

ISSUE No. 15

SPRING 1987



PRICE 25p

RIDING NORTH

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

Issue 15 - Spring 1987

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Copy deadline for next issue - 30th AUGUST 1987

EDITORS' NOTES

Shortage of copy has delayed publication of this edition, for which your editors make no apology. Unfortunately this situation is self-perpetuating. Waiting for promised additional copy leads to one being forced to discard material already in hand because it has become out of date, and this generates more blank space for which more copy is required. Editing then becomes a dis-satisfying chore.

Members, the solution is in your hands. If you want a D.A. magazine, you must make the effort to provide copy ON TIME.

MR RON CROFT

We regret to record the death of Ron Croft, one of our life members. Ron spent his youth in Wigginton, near York, before moving to live in the south for many years.

Returning north to live in Haxby a few years ago, he was a an energetic helper at the 1985 York Rally and frequently joined the Wednesday Wheelers on their early outings.

Unfortunately, health problems prevented more intensive participation in Club affairs and Ron died in April, a few days after his 65th birthday. His courteous manner and cheerful personality will be sadly missed.

MR ERNEST W. SANDS

We note with regret the passing of Ernest Sands, a CTC member from the early 20s, who died on March 7th at the age of 78, a few days after losing his wife.

Ernest was a journalist by profession and former editor of the Brighouse Echo. He had been a regular contributor to a Yearbook published up to 1964 by the former Mid Yorks. D.A., usually under the pen-name 'Potterer'. He was also a keen and able photographer, interested in cricket, rugby union and amateur dramatics. His contribution in North Yorkshire was with the organisation of the 1978 Centenary and Birthday Rides, notably compilation of and editing the souvenir brochure to his usual high standard.

We will remember this cycling gentleman - especially for his wry or dry humour.

WHEEL TAK THE HIGH ROAD (Part Two)
(Or The Hepworth Family On Tour - Not Again!)

We had just completed an adventurous week's cycling on the beautiful Island of Mull, off Scotland's west coast. Now Jan, our two boys and I were esconced in Oban Youth Hostel for the second week of our tour, with three cycles and Hann trailer in the shed.

Our first day, Friday, was a wet 'un. We rode into town to do a week's shopping, and visited the local glassworks, woolen mill and an exquisite exhibition of miniature modelling on the North Pier. An evening visit to the cinema concluded the day.

First stop on Saturday was Baracaldine Sea Life Centre. A steep push out of Oban on the busy A85 preceded a five mile run to Connel. Here we crossed Loch Etive by the imposing mile long Connel Bridge, with its one narrow single lane of road. Vehicle flow was controlled in alternate directions by traffic lights. We set off over the bridge behind a line of cars which cleared the far end as we were still crossing. Then - horror of horrors - the lights changed and a flow of coaches, caravans and lorries bore down on us. I waved them down and we squeezed past.

On the North Shore the A828 pursued a tortuous descent by reverse curves for a quarter of a mile. Ominously worded signs - "Beware of oncoming vehicles in middle of road" evidenced the most excessive cambers we had encountered. We crept slowly downhill and, happily, diverged on to minor roads at Benderloch, to rejoin the A828 near the Sea Life Centre. There we spent a happy hour amongst the seals, crabs, conger eels, stingrays etc.

Fully refreshed, we continued north along the A828 for a mile, then turned on to the B845, eastbound. The grind of lumberjacks' chainsaws accompanied our ascent through the wooded Glen Salach, and a three mile run across the watershed. Then the near horizon fell away to give a magnificent view across Loch Etive some 500 feet below, to the distant mountains. We descended to the lochside road in easy stages and turned west to visit Ardchatten Priory and gardens. Five miles on we rejoined the A828 for a return crossing of Connel Bridge. Our earlier, awful experience with its traffic lights was repeated.

Nearer Oban, a close encounter with an overtaking coach on a blind bend convinced us that the A85 was best avoided on future runs.

Dad collected the only puncture of our holiday on Sunday morning as we rode to Oban's local beach at Genevan. Our afternoon destination was Easdale Island, 10 miles south. Forewarned about exceptionally steep gradients for our children, we took the easy way - by coach! We crossed from the mainland via the famous "Bridge over the Atlantic" - a single arch stone structure which spans a narrow arm of the ocean, and onto Seil Island. At its opposite shore a ferry conveyed us to the small, former slate-mining island of Easdale.

Once populous and thriving, Easdale's economy was shattered one night in 1881, when a terrible Atlantic storm flooded the slate quarries around the island's perimeter. A local Laird led a 1960's repopulation with repaired housing and a new, mixed economy. Now its population includes children who go to school on Seil by ferry - weather permitting!

Inside Easdale's fascinating museum - a credit to its lady curator - we learned of the island vicissitudes. Many of the museum's domestic and industrial artefacts had been recovered by divers from the adjacent, flooded quarries. As we returned to Seil, the ferryman pointed out a working "puffer" boat owned by a local fisherman - fond memories of our previous week on Mull.

At Monday breakfast we were pleased to meet Peter and Judith Wright of Ryedale Section. Then we rode out of Oban on its only minor road exit, through tranquil Glen Lonan to Taynuilt, some ten miles on. Here we crossed the A85 and the railway and continued on minor roads to visit Bonawe furnace. This 19th Century iron ore smelting complex is cared for by the Scottish Heritage Trust. The nearby "Shore Cottage" tearoom at Loch Etive was patronised by a cow which ate leftover scones from the owner's bird table as we took tea inside. The afternoon train from Taynuilt took us back to Oban.

On Tuesday morning we alighted from the train at Loch Awe to face 80 steep steps to the A85 above. Dad humped the bikes up, and we pedalled downhill

into the Pass of Brander against a strong head wind to visit Cruachan hydro-electric power station. It's workings were explained by an audiovisual exhibition at the visitor centre. Then we travelled by electric bus for nearly a mile into the mountainside to the cathedral-sized turbine hall. From a visitors' gallery we could only see the "tip of the iceberg" of its complicated machinery. Water from a mountain-top lake is released through turbines into Loch Awe at peak demand times, then pumped back up in the off-peak.

We continued along the A85 to Taynuilt and Bonawe (again) to spend the afternoon on a leisurely three hour cruise on the eastern arm of Loch Etive. As the boat returned through the starkly barren mountain scenery, it called briefly at the lochside studio of a resident artist couple. Here we also met Hector the Stag, who adopted their garden as part of his territory in 1984. Hector strolled leisurely along the shore path, antlers and all, as our boat was about to leave. Ashore again at Bonawe, we rode to Taynuilt station for the Oban train.

Our last full day, Wednesday, was largely spent on foot. We took the ferry to Mull and rode the 1¼ mile miniature steam railway to Torosay Castle, a turreted mansion. The resident owner has a liberal attitude to visitors, who can wander without restriction in the public rooms. Notices invited us to sit on the chairs and look through an antique telescope. In the nursery our boys were able to ride on "Stella", the antique family rocking horse. We strolled around the beautiful gardens before returning to Oban. An evening ride to Genevan beach ended our day.

On Thursday we rode to Oban station for the last time. As our train rattled through the glens I mulled over our tour. Weather mixed. Hills steep. Single track roads and Connel Bridge decidedly nasty. The sight of a nuclear sub moored at Gareloch base brought me back to reality.

"Where to next year?" I said. "Mallaig and Skye" said Jan. Sounds like a cue for "Wheel ye no' come back again."

PAUL HEPWORTH

WHAT IS THIS B.C.T.C ANYWAY?

The British Cycle Tourist Competition is a national competition, with regional heats organised by many CTC District Associations, with the emphasis on cycle touring - not racing. There are tests on such skills as bike control, braking, road conduct and map reading.

The B.C.T.C. is best treated as a lighthearted, fun day out, with a bit of competition thrown in. The local winners have the prospect of progressing to the National Final held over a weekend, in 1987 in Leicestershire.

It might be useful for me to offer a few tips, picked up over the years, which might help you to improve your performance - hopefully not enough for you to beat me!

1. The Bike and Equipment

- The bike will be checked for roadworthiness, so it could be worth giving it a check over yourself a day or two before the heat and rectifying any faults (loose cones or bottom bracket, worn out brake blocks, etc.)
- Make sure you carry the essential items mentioned in the rules, like mudguards, touring bag and pump.
- Take a full set of tools and spares as you may be asked to produce certain items. I normally glance over the bike before the event and ensure that I am equipped to repair or replace any possible breakages etc. Don't forget spare spokes and a spoke key if you have one. After all, you wouldn't go on tour without such items, would you? And just in case of major accidents, always carry a 10p coin for the phone and some means of identification.
- Competitors are often asked to produce a first aid kit. I just carry a few essential items like plasters, antiseptic etc., together with a needle and cotton and safety pins to ensure decency!

2. Road Conduct, etc.

- Always ride as if there is an idiot motorist behind you. Give the correct signals (No, not the one you usually give to idiot motorists!) and position yourself correctly. on the road, particularly at junctions.
- When riding up hills, steer a straight line, use a low gear and try to stay in the saddle.

- Be ready for that emergency stop. It may be a test.
- Always be courteous to others you meet. "Unmarked" marshals may open gates for you. Don't forget to thank them. And that wally with a puncture might just be checking that you offer assistance.

3. Map Reading.

- It helps if you carry the map that the organiser stipulates. I have known people turn up without.
- It also helps if you've opened it and used it before. Become familiar with what the symbols mean. Know which is North. Know the meanings of different coloured roads, Find out how far on the map is a mile or (more likely nowadays) a kilometre.
- It is more difficult to help with solving clues because they could be set out in many different ways. Generally you are either told the destination or given a clue to its whereabouts. Start by marking this and your start point on the map in pencil. Make sure you also carry a rubber!
- You are then usually asked to follow the shortest route to the destination which satisfies various conditions, eg. crossing three rivers. Although some organisers will give a clue to the route, it is often a trial and error job, starting from the shortest route and building up. Use the pencil and rubber.
- Always read the whole clue before you start.
- You might have your route checked before you leave, but I think it is more fun if you don't, as long as the destination is clear. It's interesting meeting people coming the other way and wondering who's right! If this happens, stick to your guns and don't try to change your mind midway. He may be wrong and you'll usually end up in a bigger mess swapping and changing anyway.

Whilst the above might sound a bit technical, most of it is only what we should all be doing anyway. The object of the day is to get out into pleasant countryside on the bike, which is what we all enjoy.

So why not give it a try on May 10th. Details will be available nearer the time from Ron Healey (Tel: York 54114) and entries should preferably be in at least a week before the day. Why not try to encourage your friends, too; the more riders there are. the more finalists we get.

Anyone who isn't riding would, I'm sure, be welcomed as marshals by Ron. They don't have to be cyclists. This is an ideal opportunity to get your wife or parents involved in Club life.

I hope to see lots of you on the day.

ANDREW RICHARDSON

* * * * *

WHAT WAS THAT?

Spotted early one February morning, travelling north on the A19, was an unusual, barely perceptible, wheeled object, At first sight it could have been a Sinclair C5, but as it came closer the recumbent rider in his waterproof garb was seen to be on a low-slung tricycle.

Apparently, this was a small-wheel tricycle steered from the front by linked handles beside the rider's legs. Dubbed the TRICE, it is a prototype machine bought by William Love of Redcar, who was on his way home complete with loaded panniers. The Trice had been collected from the home of its inventor, Peter Ross, in Buckinghamshire, but the persistent northerly wind was keeping the rider's speed well below the 60 mph which Ross claims can be maintained.

The advantage of a recumbent machine - and they are nothing new - is, of course, its lower resistance to wind compared to a conventional cycle, but this has to be balanced against the enhanced perception of vulnerability that the low position creates. With freight vehicles becoming larger and the ever increasing intimidatory manner of car-driving, there would not appear to be a great appeal for this style of cycle. Could this be why the C5 never took off?

THE GOOD, THE BAD, AND THE 125

Some relaxation of the current restrictions on cycle carriage by InterCity 125 trains will be introduced from May 11 on the East Coast Main Line. The changes mean that only 15 north-bound trains will not carry cycles, along with 13 south-bound.

A simultaneous change in the arrangements from May means that a maximum of 3 cycles will be carried on each of the designated services, the change from 5 being to ensure that space is available for parcels.

Though the changes are welcome, it can be seen that groups of over 3, and many families will experience problems. We can only hope for some flexibility from B.R. staff in such cases. The current compulsory booking arrangements with £3 reservation fee per journey will apply.

Trains on which cycles CANNOT be taken Monday-Friday are listed in Cycletouring for April/May.

On the North-East - South-West route British Rail has also relaxed the ban on 125 cycle carriage after 2pm on all available trains (Monday - Friday) so that cyclists can complete their journey at any time of day.

From 11th May there will be fewer loco-hauled trains, so they are allowing 5 bikes per train on the following services:

| NE - SW | | SW - NE | |
|---------|----------------------|---------|-------------------------|
| 6.00 | Derby - Birmingham | 6.17 | Bristol - Leeds |
| 6.16 | Leeds - Paignton | 6.37 | Plymouth - Leeds |
| 6.55 | Bradford - Cardiff | 7.04 | Cardiff - Newcastle |
| 7.00 | Newcastle - Plymouth | 7.15 | Birmingham - Newcastle |
| 9.27 | Newcastle - Bristol | 7.35 | Birmingham - Manchester |
| 9.56 | Manchester - Exeter | 7.53 | Plymouth - Leeds |
| 11.00 | Leeds - Plymouth | 8.42 | Plymouth - Manchester |
| 13.33 | Leeds - Bristol | 12.03 | Cardiff - York |
| 20.30 | York - Birmingham | 12.38 | Paignton - Leeds |
| | | 23.09 | Birmingham - Derby |

There are, of course, no restrictions at weekends on this route.



CATERING LIST

By popular request we are including this updated list of the catering establishments of all kinds recommended by members.

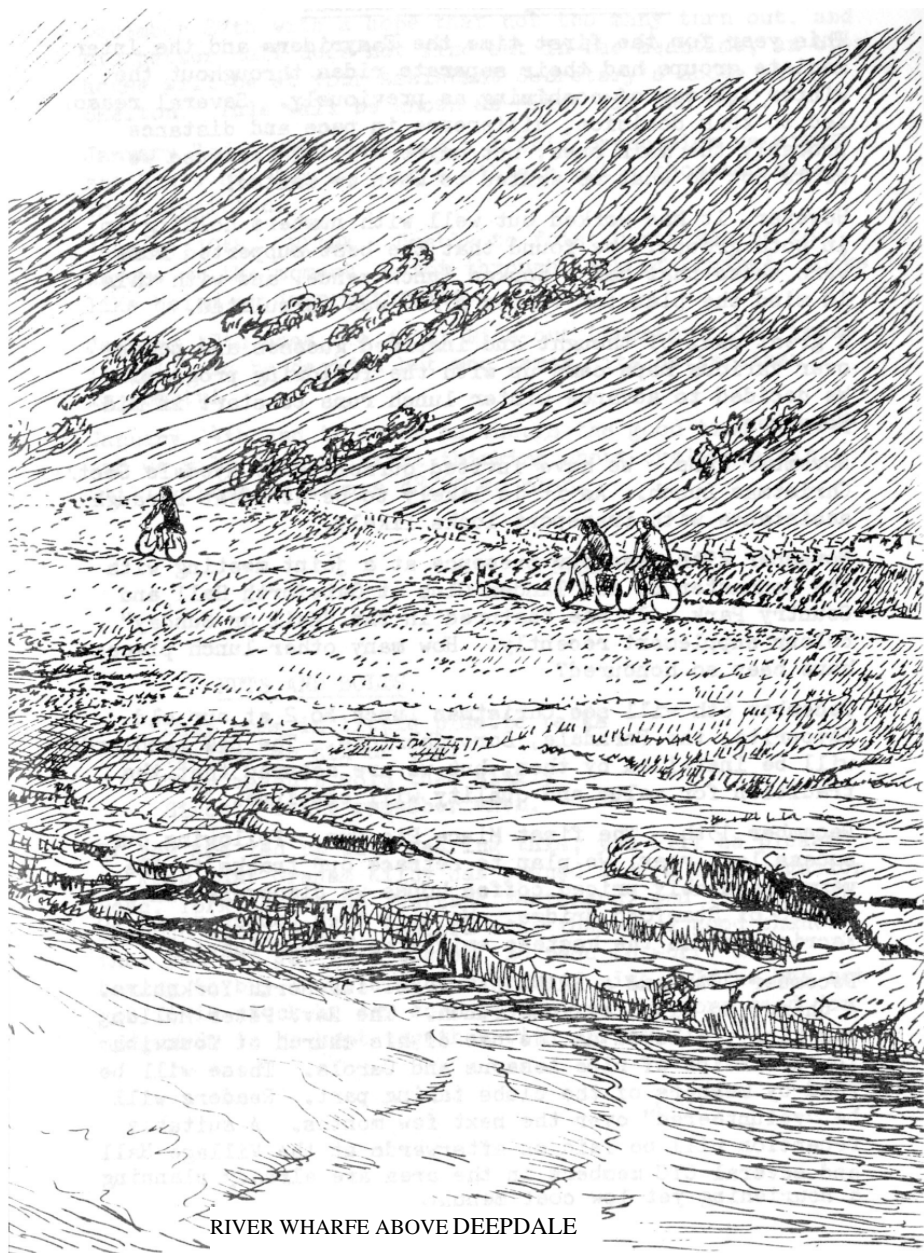
Remember it is good manners not to take your own drink into any of these places, and certainly not to take your own food into any cafe, or hostelry where food is served. Other licensees may allow you to eat your own food on the premises but appreciate being asked first: It is too easy for a thoughtless few to ruin all the goodwill built up over many years.

| | |
|----------------------|--------------------------------|
| ABERFORD | - Walton's Diner |
| " | - Little Chef (A1) |
| ACKLAM | - Half Moon Inn |
| ADWICK LE STREET | - Cafe on Al |
| AIRMYN | - Percy Arms |
| ALDBOROUGH | - Ship Inn |
| ASKERN | - Lakeside Cafe |
| ASSELBY | - Ship Inn |
| BARDEN TOWER | - Illogill Farm |
| BICKERTON | - Rix Garage (until 1pm) |
| BISHOP MONKTON | - Lamb and Flag |
| BLAXTON (Finningley) | - The Cafe |
| BLYTH | - White House Cafe |
| BOLTBY | - Johnstone Arms Farm Tea Room |
| BOLTON ABBEY | - Beamsley Mill |
| " " | - Cavendish Pavilion |
| " " | - Tea Cottage |
| BOLTON BRIDGE | - Forge Cafe |
| BOROUGHBRIDGE | - Farndale Guest House |
| " | - Granthams Arms |
| BOOTHFERRY BRIDGE | - Mayphil Cafe |
| BRAMHAM CROSSROADS | - Little Chef (A64) |
| BRIMHAM ROCKS | - Kiosk |
| BROTHERTON | - Norman's Transport Cafe |
| BURN | - Wheatsheaf Inn |
| CARLTON HUSTWAITE | - Carlton Inn |
| CASTLETON | - Tea Room |
| CAWOOD | - Cawood Park Cafe |
| CHOP GATE | - Buck Inn |
| COXWOLD | - Fauconburg Arms |
| " | - Old School House (2 - 5pm) |

| | |
|-----------------------|----------------------------------|
| DANBY LODGE | - National Park Centre |
| DRIFFIELD | - Zanzibar Cafe |
| EARBY | - Youth Hostel, Birch Hall Lane |
| EASINGWOLD | - Chuckwagon, Long Street |
| ECCUP | - New Inn |
| EDWINSTONE | - Forest Information Centre |
| ELDWICK | - Fleece Inn |
| EMBSAY | - Dales Railway Buffet |
| FADMOOR | - Plough Inn |
| FAIRBURN | - Bay Horse |
| FARNDALE | - Farndale Arms |
| FEARBY CROSS | - King's Head |
| FOUNTAINS ABBEY | - Studley Park Restaurant |
| FRIDAYTHORPE | - Coastways Garage Cafe |
| GARGRAVE | - Dalesman Cafe |
| GLAISDALE | - Anglers Rest |
| " | - Arncliffe Arms |
| GOATHLAND | - N.Yorks Moors Rly Station |
| GREAT OUSEBURN | - Crown Inn |
| GREEN HAMMERTON | - Happy Eater |
| GRINGLEY ON THE HILL | - Cross Keys |
| HARLOW CAR | - Birk Crag Cafe (Easter - Sept) |
| HARROGATE | - Station Cafe |
| " | - Betty's |
| " | - Pizza Hut |
| " | - MacDonalds |
| HAWKSWORTH | - Mews Tea Rooms |
| HAWORTH | - Cafe, Surgery Street |
| HELMSLEY | - "Nice Things" |
| " | - Old Police Station Cafe |
| HELPERBY | - Oak Tree Inn |
| HOLME ON SPALD MOOR | - Beechwood Cafe (2m E on A614) |
| HORSEHOUSE | - Thwaite Arms |
| HORTON IN RIBBLESDALE | - Penyghent Cafe |
| HOTHAM | - Hotham Arms |
| HOWDEN | - St Helens Cafe, Bridgegate |
| HOW STERN GORGE | - How Stean Cafe |
| HUNMANBY | - Maid Marion Cafe |
| " | - Horse Shoe Inn |
| HUTTON LE HOLE | - Crown Inn |
| " | - Forge Tea Bar |
| HUTTON SESSAY | - Horsebreakers Arms |
| INGLETON | - Country Kitchen |
| KILBURN | - Singing Bird Tea Shop |
| " | - Foresters Arms |

| | |
|------------------------|-------------------------------------|
| KIRBYMOORSIDE | - Antique Shop Tea Rooms |
| " | - Black Swan |
| KIRKHAM ABBEY | - Garden Centre Cafe |
| KIRKLINGTON | - Black Horse |
| KNARESBOROUGH | - Cosy Cafe, Market Place |
| LANGSETT | - The Cafe |
| LASTINGHAM | - Blacksmiths Arms |
| LAXTON | - Bricklayers Arms |
| LEALHOLM | - Shepherds Hall Tea Room |
| " | - Board Hotel |
| LEAVENING | - Jolly Farmers |
| LEYBURN | - Black Swan |
| " | - Siddal's Cafe, Mkt.Pl. (not Sun.) |
| LINTON LOCKS | - Cafe (not winter) |
| LOFTHOUSE | - How Stean Gorge Cafe |
| LONG MARSTON | - Jolly Farmers |
| LOTHERTON HALL | - Stables Cafe |
| MALHAM | - Beck Hall Cafe |
| " | - Cafe by Village Green |
| MALTON | - Railway Station (Easter - Oct) |
| MARKET WEIGHTON | - Buttered Bun (not Sun) |
| " | - Griffin Inn |
| " | - "The Nosebag" |
| MIDDLEHAM | - Rose and Crown |
| MIDDLETON ON THE WOLDS | - Ramblers Rest |
| MILLINGTON | - Gate Inn |
| " | - Blacksmiths Arms |
| NABURN | - Cafe on A166, 2½m E of Driffield |
| NAFFERTON | - Beulah Cafe |
| NEW MILLER DAM | - The Sun Inn |
| NORMANBY | - The Star |
| NORTH FRODINGHAM | - The Old School |
| NORTH DALTON | - Black Swan |
| OLDSTEAD | - Queen Catherine |
| OSMOTHERLEY | - Kings Head |
| " | - Riverside Cafe |
| OTLEY | - Tommy's Cafe |
| " | - Garden Coffee House, High St |
| PATELEY BRIDGE | - Greystoke Cafe |
| PICKERING | - Granary Cafe |
| " | - Nth Yorks Moors Rly Buffet |
| " | - Bus Station Cafe |
| PONTEFRACT | - Floral Cafe |
| RILLINGTON | - Coach and Horses |
| " | |

| | |
|----------------------|--------------------------------------|
| RIPLEY | - The Rest Cafe |
| RIPON | - Cornbell Coffee House |
| " | - Cosy Cafe |
| ROSEDALE ABBEY | - Milburn Arms |
| " | - Coach House |
| RUFFORTH | - Tankard Inn |
| SAND HUTTON | - Busby Stoop Inn |
| SAXTON | - Greyhound Inn |
| SCAWTON | - Hare Inn |
| SCHOLES | - Buffers Inn |
| SCRUTON (N'ALL'TON) | - Shires Pottery |
| SEDBURGH | - The Tea Rooms |
| SHERBURN IN ELMET | - Kirkgate Milk Bar |
| SHIPTON BY BENNINGB' | - Dawnay Arms |
| " | - Little Chef (1m N on A19) |
| SINDERBY | - Little Chef (A1) |
| " | - Quernhow Cafe |
| SNAINTON | - Coachman Inn |
| STAMFORD BRIDGE | - Pams Pantry |
| " | - Waterside Tea Rooms |
| STARBECK | - Copacabana Coffee Bar |
| STILLINGFLEET | - Cross Keys |
| STOCKTON ON FOREST | - The Fox |
| STRENSALL | - Campside Cafe |
| " | - Hazelbush (A64) |
| " | - Little Chef (A64) |
| SUTTON BANK | - National Park Centre Cafe |
| SUTTON ON THE FOREST | - Sutton Park Tea Rooms |
| " | - Rose and Crown |
| SUMMERBRIDGE | - The Village Bakery |
| TADCASTER | - Bus Station Snack Bar |
| TERRINGTON | - Bay Horse |
| THIRSK | - White Horse Cafe |
| THIXENDALE | - Cross Keys, and Tea Room |
| THORNTON DALE | - Baldersby Cafe, Pickering's Cafe |
| THORP ARCH | - Buywell Cafe, Trading Estate |
| WAKEFIELD | - Crofton Transport Cafe (A638, 2mE) |
| WASS | - Wombwell Arms |
| WENTBRIDGE | - Corner Cafe |
| WETHERBY | - Bluebell Cafe, & Riverside Restr: |
| WRELTON | - Buck Inn |
| YORK | - Priory St Comm: Centre (not Sun) |
| " | - Railway Station Buffet |
| " | - Riverside Cafeteria |
| " | - Keanes Cafe, Clarence Street |



RIVER WHARFE ABOVE DEEPPDALE

EASYRIDERS' WINTER STRATEGY

This year for the first time the Easyriders and the Intermediate groups had their separate rides throughout the winter instead of combining as previously. Several reasons led to this decision, difference in pace and distance probably the main ones, but maybe a little because we could not do what we wanted to when we wanted!

However, it has worked out well with numbers holding up in both groups. We found that the best supported runs were those that had a booked lunch venue, and with this in mind the plan for Winter 87/88 was formulated.

A great deal of thought and inspired guesses and poring over various maps came up with the following programme. We decided to advance winter lunch runs to start in mid November.

November 22nd. We have invited ourselves to Ryedale Sect.'s Christmas Lunch. As it is likely to be at Great Baraugh assistance with transport looks likely.

November 29th sees our presence at a joint meeting with the Doncaster DA and Tandem Club at Gateforth Hall and Country Park. It was featured in the "Mail on Sunday" colour supplement recently. How many other lunch places have been so honoured?

December 6th will see Christmas Lunch No 2 at our old favourite, the Farndale, Boroughbridge. The new landlords will be installed by then, but we are assured that the tradition for value and quality will continue.

December 13th. The first Mince Pie Run. Following our success last year, we plan to retrace our tracks to the very reasonably priced coffee house we discovered in a suburb of Stamford Bridge. We will then potter round to Escrick unless the hostess emigrates before then!

December 20th and a BRAND NEW EVENT for North Yorkshire. A chance to sing for your lunch. The Rev. Peter Mullen has kindly allowed us the use of his church at Tockwith for a service of nine Lessons and Carols. These will be read by members of the clubs taking part. Readers will be "volunteered" over the next few months. A suitable reception will be laid on afterwards at the Village Hall and several CTC members in the area are already planning a nourishing yet low cost menu.

December 27th with a hope that not too many turn out, and his better half does not find out in the meantime, an open house will be at your Assistant Secretary's abode at Skelton. This will be known as Mince Pie Run No 2.

January 3rd. With luck and a little persuasion we might see Mince Pie Run No 3 to a village not a thousand miles from Wigginton.

January 10th. BLANK. Unable to foist ourselves on to anyone at the moment, - not through lack of trying! Looks like being an impromptu ride.

January 17th sees the joint Ride-out Luncheon. The venue is still to be decided but who cares, its better than impromptu!

January 24th and it looks as though the good time is over and we will have to start thinking about cycling again. Still, there is always 88/89 to plan.

PETER GRAY

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NUTS AND BOLTS

"They come in little plastic packs
Of five or six or ten.
They haven't sold them singly
Since I can't remember when."

If you are fed up with hearing this, you will be pleased to know that Graham Kilby has opened a shop in Navigation Road, York, known as Fastback Fasteners, and if you want any odd nuts, bolts, washers etc. there's a good chance that you can get them there. No need to worry about having to buy a whole pack or an odd size. If he has not got it in stock he can soon obtain it. No more need for mudguards to be kept together with string.

P.G.

D.A. SECRETARY'S NOTES

The 1987 York Rally will be from Friday 26th to Sunday 28th June.

There are many tasks to be undertaken during the week-end, and Chief Steward Keith Wray is looking for volunteers who would be prepared to give up some of their time (even as little as half an hour would be appreciated) during the week-end, to help.

If you would like to experience the inner satisfaction which comes to all who volunteer their services in a good cause, please contact Keith Wray at 41 Hawthorn Terrace, New Earswick, (Tel: York 769117)

Lincolnshire D.A. are inviting our members to join them at their Thixendale Wheels Weekend, 28th - 31st August. Organised rides of various distances are planned for Saturday and Sunday. Bookings for camping and Hostel to The Warden, Post Office, Thixendale. (Tel: 0377 88238)

Arrangements are well in hand for the 1988 Birthday Rides which our D.A. is hosting. They will be based on Malton and Norton from Saturday 30th July to Friday 5th August. Norton Youth Club will be the location for lightweight camping; caravans and car-accompanied tents will be close by at Norton School. Malton Youth Hostel has been reserved for the week, and we are hoping to offer B & B/Evening meal terms at Eden Camp (a restored World War II PoW camp which is now a museum).

The customary choice of short, medium and long rides has been planned from the Sunday to the Friday inclusive, (including some Audax events) culminating in a picnic Birthday Tea in the grounds of Hovingham Hall, courtesy of Sir Marcus Worsley.

Evening entertainment will vary from films and slide show, through a coach trip to York, to dances and Birthday Dinner.

As many North Yorks. D.A. members as possible will be needed to help lead the runs. The odd "sag wagon" would also be welcome.

PATH LINK FRUSTRATION

While the Selby-York Railway Path rolls smoothly towards Riccall, its extension into York has not fared well at all. Originally, the plan was for a route running through both York Sixth-form College and the Technical College campuses, thence via a 'garden-link' path into Middlethorpe estate, and across Knavesmire.

Unfortunately, there were pockets of resistance to various elements in the route, and to make progress, the RPP devised an alternative. This involves a path running close to and parallel with the SE bypass, under Sim Balk Lane, then following Green Lane to the 6 furlong start. From there a new path would head towards Bustardthorpe, beside Terry's factory, then across Bishopthorpe Road, down to the river where an upgraded path would lead to Terry Avenue. Though it seems a devious route on paper, it would give an extra 3.4km of traffic-free cycling.

After a drawn-out period of public consultation and discussions in various committees of two Councils, the route was given planning consent in December, subject to a number of provisions. Apart from this new route not having the alignment to make it a safe and attractive link to and from the schools, the conditions mean that it will not be easy for access by wheelchair users or cyclists from Middlethorpe estate. The view of just one local councillor has prevailed in this instance and the path will have to be separated from Knavesmire Wood and the estate by a fence with stiles. Let us hope that local members know how to deal with those of their representatives who talk about "the threat of cycle routes in the area".

Having obtained approval for the route, there remains the problem of finance. Both the Department of Transport and the Countryside Commission have declared their willingness to fund appropriate elements of the link, but North Yorks County Council have declined to make highway budget funds available. It was further hoped that York City Council funds for leisure purposes could be applied to this scheme which would have long-lasting recreational benefits, but it seems they are more keen to throw £6,000 at some promotional outfit who will lay on a 'flash in the pan' city cycle race.

Why is it often so difficult to get funds for schemes that will help all classes of people to participate, yet so easy for authorities to tip up cash to professional promoters for spectator events?

* * * * *

YORK CYCLING OFFICER IN POST

We are pleased to welcome Philip Noble who took up his duties as Cycling Officer of York City Council at the end of March.

Previously in the Forward Planning Section of Sheffield's Recreation Department for about two years, Philip has been involved in proposals for cycle routes through that city's parks.

After graduating in Geography and Statistics at Sheffield University he went on to complete a post-graduate course at Leeds in Transportation Planning and Engineering.

Philip comes to York at a time when cycling has almost become a political football, his appointment being derogatively referred to in a Conservative election pamphlet.

Predictably, the Liberals have been lukewarm about spending on this appointment though they have, arguably, the most coherent cycling and transport politics. Labour was anxious that the appointment should be made while they were in control, to ensure that recommendations from the 1983 Cycling Survey could be progressed.

Philip is at present finding his feet in the City Engineer's Department and sees one of his main challenges to be the reduction of cycle accidents which showed a 5% increase in 1986. He looks forward to meeting the cycling representative groups and taking into consideration the views of many other interests.

He describes himself largely as a utility cyclist, but also enjoys his weekend cycling, having toured in many parts of Britain as well as in France and Germany. He is also something of a rail enthusiast and will, hopefully, become involved in CTC efforts to resist further restrictions on taking bikes by train.

HIGHWAYS MARCH ON

There is an attractive bridleway which runs from Plompton Rocks on the A661, past Plompton Hall Farm and through Birkham Wood to join the B6164 near Goldsborough Mill. Together with the linking bridleway east, over the Nidd to Goldsborough village it provides a good alternative to using the A59. Readers are advised to use it while they can, for it is under threat from the Harrogate/Knaresboro' Southern Bypass proposal, for which permission seems unlikely to be refused.

The D.A. has made representations against this road proposal on a number of grounds, and presented its evidence at a public inquiry last November. The bypass will sever the bridleway referred to at two points, and cut a swathe through Birkham Wood as well as bringing traffic noise to the Nidd Gorge at this point. It will also cut its way through part of Rudding Park, sever a number of minor roads and superimpose itself on the road from Follifoot to Kirkby Overblow.

The County Council has refused to make specific provision or modifications that would help cyclists to avoid the dangers on what will be a fast, busy road. Tourists en route from Kirkby Overblow, Spofforth or Pannal to Knaresborough will not be able to avoid using part of the new road. The cost of an underpass was claimed to be unjustifiably prohibitive and the County argued that a footbridge taking the bridleway over the bypass would be environmentally intrusive. They further refused to retain a superseded portion of the B6163, east of Plompton Corner, as a bridleway, claiming that it would be taken over by gipsy caravans.

Traffic forecasts show that the highway will reduce flows on Hookstone Road and Knaresborough High Street by 25-30% but there will be increases in Wetherby Road and Forest Lane. The road would also tempt westbound traffic from the A1 to use the A65 route through Wharfedale.

The Inspector's report and Transport Secretary's decision is expected shortly, and there is little more can be done in the meantime. However, this is only the first of a series of bypasses and relief roads in the area that threaten countryside corridors and our network of byways.

R.H.

AUDAX UK EVENTS 1987

The DA is again organising Brevet de Randonneur Events during 1987 and these, together with others organised by local clubs in conjunction with AUK give an opportunity to sample these types of Events.

The local calendar is as follows:-

| | | | | | |
|----------|-----------------|-------|--------|---|---|
| SATURDAY | 18th | April | 200 Km | * | Harrogate - Scarborough - Harrogate; Festival Event. |
| MONDAY | 20th | April | 200 Km | | Harrogate - Richmond - Bilsdale - Harrogate; Festival Event. |
| SUNDAY | 3rd | May | 200 Km | | York - Stokesley - York Organiser: Roy Smith 3 Hallcroft Lane, Copmanthorpe, York. |
| SATURDAY | 9th | May | 300 Km | | York - Kendal - York. Organiser: Keith Barker Curlew Cottage, High Catton York. |
| SATURDAY | 4th | July | 100 Km | * | Super Grimpeur/TA Greenhow Hill/Brewerley. |
| SUNDAY | 5 th | July | 150 Km | * | Dales Grimpeur, H'gate start |
| | | | 200 Km | * | " " " " |
| SUNDAY | 13th | Sept | 150 Km | * | York - Scarboro' - York |
| | | | 250 Km | * | York - Scarborough - Flamborough - York |

'Events marked * are run by the DA Organiser: Keith Benton, 127 Greenshaw Drive, Wigginton and count towards the NYDA Awards Scheme and have been submitted for inclusion in the National Competition (DATC).

Since the two Grimpeur Events are on consecutive days and are not, for this year only, part of the Harrogate Festival, the 1987 Festival Organiser's Trophy will be awarded to the youngest NYDA member taking part in any two of the starred Events, one of which must be a Grimpeur.

On a personal note, I am likely to be travelling to various Events around the country eg - Chester for the 600 Km on the weekend of 6-7th June; The

Lakes for a hilly 400 on weekend of 11-12th July and possibly others such as a Norfolk 600, the Exmoor 200 and some of the Doncaster Events. Passengers, up to six bikes, welcome on a shared petrol basis (plus, of course, travel to Harrogate for our Events for a nominal charge.)

Further details of AUK membership and National Events Calendar from me.

KEITH BENTON

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NEW ROUTE TO PEDDLE THE DALES

Thanks largely to CTC member John Keavey, our Local Touring Adviser at Skipton, the Yorkshire Dales Cycleway has now got off the ground with the issue of a "pilot" leaflet.

The 130 mile route is designed with the 'new cyclist' in mind, who will take between 5 and 7 days, thoroughly exploring this scenic, but hilly, area. The Cycleway uses minor roads as far as possible and includes a number of crossings in the range 1000-1650 ft altitude. It also links with the West Yorkshire, North Lancashire and Cumbria Cycleways. The leaflet provides full directions for following the route, which is split into six sections of between 20 and 24 miles, along with a sketch map showing features of interest.

An inaugural ride along part of the route is planned for a Sunday in June, when a member of the National Park Committee will officially 'send off' a group of riders from Embsay. It is hoped to combine this with a Youth Hostel weekend, perhaps at Linton, and to organise refreshments at some point on the route.

Copies of this leaflet (free) are available from the National Park offices and Tourist Information Centres.

SMALL ADS.

For Sale: Child's cycling jersey, short sleeves, 3 back pockets, blue and yellow. Suit 3½-7 year old. As new, £3. Tel: York 470169

For Sale: the following items of Campag equipment in immaculate condition. Suit discerning tourist, racing man or poseur. Realistic offers to Jim Haseltine, 145 Greenshaw Drive, Haxby, York, Tel: York 769018.

- 1 Super Record rear gear mech.
- 1 Record front gear mech. (clip-on)
- 1 Super Record front brake caliper, short reach, centre bolt for Allen key front fitting (or will fit standard rear)
- 1 pair Super Record brake levers (without hoods)
- 1 pair Record Superlight (black) track pedals, complete with medium Campag toeclips and Binda Extra straps.

* * * * *

LAST WORD

(seen in Daily Mirror)



"I told Og about your invention. He's coming over on his bike to have a look!"

OFFICIALS OF THE
NORTH YORKSHIRE DISTRICT ASSOCIATION

| | |
|----------------------|--|
| President: | Norman Bottomley |
| Vice Presidents: | Arnold E.Elsegood, Walter Rich, Bill Marshall, Ron Healey |
| Hon.Secretary: | Mike Haseltine, 145 Greenshaw Drive, Haxby, York, YO3 8DG |
| Hon Treasurer: | Robert Boyd, Bywaters, Mill Lane, Pannal |
| Hon. Rights Officer: | Ron Healey, 6 Howard Drive, York. |

Section Secretaries:

| | | |
|---------|---|---------------------------------|
| Ryedale | - | Kevin Blenkin, tel: Malton 4824 |
| York | - | Wendy Bowen |

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.