

*Northampton*

**CYCLISTS'  
TOURING  
CLUB**

*Magazine*



ISSUE NO 1

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#### EDITORIAL

Well folks, this is the first edition of your club magazine. I say your club magazine because it will be your efforts that keep it going. If you have any articles that you would like to see included, please do not hesitate to hand them to me. These articles can be run reports, equipment guides, for sales or wants, virtually anything. I would like to thank Messers Carverhill, Wilson, Jones and Pin for their contributions towards this issue. We intend producing them bi-monthly but the magazine needs a name. If you can think of anything suitable please let me know.

Geoff and I would like to thank all who have led runs since we started - just three months ago. We have had considerable success in reforming the section and it is due to your support.

We hope to compile a list of cafes etc. that are open on Sundays and are within range of our regular runs. For this we again need your help.

I read in 'Cycling' magazine that C.T.C. membership at the moment is the highest it has been since 1956. This is a trend we would like to see continued, so if you know of any cyclists that may be interested in joining, bring them along.

Mick.

#### RUNS LIST

	<u>Date</u>	<u>Leader</u>	<u>Destination</u>
A	3rd Feb	C. Garlick	Bydon
B	10th Feb	M. Holliday	Bedford
A	17th Feb	M. Dalley	Greatworth
B	24th Feb	G. Carverhill	Kettering
A	2nd Mar	I. Wilson	Banbury

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On Sunday, January 6th., the Northampton C.T.C. left the Town Hall for the usual mystery trip. There were ten of us out this week and the leaders were Paul Jones and Mark Dalley.

The route took us out of Northampton to Newton Blossomville, in Bedfordshire, on the River Ouse. We passed through the villages of Little Woughton, Cogenhoe, up the hill at Whiston and so to Castle Ashby. We carried on through Yardley Hastings, Olney and so to Cold Brafield. Here the N.C.T.C. did its first piece of Club 'rough stuff' by cycling down to the River Ouse on a Bridleway. We crossed the river by the three bridges, where we had our photos taken by Mick Holliday.

Our destination was the 'Mill' in Newton Blossomville and we spent a pleasant hour in the pub. We eventually turned out only to find that Sue had got a puncture in her front tyre. Twenty minutes later we were on the road again and riding into a strong headwind. We passed Emberton and went on to Pilgrave and Tyringham passing Tyringham Church where, it is said, Black Magic was practiced during the 1920's.

We stopped for 5 mins. on the road out of Gayhurst while we made minor adjustments, had a cuppa, etc. We weren't worrying about the headwind as we whistled through Hanslope. In Long Street, Mick and Sue turned left towards Rozenham Mill and Towcester and we turned right to Quinton. In Quinton Keith Tapp turned towards home while the rest of us rode on to Wootton before we also went our respective ways home. At the end of the day we had covered 38 miles.

P.M. Jones.

#### KNOW YOUR CYCLE

by COTTER PIN.

I take it that most of you know what your cycle looks like, but have you thought much about it? I suggest we take a deeper look at it.

We start first with the FRAME, this is called a diamond. Nothing to do with its value, although you might think some frames were made of precious stones, the price you have to pay for them. No, this is due to the shape which does roughly resemble a diamond. We are of course talking of a gent's frame, the traditional ladies frame is much different, more curved and

pleasing to the eye, but I expect that most of you have noticed this already.

The three main tubes are called TOP TUBE, DOWN TUBE and SEAT TUBE, with the bit at the bottom being named the BOTTOM BRACKET, all very sound logic.

The twin bits at the back are called SEAT STAYS and CHAIN STAYS. If you think of that old fashioned item of ladies underwear designed to keep something in, you will realise that these STAYS keep your back wheel in. The other part that keeps the front wheel in, and fits into the HEAD, is called the FRONT FORKS. There is some resemblance to the item which we use for eating and also to that garden tool which some members have been known to use.

Having now established the basic part of the cycle, we can move on to the accessories. On top of a PILLAR, which fits into the SEAT TUBE, we find the SADDLE. This you have probably gathered is what you sit on and is the nearest connection we have with horses. At the front of the cycle we have an EXTENSION which fits into the HEAD and surprise! surprise! this extends the HANDLEBAR BENDS forward.

Next we come to the WHEELS. These have a HUB in the middle, where else? A RIM on the outside held together by a handful of thin pieces of wire called SPOKES. Fantastic! How these ever support some members of the club I shall never know. On the outside of the RIM there is a TYRE, either a wired on OUTER COVER and INNER TUBE or a TUBULAR TYRE all sewn up. The wheels fit into the frame at little slots called DROPOUTS. These have no relation to certain members of our modern society. Outside the WHEELS are a pair of MUDGUARDS, not always used by some members who prefer to get a nice muddy stripe up their backsides as well as spraying the chap behind him.

On the AXLE in the BOTTOM BRACKET, we have the CHAINSET and CRANKS. These are secured by either the modern COTTER-LESS method or the old fashioned COTTER-PIN. These you fasten in by a hefty clout on the head with a hammer, the writer of this article suffered a similar fate at a very tender age.

On the rear HUB you have a FREEWHEEL, this doesn't mean that you get it for nothing. This usually has five SPROCKETS and is connected to the CHAINWHEEL by a CHAIN, via a DERAILLEUR GEAR. As the name implies, this mechanism moves the CHAIN from one SPROCKET to another, thus causing the cycle to go faster or slower, sometimes it even removes the CHAIN from the SPROCKETS altogether.

<u>Date</u>	<u>Leader</u>	<u>Destination</u>
B 9th Mar	G. Carverhill	D.A. Meeting Milton Keynes 9 a
A 16th Mar	P. Jones	Cottesbrooke
B 23rd Mar	J. Hollis	Chestnut View Cafe, Spaldwick
30th Mar	Open to suggestions.	

All runs start at 10 a.m. unless stated otherwise, from the Guildhall, Northampton. Lights, spare inner tube, puncture repair kit, tools and waterproofs ought to be carried. Full size mudguards would be appreciated by your fellow cyclists. Runs labelled A & B will be approx. 30-40 and 40-50 miles respectively.

#### "The District Association"

You may have either read about or heard mention of the possible formation of a D.A., or District Association, and not been aware as to what exactly the function of a D.A. is.

The objects, as laid down by the official C.T.C. document "Regulations for the formation and management of District Associations", are that a D.A. exists for "the local promotion and general aims and interests of the Club, (or Section), which is a national organisation".

Therefore (a) to arrange runs and other social activities, (b) to make known the advantages of Club membership, and increase membership.

(c) to refute any ill formed criticism of cyclists, and, (d) protect the rights and interests of cyclists in general.

It is necessary for a preliminary meeting to take place in order to form a D.A. and also to link up with one or other C.T.C. Section. We have therefore arranged with the Milton Keynes Section to try and form a D.A., and a meeting has been arranged for Sunday 9th March 1980 at Harley Hall, Milton Keynes starting at 10.30 a.m. There will be a clubrun from Northampton leaving at 9 a.m. prompt and we would obviously like a good representation of members. So, if you can make it, we would like your support.

Geoff Carverhill.

### Easy Riders Section

We are hoping to start an Easy Riders Section in April. This will cater for slower riders who enjoy a more sedate pace and like to stop and explore places of interest en route.

It is also hoped that this Section will appeal especially to family groups.

Weekly Sunday runs will be planned to leave from the Guildhall at 9.30 a.m. and more details will be given in the next newsletter.

For any further information required, please contact Ivor Wilson, N' ton 584314.

### Club Magazine Subscription

In the next edition of this mag., there will be two types of Subscription Form. One will be the Ordinary Subscription of 60p and the other the Postal Subscription of £1.20p. For this you will receive six editions of this mag. a year. As we have just started, we have very little money in the Section funds. This is one way of helping, can you think of any others?

### FOR SALE.

Campagnolo Record Rear Gear Mechanism.  
Used but in good condition.  
£5.00

Ring Chris Garlick, N' ton 52591.

### Clubrooms.

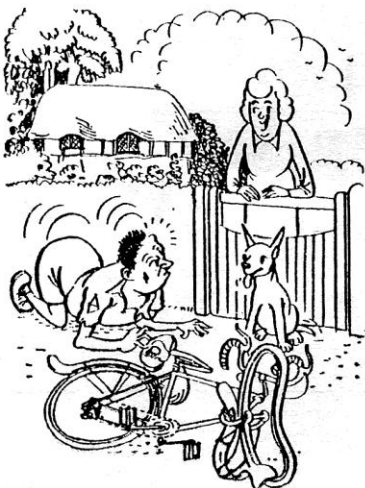
We are using the N.A.L.G.O. Rooms at the back of the Guildhall as Clubrooms every Friday evening. Hope to see you there.

Some of you might have a **FIXED SPROCKET** on the rear **HUB**, this costs less than a **FREEWHEEL**, (Incredible!) but is considered by some people to be hard work as you have to keep pedalling all the time. This is nonsense of course. Once you get it rolling, a **FIXED WHEEL** is the nearest thing to perpetual motion there is. The only snag is how to stop it without ending up in the ditch. There is another type of **GEAR**, called a **HUB GEAR**, which is contained inside the rear **HUB**. This is obviously some fiendish device thought up by the Devil himself, is outlawed by the Catholic Church, and is not referred to in decent cycling circles.

The last main items to deal with are the **BRAKES**, most useful if you want to stop, saves falling off the cycle, and the **PEDALS**, these are screwed into the **CRANKS** and are fitted with **TOE CLIPS** and **STRAPS**, which you put your feet into. This type of **PEDAL** is called a **RAT TRAP**. I can understand the word **TRAP**, try getting your feet out in a hurry when wearing **SHOE PLATES**. But **RAT**, well! Some of my best friends are cyclists and I would hesitate to call them **RATS**, at least not all of them.

It only remains now to decorate the cycle like a Christmas Tree, with **LAMPS**, **BELL**, **HORN**, **SADDLE BAG**, **CARRIER**, **PUMP**, **BOTTLE CARRIER**, **REFLECTOR**, **CYCOMETER**, etc. and you are away.

Of course the finishing touch is for the proud owner to paint his name and club on the **TOP TUBE** and perhaps add a personal name for the cycle.



'HE ONLY WANTED TO PLAY'



'WHAT GODS A MAP — WE NEED A COMPASS'



CLUBRUN – 06/01/1980

Crossing the River Ouse on a bridleway.