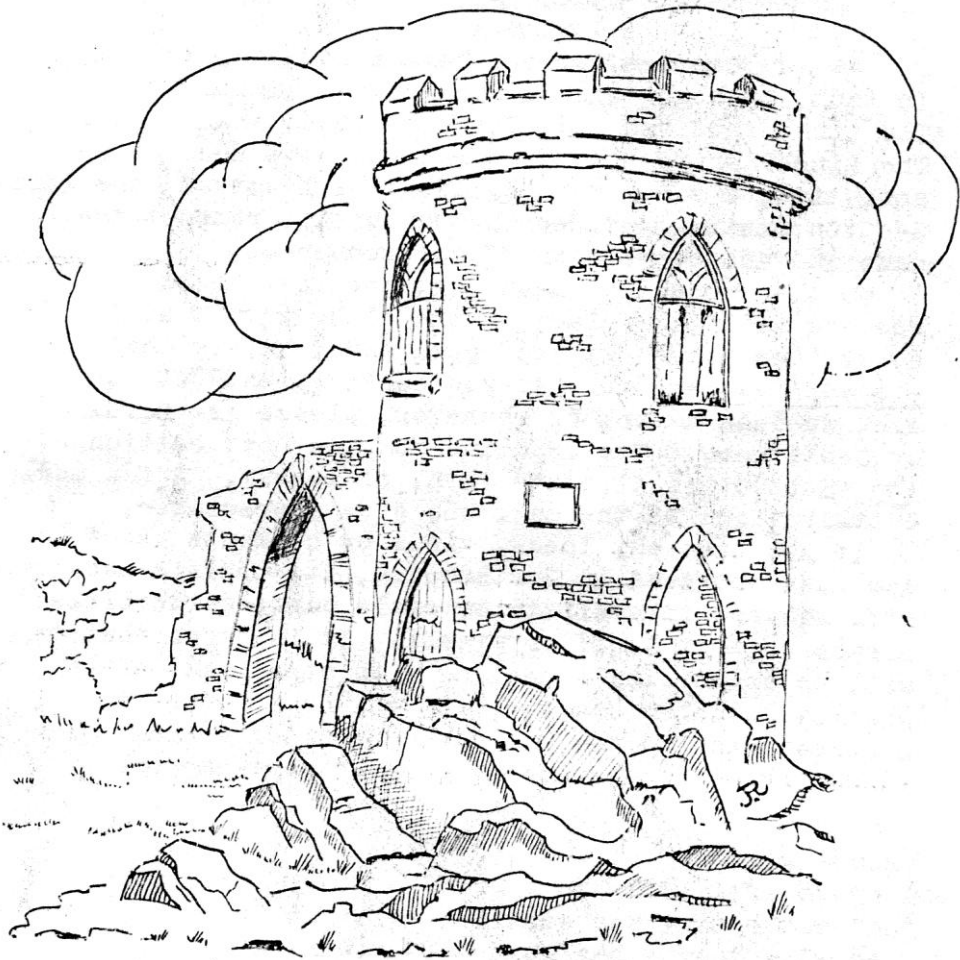


# HUBBUB



OLD JOHN TOWER BRADGATE PARK - 5 MILES - LEICESTER

June - July 1981 Issue No. 9

This is the magazine of the Northampton Section of the Northamptonshire & Milton Keynes D.A. of the C.T.C.. The national association devoted to the encouragement of recreational cycling and the protection of cyclists' interests. Founded in 1878, Patron Her Majesty The Queen.

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#### EDITORIAL.

As you can see, we now have a name for the mag.. In fact, 'Hubbub' was not the actual winner of the poll, 'The Link' received just two more votes than 'Hubbub'. The Lincolnshire D.A. produce, and have done so for some time, a local mag. called 'The Link' and the last Section meeting decided that we should respect their name and adopt the name of the runner-up.

On the subject of meetings, the next Section Meeting will take place on the 12th. August at Geoff's house (see above) at 7.30 p.m. and I stress that everyone is welcome. If you can't attend but would like to lead a run, or whatever, please let Barbara or Geoff know. The deadline for the next edition of the 'Hubbub' is also the 12th. of August. A few more contributions to the mag. would be appreciated.

If you have any ideas, views or comments about the road surfaces in Northampton, its traffic management with regards to cyclists or cycle parking facilities please contact Geoff or myself. It is hoped that we will be organising a meeting with other interested parties (other clubs etc.) in the near future to discuss these points and seek steps to get something 'done' about the expanding town of Northampton.

Mick.

RUNS LIST.

Start 9 a.m. Guildhall,  
N'ton unless stated otherwise  
Destination

Date	Grade	Leader	Destination
28/6/81	Invitation Ride	G. Carverhill.	11.30 a.m. to Towcester
5/7/81	Hard	M. Holliday	Beacon Hill 8.00 am + Bradgate Park
"	Easy	K. GOULD	Brixworth.
(Back for 1 o'clock. Follow up to Invitation Ride).			
12/7/81	100 mile Reliability Ride	G. Pickering	8.00 a.m. Stoke Bruerne.
"	Easy	P. Jones	Greatworth.
19/7/81	Inter	M. Philipson	Peterborough area
"	Easy	G. Carverhill	Foxton Locks
26/7/81	Inter	M. Holliday	{ Quainton - Steam run { Runs to meet for lunch
"	Easy	I. Wilson	
(note easy ride 65 miles approx. Carry tea)			
29/7/81	All	B. Garbutt	Charwelton - Barbecue party at 4.30 p.m. at Diana's
2/8/81	100 km. Group Ride	P. Mitton	Deanshanger.
"	Easy	J. Mooyman	Market Harborough
8 & 9/8/81	Y.H. Weekend	M. Holliday	Malvern
9/8/81	Easy	T. Wilson	Lillingstone Dayrell
Out to tea. Numbers to Thelma in advance			
16/8/81	Inter	B. Garbutt	Edge Hill 8.00 a.m.
"	Easy	G. Carverhill	Buckby Wharf
22/8/81	Inter	John Mooyman	Peak District 7.30 a.m.
(car assisted Deposit of £1 requ'd by 12/7/81			
23/8/81	Inter	M. Dalley	TBA
30/8/81	All	P. Jones	Sulgrave

Lights, spare inner-tube, puncture repair kit, tools and waterproofs should be carried and full size mudguards should be fitted to cycles. Please carry adequate food with you as lunch cannot be guaranteed - runs will be home for tea unless runs list indicates otherwise. Please maintain road discipline and inform the run leader if you intend to leave the run for any reason. New riders

are invited to join any of the easy rides shown or, alternatively, contact the Runs Sec. tel. N' ton 832195 for further information on runs.

#### NOTES

29/7/81 Diana Byne has offered the Section the use of her garden on the afternoon of the Royal Wedding, so that we can hold a barbecue. I shall lead a run starting at 10.00 a.m., to arrive at Charwelton at 4.00 p.m.. We shall stop during the course of the day in order to drink the Loyal Toast, possibly more than once! I need to know how many people will be joining us by 12/7/81 in order to arrange the food. Please contact me for further details - the cost will be approx. £1 and you can bring your own meat and drink.

8th. & 9th. Aug. Youth Hostel Weekend to Malvern. Please give your names and money to Mick by the 26th. July. The cost will be;  
5 - 16 £4.90p, 16 - 21 £5.20p, 21 + £5.70p.  
This includes breakfast, supper and packed lunch.

9/8/81 Thelma will be booking cream teas for this run, so she will need to know numbers by Sat. 8th August.

22/8/81 This is our first venture into day runs further afield. We need to know definite numbers by 12th Aug. in order to arrange adequate transport. The final cost will depend on how many riders wish to go. (Note that this is a Saturday run.) Names to me please.

#### Friday Night Socials.

10/7/81	The Cherry Tree,	Great Houghton.
17/7/81	Eastcote Arms,	Eastcote.
24/7/81	The Griffin,	Pitsford.
31/7/81	Old Red Lion,	Litchborough.

We will be meeting at the Pubs around 8.30 p.m.. Make your own way out and we will organise a run home (depending on who is there.) Bring any prospective members along with you - they may be more likely to join a run if they know a few people first.

Barbara.

### HOSTEL NEWS.

We recently visited a newly opened Hostel at Thurlby in Lincolnshire. A large house of character in the centre of the village, it was bequeathed to the Y.H.A. by a local businessman, together with £4,000 to help towards its conversion to a Youth Hostel.

Thurlby is a large village on the A15, four miles from Bourne. The countryside to the west is most attractive, with many picturesque Rutland villages. The old town of Stamford and Burghley House are close by.

We arrived at the Hostel early, about 4.15 in the afternoon and were greeted by the warden with a "come right in when you are ready." I thought this is good for a start, remembering the many times I have been on Hostel doorsteps in pouring rain waiting for the stroke of 5 o'clock before the warden comes to unbolt and reluctantly fling open the door.

The standard of accommodation and comfort is excellent. It much belies its "simple" rating, being better than many of the standard grade Hostels I have visited. There is a well stocked store, a feature being the home baked rolls and fresh eggs from the warden's own hens.

Finally, a word of praise for the wardens. It is their first Hostel and long may they continue to offer the same cheerful, efficient hospitality that we received. They are indeed a real credit to the Y.H.A.

Ivor & Thelma Wilson.

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### LATE NEWS

If you intend going on Ivor's Quainton Run, please let him know - he may be able to arrange a party discount.

The Bicycle Show - NEC Birmingham.

Between the 17th and 21st April the National Exhibition Centre at Birmingham was the host of the first "Bicycle Show", organised by the Bicycle Association of Great Britain and aimed at showing the products of a wide range of the industry's manufacturers, wholesalers and importers.

Visitors to the show, both trade and the public, had an opportunity over the four day period to see the range of cycles and equipment that is available, but not always well represented in some cycle shops, especially if a retailer is an agent for only one or two lines.

On stand C1, Mark Abrahams and Sons Ltd. were showing the full range of West German "Kalkhoff" bikes. The lowest priced full-sized model, the Coupe du Monde, represented good value for money for a "first" bike. at £102.50, but you supply your own mudguards. The top models were the Professional 11S and 13S, priced at £412.50 to £801.75, both with frames of Reynolds 531 SL tubing and Bocama lugs, Shimano or Campagnolo equipment.

Needless to say, TI-Raleigh had a huge display, that hit me as soon as I went in the hall, so I walked round to Holdsworth's stand and had a natter with Norman Kendall, Sales Manager. They have two new bikes on the market, the Elan and the Italia, both with Campagnolo gears and SR chainsets and available with sprint or narrow section rims on q.r. small flange hubs. The Italia, however, has more suitable clearances for touring.

Among the companies exhibiting accessories that would be of interest to the serious cyclist were Bluemel Bros. Ltd., of pump, mudguard and toe strap fame, and who now distribute the range of Hugh Porter bikes. The two models are known as the Veloce Super and Veloce Tentura. These looked good, well equipped and reasonably priced bikes, but why do makers have to put flashy, gaudy transfers on bikes, making them look like the property of Chipperfields Circus?

On stand E14A, Dennis Bolton of Briden Cycles had a range of Spanish Olympic pedals and brakes and



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cycle clothing. Desmond Cooper and Co. Ltd., now distributors for the Midland Gear Case Co., (bags etc.), Leonard Newman Ltd., (pedals, chains, tyres, saddles, etc.) and Evian G B Ltd., (gears, brakes, chainsets, etc.).

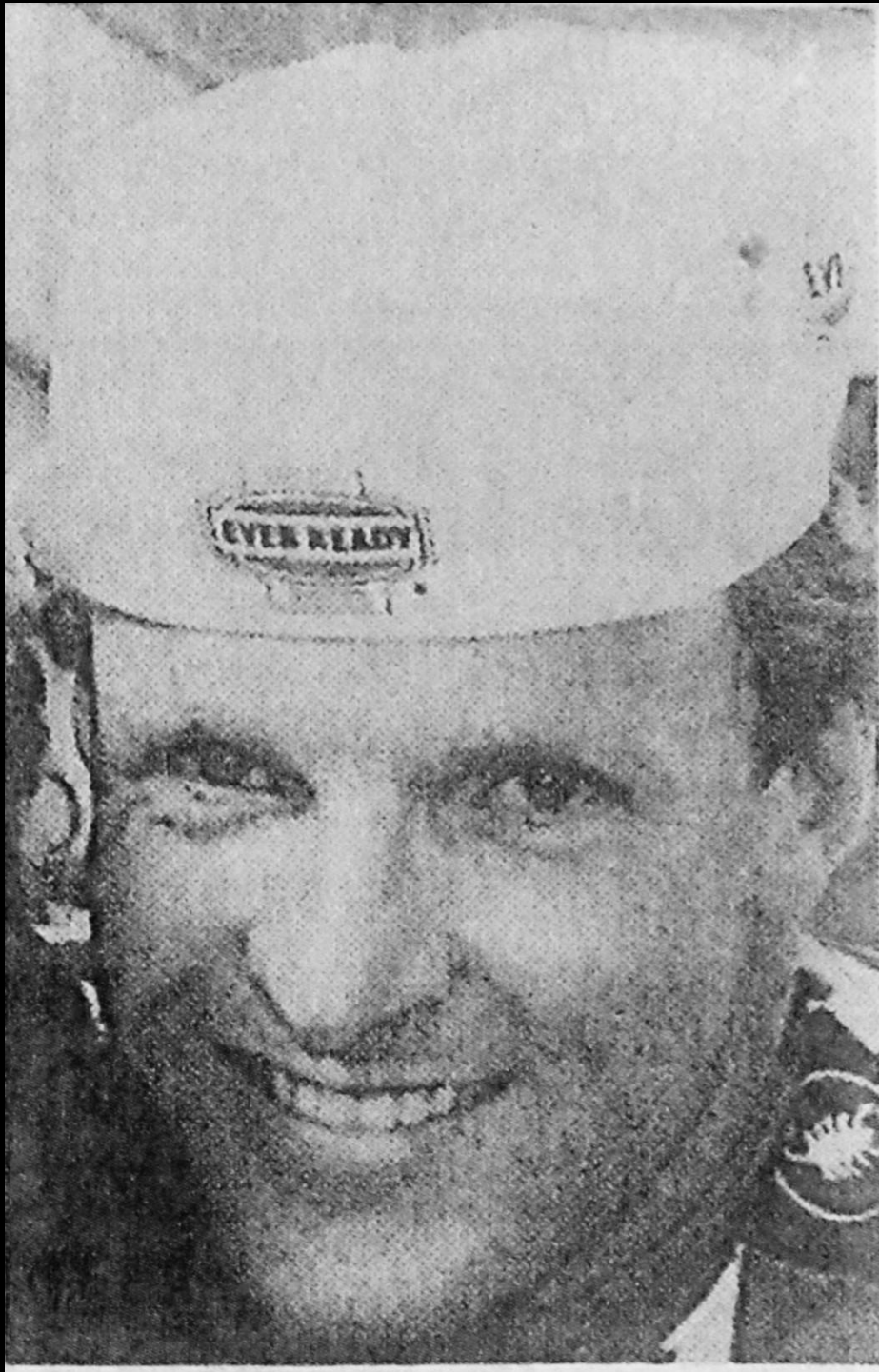
There were a large number of companies exhibiting who were manufacturers of "commuter" and "occasional" bikes, but we mustn't be condescending. There are some good machines in this category, like the Cinzia and Adorni range from Viceroy, Comrade Cycles of Darlaston, Javlin, who market Dutch "Superior" bikes, Columbia from the U.S.A., and Phantom and Marlborough from England. There is another Marlborough range which is from Taiwan, the concessionaire I am not sure of, but they are not good .... 100% gas pipe, so steer clear of them. Moorland Cycles were another British manufacturer, who were also showing off Bernard Hinault's Gitane/Renault bike. W. Pashley and KFP Sales are both in the "commuter" bike market, although KFP are soon to widen their range of Knight frames with two models of Reynolds butted main tubes.

An interesting stand was that of Cycles Stratton, who import French and Italian bikes, and have two lightweight models that are available in kit form and come complete in a box.

Exhibitors who had machines of a more specialist nature were Puch, with a very expensive road professional machine (I'd be afraid of getting it dirty) and Trusty-Viscount, complete with the KP Crisps man himself, Tony Doyle. Viscount still seem to be suffering from the difficulties and bad publicity they got during the reign of the original Aerospace models, with those sealed bearings. The products now are very much different. Peugeot are always good for a laugh, with a range that is so large, even the Peugeot rep. for this area, Tony Scales, can't remember all of the models. They do, however, produce one or two very good "off the shelf" lightweight machines, but again, you put your own mudguards on.

As far as Birmingham goes, I think it was a fair showcase for the industry, but the big one will be Harrogate, from 1st - 5th June, sponsored by "Cycling" magazine.

Geoff.



Tony Doyle



### Easter Cotswolds Tour.

At about twenty to ten on Easter Saturday morning, Geoff, Paul, Chris and myself set off for Cleeve Hill Youth Hostel. Geoff Taylor was riding along with us for the first few miles.

We had reached Rothersthorpe when the enraged voice of Chris yelled "Puncture". We all gathered round to watch him mend it, giving both constructive and non-constructive advice as we did so. Finally we reached The Crown at Weston after what seemed a very long ride. At about ten past eleven the doors opened and we all went in for a drink and a quick skittles demonstration from Geoff Taylor.

By the time we left the pub, the fact was dawning on us that we were still very close to home. It was also getting cold, so Chris and I changed out of shorts. We pounded through the lanes and into Banbury, then along the A361 to Bloxham, where the sun came out again; here we changed back into shorts with the intention of keeping them on whatever happened!

Dinnertime found us at Hook Norton (I wonder why!) Here we condumed more liquid refreshment and heard the cuckoo for the first time this year. We asked our leader (Geoff) which way we were going from here, he said he didn't know and we believed him.

From Hook Norton we passed the Rollright Stones, swooped down through Adlestrop, splashed through the ford at Broadwell and slogged up the hill to Stow on the Wold.

By the late afternoon we found ourselves at Ford and were confronted by a steep hill. Geoff, Paul and I sat on the verge at the top of the hill for a few minutes waiting for Chris to arrive. Unfortunately his wheel had pulled over. We tightened his track nuts, only to have it pull over on the next hill - the track nut had stripped its thread. Luckily Paul had a spare, this Geoff gingerly fitted. We rode on for a couple of yards and it pulled over again. Paul and Geoff carried on while I stayed with Chris. We tightened up the nut as much as possible and sprinted down a 1 in 6 hill to Winchcombe and then on up Cleeve Hill to arrive at the hostel at five to seven, with supper at seven.

First thing next morning we repaired Chris's bike and tested it on Cleeve Common. All O.K., we loaded up and set off. Thirty yards down the hostel track there came a cry from Chris, this time his wheel had seized up. Geoff more or less gave up in despair, but again we repaired it in under half an hour. We made a lightening tour of Cheltenham and climbed up a 1 in 4 hill, which defeated us all and found ourselves outside the hostel again, so we had elevenses. Then we rode five miles down the road and had dinner at Winchcombe.

After dinner we belted through the lanes to Upper Slaughter and on to Upper Swell and another pub. We then climbed up into Stow on the Wold again and piled into a very posh cafe, the waitresses ignoring us completely. We then left - we couldn't really afford it anyway. By this time we were running out of time once more, so we took a direct route that got us to Charlbury in reasonable time for supper.

Easter Monday dawned cold and grey, but we set off in good spirits along a private road that took us past the front door of Ditchley Hall. After passing through Kiddington and Glympton we decided to try some roughstuff, which took us over a picturesque bridge which crossed both the Cherwell and the Oxford Canal. The others were then mad enough to follow me along some more roughstuff - Ash bank, Wattle bank or Abe's ditch to be precise. Here I was none too popular because both Paul and Geoff had punctures, Chris fell off several times and I came out of it one small black pen-knife the richer (anyone lost one recently?).

We stopped for dinner at Stoke Lyne and then took another direct route home, as we were all beginning to feel a bit tired after covering about 230 miles in three days.

Mark Dalley.

D.A. 12 hour Group Ride.

This, the third in the series of D.A. events for 1981, started at Stoke Bruerne at 7.05 a.m. on Sunday 7th. June. Eleven people 'signed on' outside the cafe by the canal, Pete, Barbara, Paul, Mark, Mel and myself from the Northampton Section, Ken Jones, Scott Johnson, Jamie Slee and Graham Pickering from the Milton Keynes Section and Pete Mitton of the North Road C.C.. Most hadn't ridden anything quite like this and were looking forward to it with some trepidation. I had prepared a schedule for the ride and was wondering just how close we could stick to it. Weeks ago I had decided that the ride was going to be entirely on country lanes and so, it was no bother arranging a 30 mile loop and a stop for tea/biscuits/cake etc. before leaving the area.

The stop, at Link Way, Towcester, was fourteen minutes ahead of schedule, thanks to a tail wind. From the start to Eydon, via Shutlanger, Tiffield, Duncote, Foxley and Woodford Hill, we were faced with a head wind and were only just on schedule. We turned at Eydon and continued on through Canons Ashby, Morton Pinkney, Weston, Wappenham and Abthorpe to Towcester, the tail wind speeding us on our way. Our spirits were high.

After the stop of 30 minutes, during which time Sue dispensed tea, coffee and cakes, I informed the 'run' that we had better be leaving. One or two didn't seem to want to move. But when I told them that after another 40 miles of tail wind they could sit down for an hour and have a large dinner, they quickly got up, jumped on their cycles and were down the road! The route to the dinner stop at the Chestnut View Restaurant, Spaldwick, was what I call a 'usual route', in that we use it quite often. It is basically Salcey Forest, Olney (10 minute stop), and villages such as Odell, Risely and Pertenhall. Again the tail wind helped us and we arrived about 30 minutes early. At the cafe other members from both sections joined us.

After a superb dinner we set off on a loop around Grafham Water. We now had quite a head wind to ride into. Two of the Milton Keynes members we met at the cafe decided to ride with us part way home. I guess

they though they would have an easier ride in our group! Two pedal revs. down the road I heard a cry from the back, Mel had stopped and was 'sorting' his cycle out. He had broken yet another spoke. He was to spend most of the afternoon repairing his rear wheel. Whilst ascending the only steep hill for miles around, Pete Mitton decided to strip his hub/block threads. Luckily, Pete Coulson was around to sort the problem out. I sent the group on to Bolphurst, told them to wait there and, after helping the two Petes, we set off in pursuit. After a bit of a slog we caught them and, despite all the trouble we had had since dinner, we were still over 30 minutes up on schedule - it was to stay that way until we finished. By now the wind had dropped considerably and it was gradually clouding over. We carefully skirted Bedford and returned to Stoke Bruerne via Thurleigh, Oakley, Kempston, Astwood, Newton Blossomville, Tyringham and BozenhamMill.

The cafe at Stoke Bruerne was a welcome sight and, after a very large pot of tea was consumed, the certificates were presented. Well done all those who took part, it was a grand 122 mile day out.

Mick Holliday.

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