

- o O o -

### EMERGENCY REPAIRS

So you are full equipped to deal with an emergency. Let's check your equipment. Yes - puncture outfit, spanners, screwdrivers, chain rivet extractor, cotterless crank remover, spare spokes, first aid kit .... WHAT! No first aid kit? Now what is the point of carrying a saddlebag full of bits to mend the bike, then you have nothing to deal with that cut that is dripping blood everywhere and is picking up all the grease and dirt you are working in?

I am not suggesting that you should carry a box full of assorted bandages, ointments and surgical equipment. Just the bare essentials that you can use for simple first aid. A plastic bag with a few adhesive dressings in various sizes, a triangular bandage and a tube of Savlon will tuck away in a small corner, and these are sufficient to handle basic emergencies.

How to use them? A little common sense is the main thing. Don't panic, and if you can't handle the situation, get help quickly. Small cuts and grazes can be cleaned and an adhesive dressing applied. Larger cuts will need

a sterile dressing (you can improvise with a clean handkerchief or tissue), held in place by a bandage. A triangular bandage can be folded to hold dressings in place, to strap up a sprain, or to immobilise an injured limb. Fully open, it can be a sling or can hold a dressing in place in large or awkward areas.

These few words may help in minor cases, but I would strongly recommend that any cyclist take a St. John Ambulance Course. These are often run by schools, large firms and local education authorities, and usually take only an hour or two per week for a short period. Knowing that you have the ability to cope in an emergency is a great satisfaction and can give you and anyone riding with you peace of mind.

ACT NOW - LEARN NOW  
skill you gain.

and I hope you never have to use the

Keith Wray

- o O o -

### CHAIN CARE

Requests by young riders for advice on chain lubrication are often received, and a few words on the subject may also be appreciated by others. It is advisable before, at the end of, and sometimes during winter to clean, examine and lubricate your chain. The first step is immersion in a bath of paraffin, brushing and swilling the chain about to remove all grit and grease. Alternatively a friendly garagehand or small engineering plant may be prepared to degrease it for you with proprietary equipment.

After drying, check chain wear by hanging the chain on a nail and measuring 23 pitches or links while the chain is stretched by suspending a 28lb. weight from its lower end. If the chain has stretched more than a quarter inch over its supposed length (i.e: to eleven and threequarter inches instead of eleven and a half), then it should be replaced.

To relubricate the chain it should be placed in a bath of graphite grease, melted by immersion in a further bath of boiling water. (Discarded large tins are ideal for this.) One of the specialist chain lubricants such as Duckham's

Chainguard may also be used as an alternative. The chain should be worked about for 5 or 10 minutes to allow the grease to penetrate and can then be removed and allowed to drip for a while before the surplus is wiped off.

When refitting, do not have the chain too tight or excessive wear will result. A ½ inch of play is about right for fixed, single freewheel and hub gear drives. Incidentally, the leading chain manufacturers, Renold, Ltd, recommend the ½" x ⅛" Elite or Coventry chain for fixed wheels, stressing that the 3/32" chain is too flexible for this purpose and the higher bearing pressure leads to reduced life for both chain and sprocket.

- o O o -

### CATERING NEWS

Two members of Dublin D.A. entered a café somewhere close to the Wicklow Mountains. They sat together at a vacant table and ordered tea. They began to eat sandwiches from the neatly wrapped lunch packets which they had brought in with them. Shortly, the proprietor walked over to them and said "Oi'm sorry, sors, but Oi can't allow you to eat your own food in moi establishment." Without looking up from the table, the two riders exchanged lunch parcels and continued to eat.

Seriously, though....! The number of places where one is able to buy 'tea only' is now very small, and this is bound to have some effect on organised rides/ along with the other constraints placed upon us by changing trends in catering. Like the members referred to above, we must be resourceful as well as responsible in ordering our catering arrangements. The list of caterers in our last issue was well received, and we hope that members will be prepared to help us keep this information up to date for the benefit of all of us.

Here is a. short list of amendments to our list:

MIDDLEHAM - delete Steve's Snack Bar,insert 'The Nosebag' (for those cyclists who like to keep their head down? - Editor)

CAWOOD - Cawood Park Caravan Site Café

HAWKSWORTH - The news Tea Room

## HINTS AND TIPS FOR NIGHT RIDING

Flamboyant muscles and big clothes are essential, enabling motorists and other road users to see you from a great distance. It also helps if you have lots of chrome or flashy alloy on your hike, as this sparkles and twinkles, creating an effect akin to St.Elmo's Fire, particularly when there are many cyclists riding in formation. All these are passive aids to visibility -it is also useful to have lights yourself, the bigger the better: Some people prefer battery lamps which stay on when you stop and stay off when you go. Others swear by or at dynamo lights of various types: some flicker and glow, others whirr and wear your tyres out. I opt for an ex-World War II searchlight powered by a 100kva diesel generator towed behind on a small lightweight trailer. This is very good for dazzling oncoming motorists and low-flying aircraft.

Another thing about night riding - it gets cold. That's why you need big clothes and lots of them: at least 14 jumpers in summer, and possibly more in winter.

That's all ... Cheerio, and on your bike.

...Well, really!

Will Riley

– o O o –

### POT!

Not tea, but those big holes in the road. You all point out the danger spots in road surfaces when riding in a group, but do you just leave it at that? These hazards should be reported to the local authority, who have a duty to put things right. Postcards especially for this purpose have been produced by the Cycling Council of Great Britain, and are available from D.A. and Section Secretaries and committee members, and on completion can be returned to them for forwarding.

There is no sense in grumbling about bad road conditions if you do nothing - REPORT THOSE POTHOLE NOW!



## HOSTEL JUBILEE APPEAL

Many readers of this magazine will be YHA members, who have often spent a quiet evening at a hostel with a book off the common room shelves. The DA would like to commemorate the Golden Jubilee of the YHA with gifts of the "CTC Route Guide to Cycling in Great Britain and Northern Ireland" to hostels in the area, and it has been suggested that individual members may like to contribute to a fund for this purpose. The DA will also make a contribution from its own funds.

The "Route Guide" is a very useful publication and good value at £5. A generous response to this appeal could provide a copy for every North Yorkshire hostel. The DA Secretary, Ron Healey, would be pleased to receive any amount, however small, either directly or through Section Secretaries, at the AGM or subsequently up to November 30th.

- o O o -

## AS CHRISTMAS COMES ...

Only a few more booking weeks to Christmas - have you made any arrangements yet? There will be seven youth hostels open in Yorkshire Region, in addition to some in other popular areas such as the Lakes, Peak District and Northern Pennines. You would be well advised to book now and ensure that hostels are well supported.

It is customary to pay a little more for meals during the holiday period to cover the excellent fare provided, which will include a midnight buffet supper - for this is one occasion when there is some 'bending' of normal YHA rules.

We learn, for example, from the wardens of Boggle Hole that the hostel will be open all three days of the holiday, and the emphasis will be on a free-and-easy atmosphere and good food. Well, we know that Kath and Brian excel at the latter but admit to being not very great party organisers, so they will give every facility to members and groups who wish to organise their own games and jollification, whilst local friends will be invited in for a good sing-song. It will be 'first come, first lucky', as the bookings are being limited to fifty.

## D.A. STANDARD RIDES

As the nights draw in and we look forward to the more leisurely rides of the short winter days, many of our regular riders can cast their minds back on their exertions during the summer, not least in the programme of Standard Rides which the D.A. has organised.

Following the introduction of our progressive award system, riders have qualified for 75 certificates in all, while no less than 13 have become eligible for either bronze or silver medals, for successful completion of at least three rides in one season.

Rides organised have been a 50 in 4, a 100 in 8, a 240 in 24, and a Roughstuff Ride, while for the more metrically-minded (who didn't fancy a 100 in 8) there was the slightly more leisurely alternative of 100km in 6 hours.

- o O o -

## STOP PRESS!

Selby/Tadcaster Section have arranged a visit to Selby Brewery, 129, Millgate, Selby, by courtesy of Martin and Lynda Sykes, for Monday, 17th November, starting at 7.30pm.

"New riders welcome", the hand-out reads - but remember the speed limit on the Selby road, all you 'Yorkies'.

- o O o -

## AND FINALLY!...

Another reminder that we need 'script-writers'. If you think you can do better than some of our contributors then have a go: We would be pleased to receive articles on all aspects of cycle touring - even enquiries regarding advertising in the magazine. (Rates on application to the Editor, whose address appears elsewhere.)

FINAL COPY DEADLINE: 28th FEBRUARY, 1981



OFFICIALS OF THE  
NORTH YORKSHIRE DISTRICT ASSOCIATION

---

President: J.Alwyn Taylor  
Vice presidents: Percy Bentley, William G.Duff  
Hon.Secretary: R.Healey 6 Howard Drive,York,Y03 6XB.  
Hon.Assistant Secretary: Alan J.Leng  
Treasurer: R.I.W.Boyd  
Joint Social Secretaries: Lindy Smith,Pauline Wray

Section

Secretaries: Harrogate — pro tem,R.Boyd,tel.870498  
Scarborough " " Mrs.J.Colman,69794  
Selby — Howard Haynes,Camblesforth 358  
York — John Hessle,tel.792547  
Affiliations: Ryedale Sports Council,delegate: D.K.Benton  
Y.H.A.,Yorkshire Region, " Mrs.G.Healey  
Duke of Edinburgh's Award Scheme Cycling Adviser: A.J.Leng

---

SHOP WITH US

Members who wish to order goods from the C.T.C are urged to obtain them through the D.A. The benefits of doing so will be felt by both the individual and D.A.

The member will be saved the trouble of-buying postal orders and stamps or waiting in the house for the arrival of parcels. The goods can also be examined before one is committed to their purchase. The D. A. receives a small commission on the items sold and also keeps in touch with the members involved.

A small stock of transfers,badges and other small items is usually held by the D. A. Secretary or section officials but any item can. be obtained fairly quickly through a telephone call to him on York 54114.