

ISSUE No. 11

SPRING 1985



PRICE 20p

RIDING NORTH

The Journal of the North Yorkshire D.A.
of the C.T.C

Issue 11 - Spring 1985

Contents:

Editors' Notes	2
Calendar of Events	2
A Cross to Bear	3
George's Bike	4
Puzzle Page	6
International Festival of Cycling	7
Go International	8
Letters to the Editors	10
41st Annual York Rally	11
Artist's Eye	12
Pennine Excursion	14
A Burning Issue	16
Small Ads	17
A Mid-week Section in York?	18
BCTC North Yorkshire Heat	18
Artist's Eye	19
Club Table Tennis Championships	20
Answers to Puzzle	21
Highway Patrol	22
York District Group YHA	24
Au Revoir	24

Editors: Anne and Mike Haseltine, 145 Greenshaw Drive, Haxby

Copy deadline for next issue - 31th August 1985

EDITORS' NOTES

This eleventh issue has been put together in a rather sad atmosphere, for in the last six months death has claimed three stalwart figures whose connections with the York Rally go back to the immediate post-war years.

Bill Duff was a Vice President of the DA and for many years was one of the leading organisers of the Rally. Peter Rowntree was a great benefactor, and without his patronage in the early years it is doubtful whether the Rally could have become the premier cycle-touring event that it is now. Ida Pratt (wife of Cliff) was a member of Hull and East Riding DA, but was a prominent Rally worker for almost forty years.

All three will be sorely missed.

* * * * *

CALENDAR OF EVENTS

13th-28th April		10th Birthday Event - Abbey Circuits.
11th-19th May		National Bike Week
12th May	\$*	100 in 8 Standard Ride
15th May		York Section's first evening Social Run
19th May		Invitation Ride - Coxwold Cyclists' Service
9th June	\$*	BCTC Local Heat
29th/30th June	\$*	24 hour Standard Ride (York Section)
14th July	\$*	130 in 12 Standard Ride
20th/21st July		YORK RALLY on Knavesmire

Harrogate Festival Events

21st July	\$*	150km Audax
	\$*	200km Audax
24th July	\$*	Choice of two 200km Audax
28th July	\$*	100km Audax (Super Grimpeur)

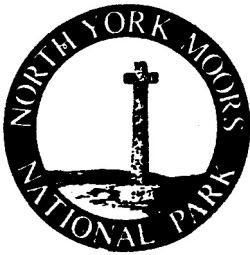
1st September	\$*	Rough Stuff Ride
8th September	*	200km Audax (York - East Coast - York)
22nd September	*	100km in 6 Standard Ride (York Section)

Events marked * qualify for the DA Award Scheme.

Events marked \$ have been accepted for the DATC (national DA's Touring Competition).

A CROSS TO BEAR

The recently reported attack by undetected vandals on that well-known Moors landmark, Ralph Cross, is a serious development, though we feel sure that cyclists would not be involved. This, along with similar landmarks on the North Yorks Moors, is quite vulnerable, for the cross was repaired in 1961 after gale damage and a previous misguided incursion.



Standing at the side of the Blakey Ridge road south of Castleton, Ralph Cross was selected as the emblem for the National Park and is incorporated on boundary signs, letter headings and publications. It stands 8' 6" (2.6m) high on its base stone, being one of over 30 named moorland crosses in this National Park, there being no similar concentration of such antiquities in Britain.

They were likely erected as waymarkers during the mediaeval period, perhaps to remind travellers of the Christian religion for there were several monasteries in the valleys. The names given to some of them may preserve the names of real people - for instance we have Percy, John, Ana, Redman and Job - about whom there may have been some story told in former times.

The proper name for Ralph Cross is Young Ralph, for in the 18th century it replaced an earlier cross at the same location. There is a hollow in the top of the shaft in which all travellers should, by tradition, leave coins for the benefit of poor pilgrims. 200m west is Old Ralph, not quite so tall, and a little further away can be found the remains of White Cross, also known as "Fat Betty". The best known of these crosses are, of course, the ones closest to a highway, among them Mauley Cross at the edge of a plantation where the Forest Drive meets the Roman Road near Stape. They are still a good landmark for cyclists, as you may discover if you choose to travel north to Westerdale hostel on a dark night when the wet mist casts a cloak over the vast moorland tracks.

R. H.

GEORGE'S BIKE

In my youth, so long ago, most of my friends had bicycles with decent and visible names, but mine was big and black and nameless. However it was a king beside George's which was a balloon tired monster born out of wedlock halfway between the scrapyards and the secondhand shop. I am sure some local fiend had built it with his own three hands and sold it to George's unsuspecting mother for a fortune. Still, it was a bicycle, in that it had a frame and two wheels, and as, even more so then than now, a bike meant the ability to get about. Unfortunately it allowed George no sense of dignity when he rode it, for the seat pin had been adjusted for a person of six foot plus and had there rusted solid, whilst for some reason the handlebar stem appeared to be from a child's cycle while the very narrow bars had the fiercest drop you have ever seen. When astride the monster his toes could just follow the pedals round whilst his hands appeared to be grasping the front wing nuts. This gave him the appearance of a demented "trackie" - it gave him other problems too which he was reluctant to describe to his mother. This latter was partly due to the saddle - solid leather it was (as most saddles were in those early days) but what leather! It had sagged on to the twin wires until it was shaped like the letter M with the two points converging at the peak. Difficult enough to sit on at the best of times but when George was shuttled forward down those converging ridges on sudden deceleration the look on his face had to be seen to be believed. Mind you, he was much faster than most of us because of that saddle.

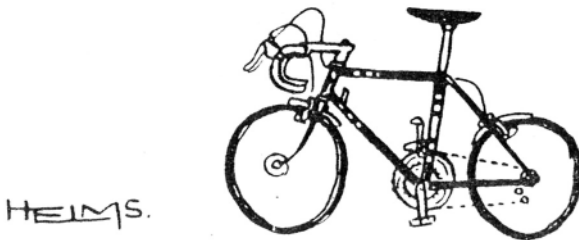
That bike took a delight in playing tricks with its chain. It would wait until George was in full flight down a hill with legs going like pistons and then it would reach up with its chain, clutch his trouser leg and wind it into the chain wheel, stopping his pedalling abruptly but at the same time firmly binding him to his hurtling machine and there we would find him at the bottom of the hill with "The Bike" on top of him but still firmly clutching his leg. At other times it would gleefully throw off its chain, usually when George was trying to outstrip one of the timber wolves that were kept in the neighbourhood under the guise of watchdogs. The scars from those slaver jaws were only secondary to those of the chainwheel. Then the threads on the front spindle were somewhat worn and gradually the wing nuts would work

their way loose and on some fearful descent the slightest bump would be enough to lift the front end and the front wheel would move gracefully away. Then the forks would hit the ground, whipping George and his bike over in a fantastic somersault, when he would end up flat on his back with, as likely as not, one of the timber wolves deciding which scrawny limb would provide the juiciest bone.

Alas, all good things pass, and George's bike was no exception. One day by sad coincidence whilst he was descending the aforementioned hill, a combination of all the idiosyncracies of the bike at once, with the loss of one brake block and an attack on the run by the pack leader of the wolves, not only did for the bike but very nearly did for George. When he was up and around once more we suggested he get his mother to buy him another bike. He blanched, shuddered violently and enlisted in the Army, and the last we heard of him he was driving a tank. Well, he'd had good training.

The war followed George's enlistment (I do not believe there was any connection between the two) and by the time it was over we were all scattered. I still kept to my cycling but later took up motor-cycling as an adjunct to my duties as a visiting officer. It was later when I swapped the solo motor bike for a combination that I thought of George again. The first day I rode home on it it took me into the hedge and no matter what I later did with it, it always had a penchant for tight left hand circles. I am certain that combo was made by George's local fiend with his own three hands.

SID ECCLES





In this cartoon by Albert Burman we have made a number of slight changes.



How many can you find?

Answers on page 21

FESTIVAL OF CYCLING

Harrogate '85 marks the 6th year of AUK involvement with the Festival and in conjunction with the North Yorks DA a series of rides is being staged.

Whilst the 200km Dales Grimpeur is probably the toughest course in the country (and one or two more hills have been found this year!) there is a shorter alternative of 150km. For this year, this has been re-timed so as to allow more contact between groups and possibly Mr can ride the 200 whilst Mrs rides the 150 - or vice versa. Both distances qualify for Grimpeur Medallions. The AUK Gold and Silver Medallions are available for the 200 and 150 respectively.

The mid-week events offer a choice. The East Coast Event is the longest '200' in the country but is fairly flat and offers quiet roads with only York as a major urban area to negotiate. The Moors route is more hilly but has magnificent scenery and offers a chance to revisit Brideshead, known locally as Castle Howard.

The Super Grimpeur now remains as the only event in the UK for which the TA Grimpeur Gold Medallion is awarded. Gear down to the mid 30s for it is a severe test, but the satisfaction of reaching the top of Greenhow Hill for the sixth time is well worth savouring. It is hoped to have the "Feeding Station" stocked with free Kit-Kat, Lion Bars and Orange drink available again to sustain riders on their circuits.

Of interest to North Yorks DA members only is the Organisers Trophy for the youngest DA member completing 2 Grimpeur Events. Note that this means that the 150km rather than the 200km can be tackled and, subject to age, the shorter Super Grimpeur distance also qualifies.

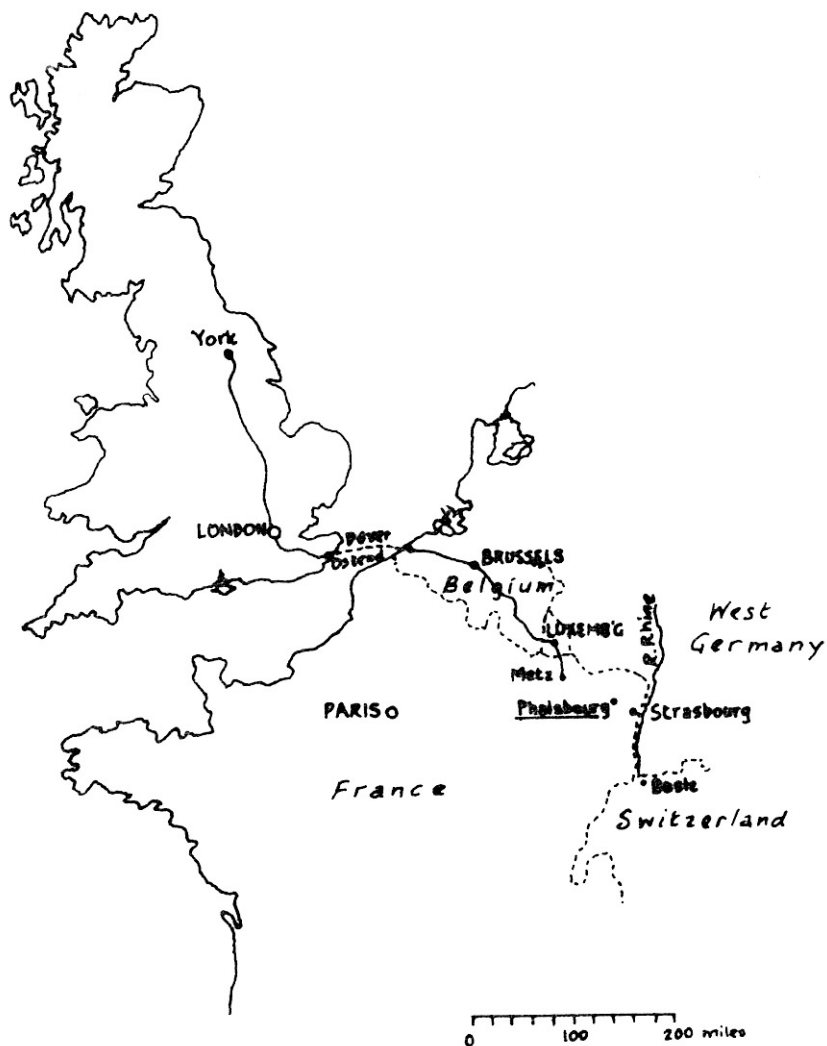
Further information on these events can be obtained from D.K.Benton, 127 Greenshaw Drive, Wigginton, York, YO3 8GT.

The closing date for entries is 18th July 1985.



GO INTERNATIONAL

No-one really needs an excuse for going to France, for it is surely the ideal cycling country with its network of 'chemins ruraux' and an abundance of catering establishments, not to mention the great variety of its scenery. Albeit, there is an excuse in 1985, for the 42nd International Cycle Touriste Rally of the A.I.T. will be held at Phalsbourg, Lorraine from 21st-26th July.



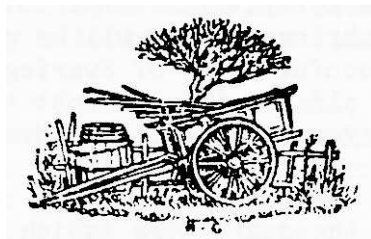
This small town of /1.500 inhabitants is in the heart of a picturesque, mountainous area - and often called 'gateway to the Vosges'. It is a well wooded region, this N.E. part of France being oft-disputed between the Prussians, and many of the hills have characteristically rounded summits known as 'ballons'.

Through Monday to Friday there will be 60 and 100km rides each day in this area of sandstone hills, the final rides being in the Regional National Park of the Northern Vosges, with a regional meal and farewell dinner-dance. There will also be an opportunity midweek to visit the European capital, Strasbourg. It is expected to be a popular rally with a chance for those who attended previous Rallies to renew acquaintance with riders from many lands.

The registration fee is 150Ff (about £13.75 at current exchange rates) which covers maps, administration, visits, shows, entertainment and a Rally souvenir. Hostel dormitory, hotel and camping accommodation have been arranged at reasonable cost by the organisers.

The lack of an accompanied cycle carriage arrangement on S.N.C.F. can be overcome easily by taking a ferry to Ostend then using Belgian Railways through Brussels and Luxembourg to Metz, thence by local trains to Reding or Sarrebourg. To ensure your bike travels with you, the method is to register it from Victoria only as far as Ostend, collect it as you disembark then register it at Ostend station when you will be able to put it on the train yourself.

Those members who would also like to participate in our own York Rally may be able to arrange a Sunday evening flight to Strasbourg. Further details with entry forms can be obtained from touring department or Ron Healey.



LETTERS TO THE EDITORS

(We don't get many, but quality is better than quantity)

Spares for Touring

Dear Riding North,

Being fairly new to cycling, and hoping to do some touring this summer, I've been asking around for advice as to a list of essential spares and tools etc., but have had so many different answers that I've only become confused. Can you help please?

Perplexed

(Name and address supplied)

Dear Perplexed,

Ask fifty cyclists their opinions and you are bound to get fifty different replies. Views vary widely on what spares are "essential", from the "Rely on others" type who carry nothing (known on club runs as "How to make friends and influence people") which may be effective in its peculiar way for club runs but not much use when touring solo, to the "kitchen sink" brigade who advocate a Black & Decker Workmate and all the trimmings.

There is, however, a happy medium which will see you through most emergencies. First, tools (in a toolroll) should include tyre levers, dumbbell spanner, 6" adjustable spanner, screwdriver, spoke key, crank extractor (if you have a cotter-less set), chain link extractor, block remover, and puncture repair kit. For spares, two inner tubes (and a spare tyre if I you are going somewhere really remote), a (rear) brake cable, a (rear) gear cable - they can always be shortened if you need a front one - and half a dozen spokes of the right length is sufficient for most people. Top off the list with a small ball of string, a roll of insulating tape, a length of old tubular tyre (makes a serviceable liner for a burst tyre) a spray can of light lubricant (Duck Oil or WD40), a small tin containing a tablespoonful or so of Swarfega or similar hand cleaner and a bit of old towelling. Most of these things won't be needed, but you can't tell in advance which ones these are.

Apart from the spare tyre (which you may not need anyway) these should fit comfortably into the side pockets of any good quality saddlebag,

leaving plenty of room for the rest of your touring gear. Here's to a worry-free tour!

The Editors.

PS. Don't forget to write up your tour for Riding North when you get back!

* * * * *

41st ANNUAL YORK RALLY

20th/21st July 1985

Before embarking on my usual plea for help at this year's Rally, I would like to say a special THANK YOU to those members who tackled the job so willingly last year. The presence of a team of stewards who know what is required and can work with the minimum of instruction is a great asset at this event. I would appreciate any practical suggestions from those involved and hope that they will all come forward again and persuade others to join them.

Now for the down on my knees bit! Out there in North Yorkshire we have on record over 600 members, more than 200 of you in the York area. Why is it so difficult to raise more than a dozen or so volunteers to marshal at an event? Over the weekend of the York Rally, sufficient helpers would mean no-one need give up more than an hour or two of their time. As the situation is, the few who do volunteer valiantly attempt to cover every job resulting in some very over-worked people and a number of deficiencies in the overall organisation.

The organising committee work all the year round planning the Rally, but the plans cannot be fully augmented without the assistance of local volunteers. From the setting up of the site, controlling traffic and stewarding events, through to clearing away afterwards, this local help is essential.

Come on North Yorkshire cyclists, let's hear from you NOW. If you can help or would just like to know more of what is involved please contact Graham Ford, Gerry Boswell, Pauline Wray, or myself - Keith Wray, 41 Hawthorn Terrace, New Earswick, York YO3 8AP. Telephone York 769117.



ROUGHSTUFF OVER SKIPWITH COMMON

PENNINE EXCURSION

'Industrial West Yorkshire' was the billing for a York Section Sunday ride last year, though we are not sure where exactly they went. It is hoped they found some of the green bits! In truth, West Yorkshire is far from all industrial and we offer this route to prove our point. Though part of it lies within South Yorkshire, it remains to us the "essential" West Riding.

The key to this route is Woodlesford Station, S.E. of Leeds - an unstaffed halt on the 'Hallam Line'. Harrogate riders could join a train at Leeds but may prefer to ride via Spofforth, Collingham, Thorner and Austhorpe. York/Tadcaster riders will head S.W. by Lotherton, Hook Moor and Garforth; Selby riders coming by Hillam, Fairburn and Kippax. A 60p 'off-peak' fare takes you to Darton, just outside the West Yorkshire boundary and the journey is most practical on Saturdays or mid-week.

From your arrival station head south beside the railway, then R under a bridge on B6131 when you will soon encounter a welcome cafe. Now cross A637 and climb the hill over M1 to Kexborough, where turn S.S.W on a narrow, easily-missed lane to Cawthorne, an ancient village which once boasted a popular cyclists' tea-spot. Join A635 at Tivy Dale going in the Manchester direction. From here a short detour can be made to visit Cannon Hall, a Georgian house set in a delightful country park. The house is a museum featuring furniture, glassware and paintings, admission being free.

Continue west on A635 and fork left in 1½ miles, then left again continuing by Broad Oak to join A629. Right here to Ingbirchworth, passing through the 'ribbon' village, then left to a pub, across the reservoir dam continuing around the reservoir before taking the climb westwards to Victoria. Here cross the A616 and shortly turn right on B6106, beginning the long descent to Holmfirth.

Here you will find refreshment at J.B's diner and note that some of the surroundings might be familiar if you are a fan of that Sunday night TV laughter series and its three main characters. Apart from this latter-day notoriety, the valley town is known for the deluge that engulfed it when

Bilberry Reservoir Burst last century.

Now follow the A6024 to Holmebridge and before you can be seen this gruelling road which climbs steeply for a mile to Holme before snaking to the summit of Holme Moss - 1725ft above the sea. Your way is right off the A road, up a steep bank to Digley reservoir, keeping it then on your left, up again and left at a crossroads, soon to join A635 at Harden Moss. This is the site of celebrated sheepdog trials and from this elevated spot, the Colne and Holme valleys can be seen leading your eye to the chimneys of Huddesfield. Continue west until Wessenden Head is reached, this being the site of the Isle of Skye Inn, England's fourth highest until it closed around two decades ago. Only the remnants of its foundations can now be seen.

Here take the Meltham road, but in 300yds fork left on a rough track that descends into Wessenden valley. Follow this path which hugs the eastern side of the gritstone defile, crossing the various tributary streams, or brooks as they are known hereabouts. Beyond the second reservoir the track is broader, and here at Wessenden Lodge, catering for outdoor types was a long tradition - in winter to the light of hurricane lamps. Beyond Butterly, the largest reservoir, a lane is joined and you descend to Marsden.

Now you may cross the valley, climbing to the station from which there are frequent trains to Leeds, again for a 60p fare. With time to spare you could visit Tunnel End where the Huddesfield Narrow Canal enters the Pennines, staying underground for 3¼ miles. A little beyond this a bridlepath leads to an interesting packhorse bridge of some antiquity. There is a variety of shops in Marsden, a large village which is now 'tuned-in' to the tourist trade, and

you can learn more about the canal heritage by taking a short walk along its towpath which features interpretive boards that explain the history and origins of this unique waterway.

Your route from Darton to Marsden is about 25 miles, all shown on O.S. Landranger sheet 110, and it is worthwhile to allocate between four and six hours for the tour. The train journeys will take 29 and 47 minutes respectively, leaving ample time for the remaining 20 or 25 miles that will, hopefully, be completed with the help of our prevailing S.W wind.

I.B.THONG and A.TYKE

A BURNING ISSUE

The burning of straw and stubble is a prime example of the conflict of interest between the farming lobby on the one hand and environmentalists on the other. To listen to a debate on the subject in both camps is an education indeed and one which I, as a farmer and cyclist, am privileged to have had!

The arguments can be summarised as follows.

Farmers say:-

We have the right to burn straw and stubble if we consider it necessary.

It is a simple and cheap way of disposing of unwanted material.

It clears away trash which inhibits cultivation and carries disease into subsequent crops.

It improves soil structure making cultivation for the following crop easier.

Incorporation into the soil is expensive and tends to be too slow for the sowing of autumn crops.

If carried out according to the Code it causes little danger and no damage.

Environmentalists say:-

Farmers do not have the right to carry out operations which can cause considerable damage, danger and nuisance to the public and the countryside.

The sheer scale of burning in some areas is alarming.

There is danger from smoke drifting across roads.

There is nuisance from soot and ash, especially near residential areas.

Too often the fires get out of control, destroying hedges, trees and wildlife habitats.

It is a waste of potentially useful material.

Such organic matter, if surplus to other requirements, should be returned to the soil.

Conflict and counter-argument can be readily recognised from this analysis and no section contains the whole truth.

My personal view is that burning on a large scale is anti-social and should be reduced to the minimum. The need for burning arises from the vast

increase in the acreage of cereals grown, especially winter-sown cereals, which means that the time between harvesting and sowing can be down to just a few weeks. Swift removal of straw is therefore of the greatest importance. A change to a mixed form of farming with livestock and a grass break in the rotation would remove the necessity to burn straw, but only a drastic change in E.E.C. price structure would begin to reverse the stampede into cereals.

Environmentalists I imagine will applaud such sentiments.

Some farmers would agree, but say that they can't afford to do it. Others would fall about laughing!

Public pressure is having a effect, however, and other means of disposal are being vigorously explored and burning on the scale of recent years will hopefully become a thing of the past.

HOWARD E. WASS

* * * * *

SMALL ADS

For Sale:-

Frames: Holdsworth Mistral, 24", Black, with cantilever brake bosses and Mafax stirrups. £65.00 o.n.o.
 Falcon Black Diamond, Ladies' 19½" with Sugino alloy chainset. £15.00 o.n.o.

Wheels: 27" Narrow Section. Mavic E2 anodised rims built with stainless spokes (elliptical front), Record S.F. hubs. Complete with tapes, tubes and specialised Turbo/S tyres. £45.00 o.n.o.

Complete cycle: Carlton 18½" Junior in silver with black decals. 24" wheels with L/F QR alloy hubs. Stronglight/TA chainset, 5 speed block, Shimano 600 rear gear, Mafax brakes with Weinmann Junior levers. £40.00 o.n.o.

Contact Keith Benton, York 769378.

A MID-WEEK SECTION IN YORK?

Are there any members in the York area who would like to explore the possibility of forming a mid-week section? If so, please contact Walter Rich, 59 Heworth Green, York, YO3 7TL, (Tel: 425622). Walter moved last summer to York from South-West London where he was a member of the DA's Mid-week Wayfarers' Section which was formed about four years ago to cater for increasing numbers of retired and unemployed people and others with some spare time for cycling during the week.

He writes: "We had a year-long programme of Wednesday rides and by the time I left the average turn-out was 15-20 riders. During the school holidays several youngsters, with or without their parents, joined us. We seemed to have someone new joining us every other week as early retirement or redundancy took its toll.

"Apart from rides from base there were occasional train-assisted rides to get us into 'new' territory; and there were two or three breakfast runs in the summer. Each spring and autumn there were mid-week hostel tours. There was an attendance of 30 at our last Christmas lunch. We nicknamed ourselves the 'geriatrics', had lots of fun and were probably the most thriving section in S.W. London D.A.

"I think we have to realize that times are changing. There are more people about than ever with time to spare during the week, so there isn't the need to cram everything into the weekend."

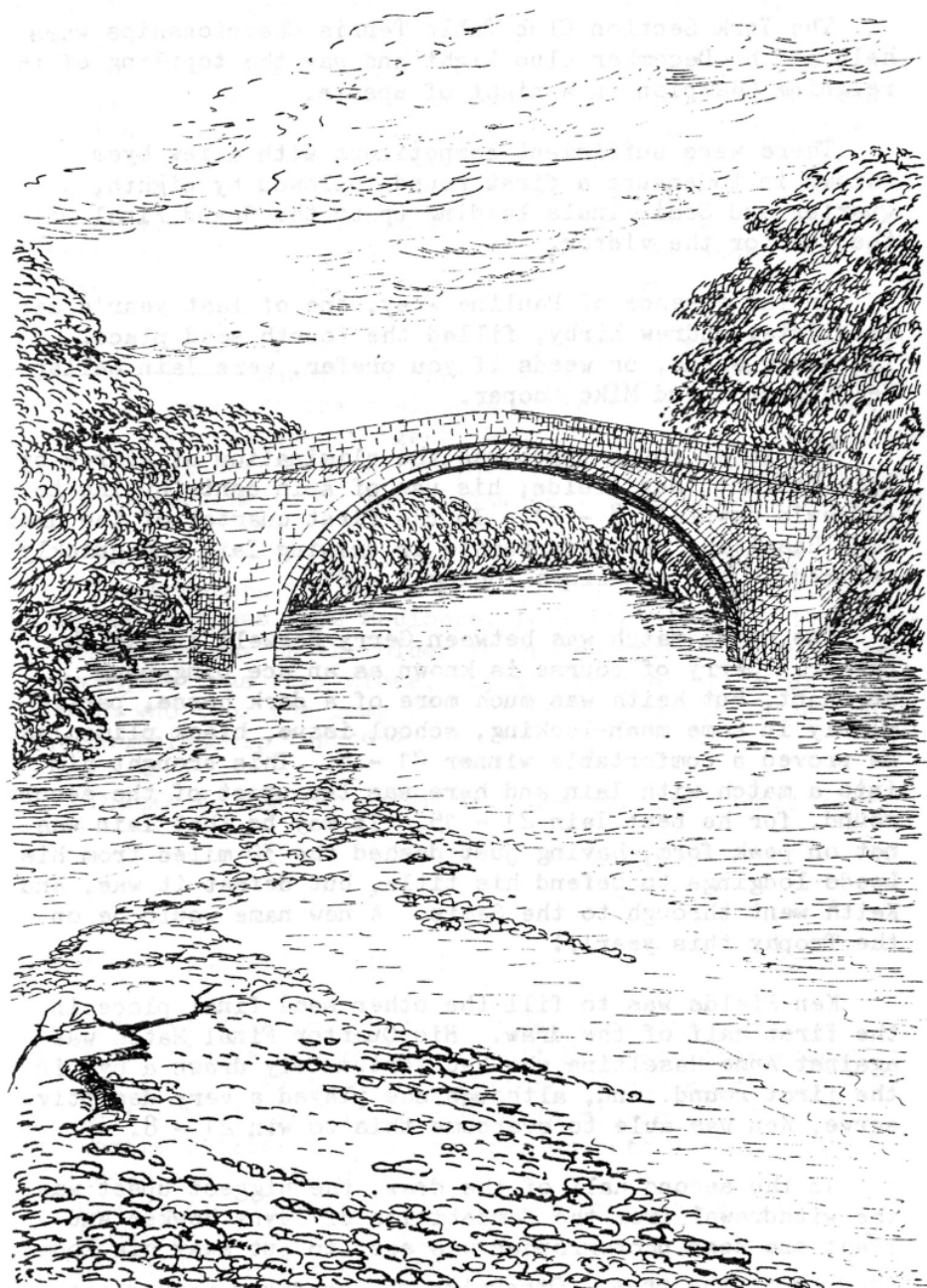
Walter hopes there are others in York and district who would like company for mid-week riding.

* * * * *

BCTC - NORTH YORKSHIRE HEAT

This year's local heat of the BCTC is organised by last year's heat winner, Tim Jackson of Tees-side DA, and starts from Northallerton on Sunday, June 9th, venturing into part of the DA that has not featured in a BCTC heat in our ten- year history. It is timed to allow people from York to arrive by train. Let us ensure that Tim gets a record entry and plenty of support from helpers.

Enquiries to: Tim Jackson, 135 Acklam Road, Thornaby-on-Tees, TS17 7JT



THE OLD BRIDGE, ILKLEY, WHARFEDALE

CLUB TABLE TENNIS CHAMPIONSHIPS

The York Section Club Table Tennis Championships were held at the December Club Night and saw the toppling of the reigning Champion in a night of upsets.

There were sufficient competitors with a few byes thrown in to ensure a first round followed by Eighth, Quarter and Semi Finals leading up to the Grand Final with the Cup for the victor.

In the absence of Pauline Wray, one of last year's semifinalists, Andrew Kirby, filled the fourth seed place. The other seeds, or weeds if you prefer, were Iain Sellars, Keith Benton and Mike Cooper.

The first round upset was the elimination of Andrew by late entrant, Ken Fields; his use of spin contributing to Andrew's downfall 8 - 21. In the first quarter of the draw, Mike Haseltine was unfortunate in drawing Iain and quickly retired to the sidelines losing 3 - 21.

The other match was between Gerry Boswell and Keith Barker. Gerry of course is known as an ace ping-pong merchant, but Keith was much more of a dark horse, particularly in some mean-looking, school issue, black plimsoles. He proved a comfortable winner 21 - 8. This brought him into a match with Iain and here was the upset of the second round, for he beat Iain 21 - 15. It may be that Iain was not on peak form, having just dashed the 30 miles from his Leeds lodgings to defend his title, but defeat it was, and Keith went through to the Semis. A new name would be on the Trophy this year!!!

Ken Fields was to fill the other semi final place in the first half of the draw. His Quarter Final Match was against Anne Haseltine who had fortunately drawn a bye in the first round, and, although she played a very deceptive serve, Ken was able to overcome this to win 21 - 8.

In the second half of the draw, the biggest upset was the withdrawal from the Competition of Jayne Bowker and at least one keen photographer was seen to put away his Kodak Brownie at the news. Otherwise the seedings worked out very much as expected - Mike Cooper beating Chris (what hit me)

Rhodes 21 - 5, and Keith Benton beating Steve Green 21 - 8. The closest match of the evening was Phil McCormick's challenge to Mike. Level at 20 all, the match went to Mike at 5 - 3. It was rumoured that Phil had heard Jayne cough and his natural concern spoiled his concentration at the critical moment. The stage was thus set for a repeat of the Semi Final last year with the winner taking on the winner of the dark horse Semi Final from the top half of the draw. Keith Benton was to come out the winner of the first Semi, 21 - 19, 21 - 14, whilst in the other, Keith Barker ran out a fairly comfortable winner 21 - 14, 21 - 13.

And so two of the oldest competitors lined up for what was for them a marathon Final. Would last year's finalist, Keith B, beat off the challenge of Keith B, who professed not to have played for ages? Would it be youth (comparative) and "experience" or age (comparative) and superior fitness (not forgetting those mean Plimmies). Who knew. Who cared!

The match went first one way and then the other. KB the Younger took the first game 21 - 15 and then, with a display that was pure mediocre, fell back to 10 - 19 in the second, leaving KB the older to cruise home 21 - 16. The final game was very close, but it was the "youthful" Keith Benton who took the game 21 - 19 to become the holder of the Championship for 1984.

Thanks to all for entering. See you again next year.

BJORN B.

* * * * *

ANSWERS TO PUZZLE

We made ten changes to the original cartoon:

1. Shirt sleeve of cyclist on left has been shortened.
2. Cyclist on right now has buttons on his shirt.
3. Left hip of cyclist in centre is missing.
4. Centre cyclist now has stripes on both socks.
5. Woman's skirt is wider.
6. One petal is missing from flower on apron skirt.
7. Neckline of dress is higher.
8. Woman's hairline is different.
9. Top cup is taller.
10. Lettering of large notice is different.

HIGHWAY PATROL

A 'Highway' is a route over which the public may pass and re-pass without licence. It is usually open to all types of traffic, i.e. an all-purpose road, but may be restricted to one type of user, e.g. footpath; or prohibit specific classes e.g. motorway. A highway may be (a) adopted and maintainable at public expense (commonly known as a public highway) or (b) not maintained by anyone, e.g. a drovers' road, or (c) maintained by certain proprietors, e.g. the frontagers of a specific street - who must contribute to keep it safe and usable.

The Highway Authority - generally the County Council - keeps lists and maps of all public highways in its area. The law relating to highway maintenance falls into three categories: mal-feasance, mis-feasance and non-feasance.

Mal-feasance is an unlawful act generally perpetrated by other than the highway authority. Examples might include making open trenches without permission, depositing materials on the road or fixing wires across the highway.

Mis-feasance is neglect or improper performance of the lawful act, which could occur during construction or maintenance. This includes longitudinal grooves when planing and badly positioned gully grates.

Non-feasance is neglect, omission or refusal to carry out statutory duties. Section 41 of the 1980 Highways Act placed upon the highway authority that duty to maintain the public highway for which they are responsible. This means that the authority is legally responsible for damage arising from nonfeasance or mis-feasance.

But the highway authority can claim in its defence that it has "taken such care as in all the circumstances was reasonably required..." This claim might be considered less than satisfactory for that status of highway, or the claimant may be expecting an unattainable level of surface.

However, it is advisable to report highway surface defects and problems of surface water drainage at the earliest opportunity to the highway authority, who should then enter them in a complaints record. Should anyone subsequently come to grief prior to repairs being effected, then the highway authority would have less chance to avoid settling a damages claim, and

there would also be an incentive for them to carry out the necessary work expeditiously.

The highway authority for this D.A. is North Yorkshire County Council, but in Harrogate, Scarborough and York urban areas, the district councils carry out repairs under an agency agreement. Trunk roads are the responsibility of the Department of Transport (Leeds) and are identified on your O.S. map by the letter (T) after the road number. Often the County Council carry out repairs to such routes on an agency basis.

The County is divided into four areas for the administration of highway duties (apart from the agency areas) which are further subdivided into divisions. It is not always easy to determine in which division or area the particular defect you have located may lie, but the area offices are Bedale, Pickering, Skipton and Fulford. A good clue is to look on the reverse side of temporary road works signs which bear the divisional number, then by referring to a telephone directory - look under North Yorkshire County Council, Highways and Transportation Dept, - you can find the Division Office location. There are fourteen of these, and comments should be addressed to the Divisional Surveyor.

A telephone call - in polite terms of course - is often sufficient to ensure that the Officer will note your complaint and attend to the matter quickly. Otherwise you may wish to use the official pothole postcards provided by the Club. The sort of things which you are likely to consider worth reporting might include: local subsidence, mud or concrete deposits, ridges of bituminous material, opening of tranverse cracks, bad trench re-instatement, sunken gully grates, and hedge clippings left on the carriageway. It is helpful if you can take the trouble to stop and remove any large items of debris from the road.

Work carried out by "statutory undertakers" (gas, water, electricity boards etc) is of great concern to cyclists, and the C.T.C. view is that current procedure for monitoring and regulating this work leaves much to be desired. Under the P.U.S.W.A. agreement, undertakers are responsible for the condition of re-instatements for a period of six months following permanent re-instatement.

In the interests of cyclists generally, it is essential to be vigilant about road surface defects by keeping a record of what you see and report, Use a diary or notebook to record the facts, making sketches or taking photographs if possible. This could be helpful to yourself or others if it becomes necessary to press a claim for damages or injury. There is no doubt that a welter of postcard complaints can be just as effective as one official letter, and we hope that members will help themselves, the Club and fellow-cyclists by adopting them.

RON HEALEY

D.A. Rights/Planning Officer

* * * * *

YORK DISTRICT GROUP YHA

Meetings are held on Monday evenings at Guppy's Enterprise Club, Nunnery Lane, York at 8.15pm. A small charge is made for admission to the Club.

The Spring Programme includes a slide show, quiz nights, a Scrabble Competition, hints on map reading and planning a cycle tour.

Three Hostel Weekends are planned:-

March 9th Chester.

June 22nd Grinton Lodge.

July 13th Beverley.

Further details can be obtained from Gerry Boswell, 5 Invicta Court, Foxwood Lane, Acomb, York.

* * * * *

AU REVOIR

We bid a temporary (hopefully) farewell to John and Jacquie Green and their daughters Elaine and Annette, who have moved to Nottingham. John served periods as DA Assistant Secretary and York Section Secretary and both he and Jacquie were regular contributors (sometimes under noms-de-plume) to Riding North, as well as being hyper-active cyclists.

We wish them every good fortune in their new surroundings. Our loss is Notts DA's gain.

OFFICIALS OF THE
NORTH YORKSHIRE DISTRICT ASSOCIATION

President: J.Alwyn Taylor

Vice Presidents: Norman Bottomley,
Arnold E.Elsegood

Hon.Secretary: Mike Haseltine, 145 Greenshaw Drive,
Haxby, York, YO3 8DG

Hon Treasurer: Robert Boyd, 41 Walton Park, Pannal, H'gate

Hon. Rights Officer: Ron Healey, 6 Howard Drive, York.

Social Secretary: Graham Ford

Section Secretaries:

Selby - Howard Haynes, tel. 618358
York - Mike Cooper, tel:761606

The D.A. Committee would be pleased to hear from any member who may be prepared to play an active role in the formation of C.T.C. Sections in any other parts of the D.A. area, notably Harrogate, Richmond, Scarborough or Skipton. Please contact the D.A. Secretary initially.