

ISSUE No. 13

SPRING 1986



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## RIDING NORTH

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

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Issue 13 - Spring 1986

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### Contents:

Editors' notes	2
42nd York Rally	2
London to York	3
Artist's Eye	6
Coxwold Cyclists' Service	7
Common Causes	9
New Route for Acomb Cyclists	9
Puzzle Page	10
Brief History of the CTC in York	11
Artist's Eye	12
Wheels Around Windermere	14
York Section Annual Ride-out Luncheon	17
Looking Back No 1.	17
Fishergate Bar, York	18
World of Wheels Festival	19
Get That Into Your B.S. Head	21
Bike it By 125	21
Annual Social Evening 1986	22
Sugar Beet	23
Well Worth a Visit	23
Answers to Puzzle	24
Looking Back No 2.	24

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## EDITORS' NOTES

"Unlucky for some" or so the Bingo caller describes thirteen and, as this is the DA Magazine's 13th issue, you might think it is your Editors' turn to feel unlucky.

On the other hand, perhaps we feel that we have been unlucky with every issue since we took the job on, or (conversely) that since we started with only Issue 4 (our National Secretary having produced the first three) we still have a few to go before we get to be unlucky!

Inclining to the latter view, we proudly (?) present our tenth effort which, as much as ever, owes more to the many contributors than to our efforts.

We still need more people to become involved in the DA magazine - it is, after all, YOUR magazine - whether as contributors or as sellers (five in the saddlebag ready to offer to other riders whom you meet on the road or in cafes or pubs would help immensely - we only need a couple of dozen members so equipped and sales could be doubled). it costs nothing to ask another cyclist if they would like to buy a copy - at worst they can only say No!

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## 42nd YORK RALLY

This year's York Rally will be held on Knavesmire from Friday 4th to Sunday 6th July, though official events do not start until the Saturday.

Helpers are needed throughout the weekend, starting with those who help set out the site from early Friday morning to those who help clear away and tidy up the area on Sunday evening (a few even on Monday morning too).

Anyone who can spare even an hour of their time will find their efforts appreciated and will be made very welcome. If you can help, please contact Chief Steward Keith Wray, 41 Hawthorne Terrace, New Earswick (Tel: York 769117). He cannot actually award the VC to anyone who gives up the whole weekend, but he agrees that such dedicated people deserve it.

## LONDON TO YORK

The first "Great North Ride", Bike Events' latest notion, had its test-run on 7th-8th September 1985. CTC members will have heard of it, because it was advertised by a sheet included with 'Cycletouring', but otherwise it seems the organisers kept pretty quiet about it. Presumably the reason for this silence is that they weren't sure if it would turn out to be a disaster, with ill-prepared enthusiasts collapsing at intervals along the route and the support-waggon full of stretcher-cases. So they advertised among people who might be supposed to know what they were letting themselves in for...

But the charity ride, deserving of greater publicity than it got (it was in aid of the Spastics Society) still attracted some unlikely people. I recall one small woman on an oldish 3-speed, wearing a belted raincoat - I confess that, at first glance, I thought this was a young boy adrift of his paper-round - whose only concession to the multinational cycling industry was a 'Freewheel' musette. I didn't see her at the finish but the word was that she made it, all credit to her for sheer determination and virtually no technology. My (jaundiced?) eye caught some posers, in the latest gear, packing in.

Billed as the 'Big 200', the distances have apparently been revised, after the event (130 and 115 miles, not two 100's), but it was probably as well not to know that at the time. The organisers are certainly to be congratulated for the route, which hardly touched a major road, and all this at the cost of only one short cross-country stretch (of which, however, more later). Contrary to expectations, there are some hills down there, but none to make you lose the will to live. Equipped at the start with a rather blotchy map, but with very precise written instructions, and inevitably travelling with a gang of consultants (we all took turns at Indian chief), it was difficult to lose the way - to Bedford, which has a one-way system devised by a madman in a fit of inspiration, to Stamford, where the Burghley Horse Trials were turning out (I've never seen so many green wellies all at once), to Grantham (overnight stop). After a cold, delayed start, - you were asked to sign in at Hamstead Heath by 6.30 am - the day brightened up beautifully. There were many sights to enjoy, or savour the irony of ... for example, the sudden, unexpected (if you hadn't read ahead) reminder that there still is a peace camp at USAF Molesworth, where they

are growing sunflowers, while it rained 'Warsaw Pact' parachutists much of the way, for this was the weekend of Operation Brave Defender. I think the Soviets should know that if they arrive on bikes in an array of bright colours the entire defence network won't pay them a blind bit of attention.

Curiously, the van which carried anything that you didn't want to hump on your bike, having dropped its load off at Grantham, became a tea stop only a few miles from Grantham (a bit late, some said). For the overnight stop there was a choice of camping, dossing down in the Town Hall or B&B. Bike Events had arranged a disco, but you had to feel sorry for the DJ who was not exactly confronted with many candidates for dancing the night away, and, in any case, had to share his stage with a video/monitor re-running the Tour de France. More than usual sympathy was shown towards the competitors in the Tour, with perhaps an underlying sense (perfectly ridiculous of course, but quite satisfying) that what we'd all just done put us in the same bracket as them.

The weather was a real coup for the experts: the forecast for Sunday fitted Saturday precisely, and vice versa. Obviously not a true pioneer, I took the B&B option, and a few of us were late for the start, facing a drizzly climb out of the depths of Grantham at the back of the field. Not far north-west of Grantham, in order to out-manoeuvre the AI, the route followed a track and a footbridge over the River Witham between Foston and Westborough. Here, where it was rather boggy after 200 bikes had already passed by, and where the roving rescue-van would not have been able to reach anyone in difficulty, a couple of us had our chance to be good Samaritans to someone with a puncture, a spare tube,..., and no tools. After changing the tube the problem wasn't solved. Was it another wretched faulty Schrader valve? No, it was a pump that sucked instead of blowing. So off with the wheel again and put on one of my spare tubes, albeit a different valve. All this in the rain and the mud, looking like a Helms "Cycling is Fun" cartoon. Would everyone else have packed up and gone home by the time we'd get to York? At midday we were deep in Stones Bitter wasteland, but something which can only be called a sprint took us to the Tetley's pub at Sandtoft before the dreaded two o'clock. Slowly but surely we were hauling our way back up the field (that's my story and I'm sticking to it).

The second day of the journey is intrinsically less interesting than the first, unless you like straight, flat roads, but the weather cleared again. More important, this was striking homewards, and increasingly on familiar ground. It is strange how arriving at familiar places changes them when you're coming at them from a completely different direction (how often do you enter Selby with a sensation of 'triumph?'). The "Great North Ride", in this sense, is custom-built for cyclists in our area, whether they want to burn up the miles or take it steady and in confidence, at a pace they prefer. Perhaps it's the luck of the draw, but I only met two people from York itself, and a group from Hull. Doubtless there will have been more from York, but most of the voices I heard were Southern (and these, by the way, were well-catered-for, because the organisers had managed to wheedle a concession out of British Rail to take bikes, along with passengers, back to London on the Sunday afternoon/ evening). Unlike something such as the London-to-Brighton, it is not the sort of jaunt that many people would want to do every year, but it's very well worth doing at least the once. Among other things, it is a fairly comfortable way to do the distance that Audax people talk about, that is, to do 200km without even the pressure of a generous time-schedule. You can please yourself - though the organisers will come looking for you if it's well after dark! But no-one is checking on you. Perhaps the only serious problem is how you are going to get yourself to a London start for dawn on a Saturday morning. But it just has to be the best way back from the big Smoke. And it's in a very good cause.

STEWART HAMBLIN





IN THE LANES NEAR SCACKLETON



## COXWOLD CYCLISTS' SERVICE

The annual Cyclists' Service at Coxwold has always been a major feature of our DA's calendar, though it had been an annual event for many cyclists in North Yorkshire and beyond for almost fifty years before the present North Yorkshire DA was formed in 1975.

At the time the first Coxwold service was held, in 1928, it was one of over 200 similar services throughout the country. Now there are very few, the most well-known outside our DA being at Meriden in the Midlands.

•It was inaugurated by a Rev. Black, who moved to rural Coxwold from Hull as a prelude to retirement. He had held Cyclists' Services in Hull and, recognising that Coxwold, nestling under the Hambleton Hills just six miles north of Easingwold and two miles west of Byland Abbey, and approachable by quiet roads from any direction, is in ideal cycling country, he decided to continue the practice in his new surroundings.

Cycling clubs in the area were contacted to seek support for his idea, and Olive Stevenson of the CTC in Hartlepool agreed to co-ordinate it. To this day, even though Coxwold is in the heart of North Yorkshire, the service continues to be organised by Tees-side DA. Other members who have been associated with this event since the beginning are Bill Walker and Matt Newson.

Eventually, Canon Black (as he later became) died, and his body was buried in the churchyard at Coxwold.

When cycling was THE mode of transport, the Fauconburg Arms was the catering place for the service, and they even had a crate of pint pots for cyclists to have tea with their own food. The pub has since gone for the motor trade (though they rarely refuse to serve cyclists, along with the local farm workers, in the bar at the back!) and tea etc. is now provided by the local Womens' Institute in the Village Hall, close to the crossroads at the centre of the village, just into the road leading to Byland Abbey and Wass.

The service itself is completely non-denominational, and even if you are not a regular churchgoer you will know the

hymn tunes. Traditionally, the sermon is delivered by a guest cleric, who is often not C of E, though occasionally the service is conducted by the

vicar alone. Guests in the past have included a number of Archbishops, and last year the padre from Strensall Army Barracks made his own cycling memories the basis for his sermon.

Every cyclist is warmly greeted by the present Vicar of Coxwold, Jim Thom, who has been there for the past 15 years and knows all his regulars, even if 'regular' is only once a year. He is quick to identify and welcome newcomers. It is a very relaxed atmosphere and although the service is a Tees-side event, the majority of those attending come from Hull, York and the West Riding, and include non-members as well as CTC members. For the past couple of years, York Section Easyriders have done duty as bell-ringers, and have been heard practising for 1986 (at least that is what the peculiar noises are assumed to be) when out on club runs.

This year's service will be on May 11th at 2pm. After a drop in numbers from the heady days of the fifties, the congregation has remained at about 100 in recent years, and it is a pity that the event does not receive the support it deserves. Some of the older members who are no longer able to ride take the trouble to come by car to meet old friends, and it would gladden their hearts to see hordes of active cyclists packing the church.

The York Section of our DA will be having their usual Invitation Ride this year, departing from York Railway Station at 9.30am and, with his daughter as stoker, Peter Gray will be organising a tandem ride. This will have the same starting place and time, but will be a slightly slower ride with a morning coffee stop on the way, arriving at Coxwold in time for refreshments at the Village Hall (open 12 noon) and then return by a similar quiet route to get back to York about 5pm. Distance will not exceed 40 miles, and anyone wanting more details should contact Peter Gray, 16 Burtree Avenue, Skelton (York 470169).

Finally, thanks to Bob Murphy, until recently Secretary of Tees-side DA and who has organised the service for the last 12 years, for supplying the notes for this article -to put it another way, blame him for any inaccuracies you find.

P. G.

## COMMON CAUSES

York Area members of the CTC Cyclists' Rights Network met representatives of the York Cycle Campaign on a January evening in the convivial atmosphere of the Wellington Public House in Alma Terrace (Sam Smith's Ale and open fires). They debated several issues of mutual interest. Two items of special interest were:

### a) The Great York Ride

Planned for a Sunday in May to coincide with National Bike Week. A suggested 40 mile circular tour via the cycle path to Naburn, thence to Wistow - Sherburn - Barwick - Bramham - Tadcaster - Bolton Percy - Acaster. Riders from Selby and Wetherby could also join in. A couple of hired halls along the route would provide rest and refreshment with the possibility of entertainment by street theatre groups and musicians. No mention of loos yet, but plenty of hedgerows en route.

### b) Parliament Street Summer Event

The CTC has been invited to mount a display or exhibition in the new pedestrianised area in Parliament Street, York. One idea is that cyclists could be attracted if the North Yorks Police would attend with their cycle post-coding equipment. The CTC and YCC could then distribute leaflets and answer questions from the public on general cycling matters.

## NEW ROUTE FOR ACOMB CYCLISTS

You may have seen or heard recent press and radio items about this experimental route through Acomb Shops. It enables cyclists travelling from the west end of Front St towards York to avoid the infamous new 'sloping' mini-roundabout at the junction with York Road just above the Presto Supermarket. The new route rejoins York Road via a short passageway between two shops at the top of Green Lane.

The passageway has Disabled parking bays across one end and is known to be a haven for illegal parking, despite double yellow lines. Cyclists who experience any problems with the experimental route are invited to send written comments to York's City Engineer with a copy to the D.A. Rights/Planning Officer.

## PUZZLE PAGE

Write the answers to the clues in the first grid, then put each letter into the appropriate square in the second grid to find some sound advice from Richard Ballantine.

- A. Grab on to these.
- B. Italian food.
- C. Female spouse.
- D. Form of transport.
- E. Plaything.
- F. Travelling sightseer.
- G. Bags, usually paired.
- H. A bicycle must have two.
- I. Source of energy.
- J. Fairground ride.
- K. Dismal.
- L. Raffle.
- M. Glitters.
- N. Imperial length.
- O. Grape harvest.
- P. Brewing vessel.
- Q. Rough and disorderly.
- R. Bird of prey.
- S. Children's game.
- T. Many small bubbles.
- U. Sharp blade with handle.
- V. At seven day intervals.

25	57	6	20	126	97	111	26	14	50
53	135	23	9	42					
124	29	70	11						
45	91	73	133	36	51	101			
113	48	118							
94	44	120	12	3	128	33			
56	13	72	122	1	74	106	4		
28	10	65	116	129	75				
61	105	15	7						
63	95	40	89	85	35	107	5	49	80
22	31	104	18	93	137				
66	119	82	34	110	58	8			
16	76	121	54	99	132	71	98		
90	130	21	2						
46	108	43	17	134	87	55			
27	112	136	102	86	24				
92	81	135	68	103					
83	38	114	79						
39	88	60	59	78	117	123	64	100	77
19	62	32	41						
109	96	47	67	115					
131	69	84	37	30	52				

Answers can be found on page 24.

1	2		3	4		5	6	7	8		9	10	11		12	13	14	15
16	17		18	19		20	21	22	23		24	25	26	27		28	29	30
31		32	33	34	35	36	37		38		39	40	41	42	43		44	45
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	80	81		82	83	84		85	86	87		88	89		90	91	92	93
	94	95	96	97	98		99	100	101	102		103	104	105	106		107	108
109	110		111	112	113	114	115	116	117		118	119	120		121	122	123	
124	125	126	127	128	129		130	131	132	133		134	135	136	137			

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## A BRIEF HISTORY OF THE CTC IN YORK

Walter Lee has provided the Editors with some information on this subject, of which the following are the essential points. We would welcome further details which might help to compile a more complete history.

Prior to 1934, little is known, but in that year York Section was formed as part of Mid-Yorkshire DA.

Local activities virtually ceased during the 1939-45 war, but in 1946 York Section was revived and in 1947 transferred from Mid-Yorks to Hull and East Riding DA.

In 1949, York DA was formed, with Phoenix R.C. racing offshoot, and lasted until 1964 when it was wound up, and the area again became part of Hull and East Riding DA, until 1975 when North Yorkshire DA was formed.

York Section came into being again in 1976 as part of the North Yorkshire DA.



CROSSING "GOD'S BRIDGE" ON THE PENNINE WAY

## WHEELS AROUND WINDERMERE (The Hepworth Family on tour again!)

Following our 1985 "Wheel around dales" my appetite for mountain scenery had been further whetted by a Dalesrail trip over the Settle-Carlisle railway, with a connecting excursion to Ullswater. Accordingly, we resolved to make a brief cycletour to the Lakes during August of that year.

The morning of our departure was cold and grey. We took the York-Rochdale train for an easy change at Bradford onto the Leeds-Preston service. A final change at Oxenhope found us on the branch line to Windermere.

We arrived in a downpour and made a dash for the town centre. Fortified by a cafe meal, and having done essential shopping, we descended via the A591 to Troutbeck Bridge. A stiff climb up a minor road eventually brought us to Windermere Youth Hostel for drying out, dinner and an early night.

Sunday dawned damp. Having read that cycles can be conveyed on the now privatised Sealink boats which ply the length of the lakes, we rode via Town End and Brierly Close or a sharp descent to the A591 into Ambleside. Upon joining the boat at the pier, we were directed to wheel our cycles up the gangway and place them at the stern (blunt end to landlubbers!) As we sailed south the rain fell in sheets. To see the scenery we resorted to the open-sided upper deck, as the windows of the saloon below were steamed up. And so to the southern tip of Windermere to land at Lakeside.

Too late we found that the gangway here was a little narrower than at Ambleside. Jan's cycle, with Hann trailer, became firmly stuck between the gangway railings, Passengers already ashore watched our valiant efforts to free the cycle with some amusement. Not so those who were still queuing behind us in the rain to disembark!

Ashore at last we locked our cycles in a sheltered area and joined the steam-hauled train of the Lakeside and Haverthwaite Railway. The original opening of this one-time branch line from the industrialised coast of Barrow-in-Furness caused an immense social upheaval around the lake.

Many an Iron and Steel Baron built his home at the water's edge. Mass tourism arrived. Easy commuting to Barrow was equalled by easy egress for the area's agricultural and manufactured produce. Now, just 3 1/2 miles of this former lakeland lifeline are preserved as a private railway.

Our outward journey terminated at Haverthwaite. Here we dodged the raindrops to visit the railway depot, where the nitty-gritty of preservation work was evidenced by various locomotives etc undergoing restoration. Upon our return to Lakeside we left the train and found that the rain had stopped. A small crowd were inspecting our Hann trailer. We gave them a quick demonstration in the adjacent car park then took the minor road along the west shore towards Cunsey.

En route we came across a newly restored and opened Bobbin Mill - a traditional Lakeland industry which made wooden bobbins for the Lancashire Cotton Mills and, to a lesser extent, a version for wire and cable manufacture. A guided tour by a former employee was a fascinating experience. Coppice trees around the site produced branches of ideal length and diameter. These were successively seasoned, sawn into "plugs", formed on lathes then varnished and dried before packing and despatch.

The original water wheel which drove the mill's machines was supplemented in later years by a stationary steam engine. Its boiler was fired with shavings from the lathes. Waste heat from the boiler passed through the bobbin drying racks. Who says energy re-cycling is new?

We continued to the ferry terminal and encountered a long queue of cars. The rear one was at a sign reading "waiting time from here 45 mins". We happily pedalled past the lot and were first aboard the ferry for an uneventful return to Bowness and the Hostel.

On Monday we took the A592 to the Steamboat Museum. Besides examples of commercial and speed-record breaking vessels, the centrepiece was the collection of restored private steam launches which had formerly belonged to wealthy Lakeland residents. Many launches had lain on lake bottoms for years, preserved by the unpolluted water, until raised and restored. One boat, the SV "Osprey", was licenced for public operation. We cruised on her in grace and style for an hour, the air redolent with steam, coke and hot oil. A free cuppa was supplied en route, made with water from the steam-heated boilertop miniature urn which is unique



to Lakeland vessels. Back ashore, we viewed the original, oar-powered Bowness Ferry, then rode into that town.

We locked our cycles in a public shelter near the harbour and joined the diesel boat to the tranquil 38 acre island of Belle Isle. Here is situated the first round house in England, built in 1774. Lakeland's poet, William Wordsworth, likened it to a salt cellar; We visited the basements which contain an audio-visual tableau of life "below stairs", complete with lifesize animated human figures, rats and mice! Then followed the hourly tour of the "upstairs" portion. This is still a private family home, and we glimpsed a video and computer amongst the beautiful furniture and fittings. A painting of the house when first built, depicted the oar-driven ferry which we had seen earlier at the Steamboat Museum. We strolled awhile in the peaceful grounds before returning to the commercial bedlam of Bowness.

Again we rode along the shore road, heading north. We paused at the Hammerbank Viewpoint, then took the A592 up the east side of Troutbeck valley. With a panoramic backdrop of fells and crags. We descended to cross the beck north of Howe. To reach the west-side road of the valley we pushed up a 1 in 6 hill. We were rewarded with an exhilarating freewheeling descent for a couple of miles to the Hostel. The weather had behaved impeccably all day.

On Tuesday, our going-home day, the heavens opened up once again. Becaped and sou'westered we rode the familiar route to Windermere for the last time for our return to York. A leisurely weekend, cycling-wise, but enjoyable nevertheless. And the rain had been quite warm for the time of year.

PAUL HEPWORTH

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## YORK SECTION RIDE-OUT .LUNCHEON

A record number of riders (over 40 of them) turned up at the Chequers Inn, Bilton-in-Ainsty, for the traditional Ride-out Luncheon on January 19th.

A strong south-westerly wind, with spasmodic flurries of rain, failed to deter even those unfit fair-weather cyclists (your editors) who, lacking recent miles, decided not to accompany the organised group - who, we understand, reached Bilton from York via Otley (or some such point westward). Never mind the wind, we said, at least it will blow us home.

Despite some members having failed to place advance bookings (shame!) the pub management coped very well, and seemed to find enough food to keep us all happy.

After lunch, we remounted, stiffened limbs anticipating an easier return journey, only to find that the wind had strengthened and changed direction by at least 100 degrees, so our passage back to York was not so easy, though in retrospect it was a good day out.

M and A

\* \* \* \* \*

LOOKING BACK No 1. (I wonder if it worked!)

The logo for CurAcho features the brand name in a large, bold, black serif font. A thick, black, curved banner is positioned below the letters 'Acho', containing the text '(CURE-ACHE-O)' in a smaller, white, sans-serif font.

**The Celebrated Oil-less, Embrocation.**

CURACHO is as distinct in composition as it is superior to the general run of Embrocations or Liniments, being entirely OIL-LESS, NON-GREASY and STAINLESS in use and giving forth a pleasant and refreshing odour. CURACHO can be used at any time or place without the least

discomfort to self or others.

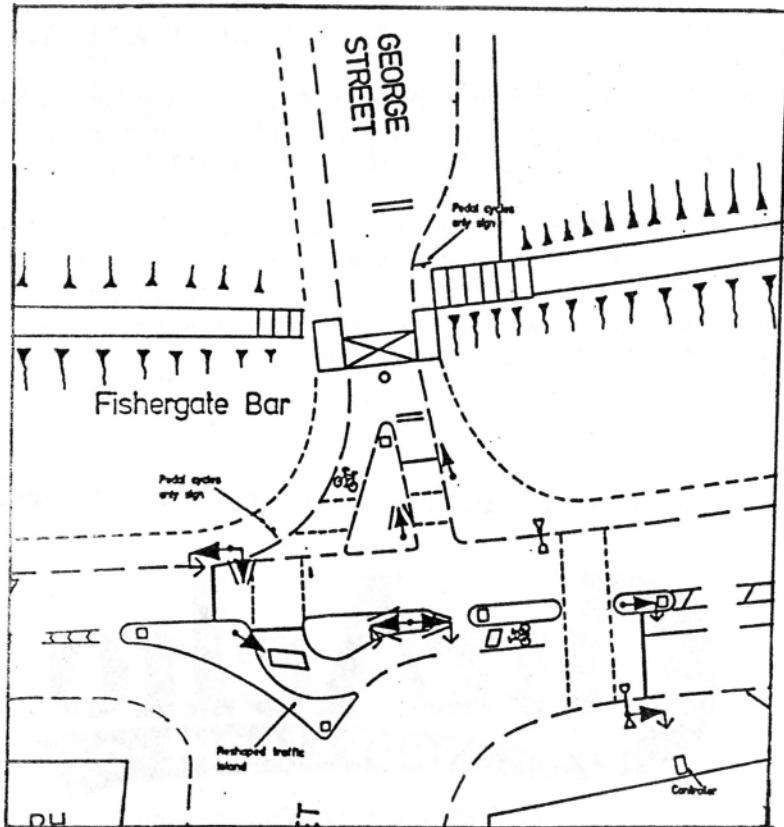
**As a refresher for tired muscles Curacho STANDS ALONE.**

Sole Manufacturers :

THE CURACHO CO., 10, DINGWALL RD., CROYDON

## FISHERGATE BAR, YORK

By the time you read this, improvements to cycling facilities at Fishergate Bar should be well in hand. Principally, a 'split' central island will create a safe refuge for cyclists arriving from the Walmgate direction along the Inner Ring Road and from Barbican Baths Car Park. They will then be able to turn right, through the Bar into George Street - a hitherto impossible move.



A pity that this worthwhile scheme will swallow all York City Council's allocation of money for cycle facilities for this financial year.

# WORLD OF WHEELS Festival



## BREVET DE RANDONNER RIDES 25.28 MAY & 1 JUNE

The North Yorks DA is pleased to present a series of rides under AUK regulations. This will be the seventh year in which Brevet de Randonneur events have been offered and continuing the "something new" policy a longer mid week event is scheduled.

The rides start on Sunday 25 May with the classic 200 Km Dales Grimpeur and this year, a few more feet of climbing have been added. We still offer the slightly less arduous 150 Km route although this does include many of the major climbs.

Our new mid week event is the 300 Km on Wednesday 28 May and it is timed so that you don't lose too much sleep with a 4.30 am start and a 20 hour maximum on a course designed to show off some of the best coast and moors scenery in the country. The last 100 Km traces the same route back to Harrogate as the long 200 East Coast event, one of the other 2 choices on Wednesday whilst the Moors 200 with its hilly middle section shows off more of the spectacular North York Moors scenery. Wednesday is also 'Milk Race' Day in Harrogate and to accommodate those wishing to watch the evening criterium (7.15 pm start) an earlier (7.00 am) start for the 200 Km events is optional.

The final Sunday is reserved for the traditional bash around the Super Grimpeur Course on Greenhow and whilst 6 times up Greenhow is not everyone's cup of tea, it is the only way to earn the TA Gold Medal without leaving the UK!

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 150 Km rather than the 200 Km can be tackled and subject to age, the shorter Super Grimpeur distance also qualifies.

# WORLD OF WHEELS

## WHEELS Festival

BREVET DE RANDONNEURS, held under AUK regulations.

SURNAME. \_\_\_\_\_ FORENAMES \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ PHONE No \_\_\_\_\_  
 \_\_\_\_\_ DATE of BIRTH \_\_\_\_\_  
 \_\_\_\_\_ CLUB \_\_\_\_\_  
 \_\_\_\_\_ AUK member yes / no \_\_\_\_\_  
 \_\_\_\_\_ CTC DA \_\_\_\_\_

EVENTS Please tick as required £1.00 per event (AUK/NYORKS DA members 75p)

ENTRY I, the undersigned, accept that I must consider myself on a private excursion And that the organisers are responsible only for providing a route and time checks.

I accept that the organisers will not be held responsible for any accident caused to me or by me to a third party. I agree to abide fully with the AUK regulations for the event (see notes)

SIGNED \_\_\_\_\_

COUNTERSIGNATURE

(Persons under 18 may enter only with the approval of parent or guardian)

DATE \_\_\_\_\_

Remittances and SAE (for return of Brevet Card after the event) to –

D K BENTON, 127 Greenshaw Drive, Wigginton, York YO3 8GT

25 May 1986	Dales Grimpeur	200	
-----  -----	-----  -----	150	
28 May 1986	Moors and Coast	300	
-----  -----	East Coast	200+	*
-----  -----	Moors	200	*
1 June 1986	Super Grimpeur	100	




\* Do you want a 07.00 Start ? Yes/No

## GET THAT INTO YOUR BRITISH STANDARD HEAD:

Interesting to note from B. S. I. News of February 1986 that work has started on a British Standard about Protective Helmets for Pedal Cyclists. This will specify requirements for protective helmets that may be used by pedal cyclists on ordinary roads. The helmets will be suitable for adults but aimed specifically at young riders in the 5-14 age group.

The same publication also mentions that amendments are being considered to current British Standards relating to protective helmets for vehicle users (BS 6658: 1958) and protective hats for horse and pony riders (BS 6473).

A draft of the specification for pedal cyclist helmets may be obtained from the B. S. I. at Milton Keynes (f6.25).

\* \* \* \* \*

## BIKE IT BY 125

Our last issue included a leaflet 'Welcome back to 3rd class travel' produced (with blessing) by the DA Committee, which drew attention to BR's iniquitous proposals for cycle carriage in 1986, and urged readers to write in protest to Cyril Bleasdale, BR's Inter-city Director.

It is widely reported that BR was flooded with protest letters - maybe these were responsible for a modification in BR's policy, for their latest leaflet 'Bike it By 125' (obtainable at any BE station) does not require reservations on Saturdays, Sundays and Public Holidays (though a £3 cycle ticket is still required) on 125s.

While thankful for small mercies, our present concern is that the leaflet is valid only 'until 12 May 1986' and that additional restrictions may be imposed for the summer.

Whatever BR's intentions after 12th May, nothing short of free carriage of cycles on all routes (as applies to all other passengers' luggage) will be a satisfactory response to the Club's campaign.

## ANNUAL SOCIAL EVENING, 1986

Forty eight members and friends, a record number for recent years, were at the premier social event in the DA's calendar, at St. Sampson's Centre Annexe, Church Street, York on March 1st.

Those present included the majority of the DA's award winners, to whom our Divisional Councillor, Bob Carmichael-Riddell, presented certificates and medals earned in the DA's Award Scheme in 1985.

A first-class buffet supper was prepared and served by Mrs Ruth Dykes of Buttercrambe, who had catered for this event in 1983 and 1984, and had not forgotten how to satisfy cyclists' appetites. Keith Benton nobly sacrificed most of his leisure to man the bar, almost single-handed, and the Events Sub-committee had organised a diverting (and, for some, frustrating) quiz which eventually was won narrowly by Ron Healey.

That the event was not a drain on DA funds is wholly due to the generosity of members who donated prizes for the customary raffle, and a very persuasive seller of the raffle tickets.

By all accounts, members had a happy evening, enjoying good victuals and conversation in comfortable surroundings and in the company of friends. Reaction has been so favourable that the DA Committee has chosen the same venue for 1987, hopefully on 28th February. Mark this date provisionally in your diary.

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## SUGAR BEET

The special hazards which cyclists face from sugar beet falling from lorries travelling to York's Boroughbridge Rd processing factory are to be brought to the notice of CTC Headquarters. Similar problems have been previously reported in "Cycletouring" from the other beet-producing areas of Humberside, Lincolnshire and East Anglia.

It is hoped to collate evidence from DAs in these areas and, with the help of their MPs, approach the Department of Transport with a request for increased penalties for overloading and spillage of loose bulk loads, and for mandatory netting or sheeting of loads like sugar beet which are especially prone to spillage.

This will reinforce an earlier request from York's MP which arose from local campaigning in the city for safe loading of sugar beet lorries.

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## WELL WORTH A VISIT

Lovers of the great outdoors should visit the bookshop which is now open at the east end of the Odeon Cinema Buildings, Blossom Street, York.

Owner, Ken Piggin, himself the author of "Countryside Walks Around York", has an extensive range of books, guides and pamphlets for hikers and bikers on the first floor. The CTC runs list and York-Selby Cyclepath Newsletter are on display.

A complete range of O.S. Landranger and Bartholemew G T and National maps are stocked. Other maps of British and Foreign areas are also on sale, and an ordering service is available to customers.

Other travel and general interest books are available on the ground floor.

PFH



## ANSWERS TO PUZZLE

A. Handlebars. B. Pasta. C. Wife. D. Bicycle. E Toy.  
F. Tourist. G. Panniers. H. Wheels. I. Fuel.  
J. Roundabout. K. Gloomy. L. Lottery. M Sparkles.  
N. Foot. O. Vintage. P. Teapot. Q. Rowdy. R. Hawk.  
S. Hide and seek. T. Foam. U. Knife. V. Weekly.

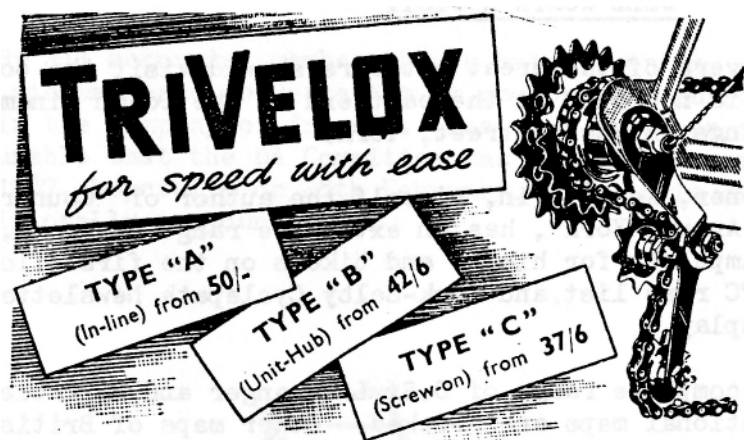
"It is only the rarest of dogs that will attack a human obviously prepared for self-defence. Speak to the dog in firm tones, keep your bike between you, and slowly walk away."

from Richard's Bicycle Book.

\* \* \* \* \*

### LOOKING BACK No 2

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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.