



Magazine July 2011
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GET IN TOUCH

If you have anything you would like to be included in the magazine or have ideas and suggestions for articles, you can contact me in the following ways.

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Deadline for next month's magazine

28.6.11

**KCC welcomes one new member this month:
Ravi Mehan**

Congratulations to Adrian Tilley on his recent marriage to Aimee

K.C.C. Sale Clothing 23:6:11

	2XS	3S	4M	5L	XL	XXL	Price
S/Sleeve Jersey						1	£19.00
L/Sleeve Jersey			1	1			£20.00
L/Sleeve.Full Zip					1		£20.00
Training Top					1		£20.00
Shorts	1		1	3	1		£18.00
Ladies Shorts			1				£15.00
Bibshorts Lycra					1		£24.00
Biblongs Roubaix			1	1	1		£23.00
Gilets			2				£15.00
Armwarmers			3	2			£5.00
Socks			1				£2.00
Polo Shirts	7				5		£5.00

Contact:- B.Smith, 31,Park View, Kettering. NN16 9RH 01536 500942

Thursday club time trials, a few thank-you's:

Thanks to all the riders that come out on Thursdays to the club events at Old / Lamport, we are constantly getting c30 riders.

We have a few new riders this year, so its great to see so many out each week.

Thanks to Helen for the tea & cake, with excellent support from Bernard too.

Ken Vatcher is there nearly every Thursday to push rider's off & give them his words of wisdom! Thanks Ken

Thanks also to all the members that have done their time-keeping / marshalling rota allocation. We still have some events missing helpers so if you could make yourselves available one week instead of racing, please let me know. One of the new riders asked me last week if I rode a bike, that tells me that I am doing too much timekeeping & not enough racing, so any help appreciated please. Gavin

Thursday's - Shhhhhhhhh!

I have been asked by the yoga club if we can avoid making too much noise at the HQ on Thursday's. I have said that i'd pass the comment on but did reply that we use the HQ as a social area to put the world-to-rights after the event. My thoughts are that the hall shouldnt be rented to a cricket club, a cycling club & a yoga club all at the same time, but hey-ho.

Sundays: they are for club events too

Just a reminder that we have some club events on Sundays too! We only had 3 riders at the last 25, it would be great to see some of the Thursday riders at the weekends too. Our 10mile events are on the A43, starting on the Broughton bypass. The road isn't too busy at 8am on a Sunday, so if you fancy it - give it a go, the course is much faster than the Lamport event. The 25 is on the A45 at Earls Barton.

Frank & Joy Sheppard 10mile time trial

Please see the attached flyer for the KCC promoted open event on Sat 13th Aug. For the newer members, you have to open an 'open' event at least 2 weeks before the event by completing an entry form & passing it to the organiser with payment. I'm organising this event so please pass the forms to me. I'd like to see lots of KCC riders riding the event. The course is based on our Old / Mawsley / Lamport circuit but starting near Mawsley with the HQ also at Mawsley. It's a Saturday afternoon, good weather guaranteed (probably) over £250 worth of prizes. I'll have some entry forms with me at the next few Thursday events & we'll have lots of riders who can help you complete the form.

Regards
Gavin Hinxman
KCC Time Trial Secretary

Racing Report

Thurs 2nd June

On form Tony Brown recorded a P.B. of 24.04 to take the K.C.C. Club 10mile Championship, on another windy evening on the Lamport course. Gavin Hinxman was unfortunate in unshipping his chain, but still clocked a good 24.27. for 2nd place. Mark Booth was place 3rd with his 24.59. Tony's improvement was 39secs. Good improvements too from Simon Evans-Smith, 26.00, (2.04). John Tilley, 35.37, (1.34). Graham Boniface, 28.53, (37secs). Sian Edwards, 28.33, (20secs). Joel Lewis, 27.14, (7secs). Jon Thorne, 28.11, (6secs). Timekeepers were Bob Hill and Andy Laing, who recorded the following times:- Robin Bellamy, 25.07. Paul Ashdown, 25.19. Eddie Clutton, 25.33. Phil Nudds, 26.05. Shaun Bailey, 26.33. Josh Monger, 26.56. Marcus Buksh, 28.19. Mike O'Connor, 29.08. Mick Wood, 30.50. Phil Quincey, 33.04. Bernard Smith, 34.01.

The first round of the N.C.R.A. H'cap R.R. Summer Series at Middleton was won by Peterborough C.C. Junior Peter Moulding, from a group of 10, as the scratch group failed to make contact. Stuart Walters and David Robinson finished in a 39 strong group, and were credited with 11th equal.

Sat. 4th June

Gavin Hinxman put his Thursday night disappointment behind him with a fine season's best of 21.31. in the Heanor Clarion 10 at Etwall. Winner was Chris Hulme, Revolution Fitness, in 20.30.

Mick and Gwyneth Wood promoted the N.& D.C.A. 20.8ml C.T.T. on behalf of the K.C.C. most successfully, with a good entry of 74 riders. The course record was beaten twice, despite the very windy conditions, with the honours going to Ttejvan Pettinger, Sri Chinmoy CT, in 46.17. Five Club riders competed, although Shaun Bailey was ruled out once again with a puncture. Stu Jones, 53.16. Mark Booth, 53.40. Eddie Clutton, 55.07. and Mike O'Connor, 1.01.57.

Sunday 5th June

Disappointing entry of only three Club riders in the Club 25, held over 3 laps of the Earls Barton-Doddington-Billing circuit. All recorded good times in the difficult conditions. Tony Brown was just outside 25 m.p.h. in 1.00.07. Eddie Clutton clocked 1.04.11. and David Robinson, 1.6.00. Timekeeper was Gavin Hinxman.

Thurs 9th June

The wind eased this week for the Club 10 at Lamport prompted 5 P.B's from Club riders. Graham Boniface improved 41secs. to 28.12. David Merrill sliced 21secs. off with his 28.18. Sian Edwards improved 16secs. to 28.17. Joel Lewis clocked a 15sec. improvement to 26.59. John Tilley clipped 1sec. off his best with a 35.36. Scratch winner was Club T.T. secretary Gavin Hinxman in 23.45, with Tony Brown second in 24.06, and Darren Botterill third in 26.18. Other times:- Shaun Bailey, 26.35. Eddy Clutton, 26.45. Andy Christie, 27.16. Marcus Buksh, 27.37. Robert White, 28.20. Jon Thorne, 28.23. Andy Jones, 29.15. Mick Wood, 30.28.

Tonight's round of the N.C.R.A. H'cap R.R. Series was held on the Middleton circuit. Chris Palfreyman of the 45R.C. ran out winner. Stuart Walters finished 15th and David Robinson 37th.

Sunday 12th June

Two super rides from Tony Brown and Stu Jones in the Norlond Combine 50ml T.T. on the A1 at Tempsford, both improving over 5 minutes. Tony clocked 1.58.47. for a 5.10 improvement, and Stu improved 5.18 with his 1.59.27 ride. Planet X star, Ian Cammish was 4 minutes clear with his winning 1.44.56.

Tuesday 14th June

Two super rides from David Robinson and John Hardwick, taking 7th and 8th places, as they kept the scratch riders at bay in tonight's round of the N.C.R.A. H'cap R.R. Series, held at Sawtry. Stu Walters was an unfortunate puncture victim. Gary Wallis, V.C.Rutland was the victor.

Thursday 16th June

Large turn-out of 33 riders for Timekeepers Bob Hill and Gavin Hinxman to deal with in tonight's Club 10 at Lamport. Pat Houghton was Pusher-off, Norbert Radvanski was the Marshall, and Brenda Hill provided the refreshments. The threatening rain held off, and light winds brought out several bests. David Merrill improved 1.36. to 26.42. Josh Monger 34secs. to 26.22. Jon Thorne, 25secs. to 27.46. Joel Lewis, 18secs. to 26.41. John Hardwick, 14secs. to 26.06. Sian Edwards, 7secs. to 28.10. Andrew Jones, 7secs. to 29.08. There was season's bests from Shaun Bailey, 7secs. to 26.26. and Robert White, 3secs. to 28.17. The event was won by Series Leader, Tony Brown, in 24.19, with Stu Jones second in 24.57, and David Robinson third in 25.49. Other times:- Andrew Christie, 27.15. Simon Evans-Smith, 27.43. Graham Boniface, 28.13. Mike O'Connor, 29.08. Mick Wood, 30.57. Natalie Sharpe, 32.03. Bernard Smith, 34.17. John Tilley, 35.44.

Saturday 18th June

Paul Ashdown met with unfavourable conditions on the usually fast E2/25 at Newmarket, for the Shaftesbury C.C. Middlemarkers event. A tough ride out to the turn took its toll on riders, although the latter part of the field had much better conditions. Paul clocked 1.00.45, and the winner was David Moore, Norwich ABC, in 57.03.

Likewise for Gavin Hinxman, who made the long trip North to the Kent Valley 10 on the favoured fast course at Levens. But the course and conditions were unyielding, and Gavin was disappointed with his 22.30. The winner, from Berwick Whs. Was Harry Armstrong, in 20.10.

Three Club members rode in the N.& D.C.A. 15 at Stilton, incorporating the stiff climb of Stangate Hill towards the turn. Mike O'Connor did 42.25. Mick Wood, 43.34, and Phil Quincey, 47.48. Jason Gurney, Baines Racing was the winner in 32.55.

Thursday 23rd June

Tony Brown continued his march towards the Evening Series Championship with another clear win in 24.04 in the penultimate 10 mile series. There were six improvements, the best being Jon Thorne, with a 37sec. improvement to 27.09.

Graham Boniface moved forward 20secs. to 27.52, and a similar improvement to new member David Bucknall reduced his time to 28.50. Whilst Sian Edwards improved for the third time in as many weeks, her 27.51 was a 19sec. improvement. Joel Lewis clipped another 10secs. off his best with a 26.31. Paul Ashdown and Andy Fairley were the timekeepers, assisted by Ken Vatcher and Bob Hill. Eddie Clutton and Pat Houghton marshalled, and Brenda Hill provided the teas. Other times:- Stu Jones, 25.07. Josh Monger, 26.23. Simon Evans-Smith, 27.56. Huw Marchbank, 29.06. Mike O'Connor, 29.10. Adrian Read, 29.15. Tom Bailey, 30.05. Mick Wood, 30.52. Bernard Smith, 34.37.

Saturday 25th June

Two Club septuagenarians rode in the Hinckley C.R.C. 10ml T.T. on the unyielding K41/10 at Wolvey. Conditions were very humid, and parts of the course through the wooded areas were very rough. Tom Bailey clocked 28.45, and Bernard Smith 30.00, not quite managing to beat 20m.p.h. Winner, by half a minute was Matt Sinclair of Lutterworth C.C. in 20.31.

Good News

Now some good news in these inflation-busting times. There will be no increase in the price of the K.C.C. Annual Lunch and Prize Presentation, remaining at £15 a head.

Make a note of the date :- Sunday 13th November. It has to be the bargain of the year !

What's On July 2011

Sun	3 rd	K.C.C. Club 10ml T.T. N18/10 Broughton	08.00
Tues	5 th	N.C.R.A. H'cap R.R.(6) Middleton	19.00
Thur	7 th	K.C.C. 18.8ml C.T.T. NC15x2 Old	19.00
Fri	8 th	Friday Night M.T.B. Series. Harringworth Aerodrome	19.00
Sat	9 th	N.& D.C.A. 10ml C.T.T. NC17 Nassington	14.00
Sun	10 th	K.C.C. Club Championship 25ml N7/10x3 Earls Barton	07.30
Thur	14 th	K.C.C. Club 18.8ml C.T.T. NC15x2 Old	19.00
Fri	15 th	Friday Night M.T.B. Series. Delapre	19.00
Thur	21 st	K.C.C. Club 9.4ml C.T.T. NC15 Old	19.00
Fri	22 nd	Friday Night M.T.B. Series. Cosford	19.00
Thur	28 th	K.C.C. Club 9.4ml C.T.T. Nc15 Old	19.00
Fri	29 th	Friday Night M.T.B. 3hr. Enduro. Fermyn Woods	19.00

Sat	30 th	N.& D.C.A. 20.9ml C.T.T. NC18 Gt. Gidding	14.00
Sun	31 st	K.C.C. 50ml Championship. N7/10x6 Earls Barton	06.30

August 2011

Thur	4 th	K.C.C. Club 9.4ml C.T.T. Nc15 Old	18.45
Fri	5 th	Friday Night M.T.B. Series. Avalanche Adventure, Sulby.	19.00
Sat	6 th	Fenland Clarion C.C. 25ml T.T. N1/25 Sawtry	14.00
Sun	7 th	K.C.C. Club 10ml T.T. N18/10 Broughton	08.00

Organiser Required

As part of our commitment to the N.& D.C.A. the Club provides an organiser for the Association 20.8ml T.T. to be held on Saturday 26th May 2012, on our local course.

Mick and Gwyneth Wood have organised it for the past three years, and are unable to do it next year. Association events are the easiest to run; much of the work is done by the Racing Secretary. Helpers are usually forthcoming from within the Club. If you feel you could take on this organisational role, then please contact any member of the Club Committee.

The Beginnings of Motoring in Kettering

The following article appeared in the magazine, "Northamptonshire Past & Present" in 1987. It was written by local historian, the late Tony Ireson. Although about motoring, there are references to the cycle industry in Kettering.

Part 1

The motor age began in 1887, when Benz cars went on sale to the public at the Paris Exposition. Eleven years later Kettering entered the new era when Jack Freeman drove the first locally owned car into the town for delivery to Peter Hunt.

The Hunt family were dedicated to road transport, and were naturals for the role of the town's first motoring family. In the 1890's, the firm of William Hunt, coachbuilders and engineers, ran the Montagu Carriage Works in Stamford Road. They built horse-drawn vehicles to order, made their own Royal Hunt bicycles and tricycles, stocked all the principal other makes, claimed to have the biggest selection of second hand cycles in the County for sale, and offered a further large number for hire.

To attract customers, the Hunts taught people to ride bicycles. Men were instructed on the road, but ladies enjoyed the use of a track specially laid out on the corner of Stamford Road and Thorngate Street, where they could fall off with modesty unimpaired. The track later became Hunts Skating Rink, and later the Ford depot. (Now a tyre and exhaust depot).

For his first car, Peter Hunt, the head of the outfit, bought the latest model, an 1889 Benz Comfortable, which Freeman, who was one of his employees, picked up at Crystal Palace. Piloting it to Kettering, averaging 12m.p.h. with the new fangled unfamiliar vehicle.

By that time, Benz of Mannheim had produced nearly 2,000 cars, and the 3.5h.p. Comfortable, though slow, was reliable. It had a high bench seat for two people, no windscreen or upholstery, no hood or protection from the weather, big pram-type wire wheels with solid tyres at the back and small ones at the front, only narrow mudguards, and a single cylinder rear engine, started by hand turning the flywheel. Two-speed drive for the back wheels was by belts and pulleys to a cross shaft with differential, and finally by chains. Steering was by tiller, and driving the car must have been a considerable nervous strain.

After tremendous local interest, wider publicity for the Hunts as motorists came in 1903. The Revd. J.P. Sandlands, an eccentric vicar of Brigstock, was eager to convert Britain to a healthy diet, cutting out the three B's, beef, beer and baccy. To show the virtues of his regimen the vicar trained a Lancashire working man named Dickenson as a

long distance walker, and set him to cover 600 miles in 10 days, on a difficult route passing through Midland and Northern towns. To keep up with him, and to see fair play, the vicar accompanied him in a motor provided by the Hunt firm. This car was probably not the Benz, as by then the Hunts had also bought a 17cwt. Wolseley BD252, with blue body and primrose wheels, used as a public conveyance, which would have been more suitable for the Dickenson tour. It figures in a list of motor vehicles which under the Act of 1903, were the first to be registered with the County Council. Preserved at the Records Office, the list gives other Kettering registrations: - BD22, a dark green 6h.p. De Dion two-seater, owned by Dr. John Allison, of Fuller House, Gold Street, sold in 1912 to Edgar Patrick of Geddington; BD37, a blue with yellow wheels 9h.p. Clement, belonging to Dr. J.P. Roughton; and BD152, a motor-cycle with forecarriage, owned by James Eyre of Cornwall House, York Road.

Early cars could travel quite fast, and were regarded by many as dangerous and anti-social. When, for example, the owner of a pony and trap found himself in court for 'Furious driving', between 15 and 25m.p.h. at Burton Latimer, motorists were obvious targets for policemen with stop watches. The first on record at Kettering for speeding was a Coventry man fined in 1903 for driving faster than reasonable at Maidwell. He was said to be travelling at 18m.p.h. in a newspaper report headed, "The Motor War".

The first serious accident in the Kettering district was in May 1901. A Mr. Harry Brampton on a motor tricycle ran into a tree at Weekley. Drs. Arnold Tolputt and Daniel Drake-Lee arrived, and sent to the Working Mens Club for a wheeled litter. The casualty was then pushed the two miles to Kettering Hospital. The first fatal crash came in 1907, when a big saloon car went through the hedge at right angles near the Kettering sewage works. The car was being driven from London to Dingley Hall by a chauffeur who had his wife and little girl with him. The little girl was unfortunately killed. Following the custom with notable events, the wreck was photographed and published as a picture postcard. The corner brought many more drivers to grief in later years when it became the fashion for young car owners to race express trains from Wellingborough to Kettering.

In its early years the motor industry was experimenting in a search for the best basic design, and cars produced with many variations were strikingly individual in appearance, becoming almost symbols of their owners. When General Booth visited Northamptonshire in 1907, his chauffeur driven 1906 Darracq Flying Fifteen, white with red wheels, was to the mechanically minded, as interesting as the General. Capable of 45m.p.h. it was one of the soundest cars of the time, and a remarkable asset, as it enabled the General, though approaching 80, to travel in a day from Bedford to Peterborough via Rushden, Higham Ferris, Wellingborough, Kettering, Thrapston and Oundle, speaking in each place, with a final mass meeting in Peterborough.

Among local figures, Dr. Drake-Lee drove a rakish Arrol-Johnson. It had a sloping bonnet with radiator behind it. If the doctor could climb Hospital Hill without having to change down on the crash gear box, he regarded it as a triumph. Dr. Allison, true to his Scottish roots, drove an Argyll, made north of the border. Dr. Roughton, a good judge of new models, owned a Wolverhampton-made Star, which he handled in spectacular style. He won another car in a competition, and was said to have been Kettering's first Baby Austin owner. It would have been difficult to visualise Charles Wicksteed in anything but the little brown Humber two-seater, which was his invariable transport between his home, his works, and the Wicksteed Park.

Motors were soon adopted by firms needing speedy transport. A Humber tri-car was used for distributing the Evening Telegraph from Kettering as early as 1904. In 1907, deliveries were by motor van. The driver left the Workhouse Lane, (now Dryland St.) office at 5.30.p.m. and dropped papers in Burton Latimer, Finedon, Irthlingborough, Higham Ferris, Rushden, Raunds, Ringstead, Denford, Thrapston and Woodford, making his last call at 7.30.p.m. A leisurely timetable compared with today, when the paper is out by early afternoon.

The Midland Railway ran a motor bus between Kettering and Rothwell using a 1905 solid tyred Maudslay single decker. The service, at one time going on from Rothwell to Desborough station, still operated in the 1920's using a bus with a steel ladder at the back so that luggage could be carried on the roof. Schoolboys used to jump on for a lift up Hospital Hill on the way out of Kettering, and at Rothwell their friends would sprint for the ladder to steal rides to Fox Street or the Red Lion. The bus had the same friendly driver for years, and he would always wait for regular passengers if they were late.

Kettering's first motor car wedding was at the Parish Church in September 1908. Charles Wicksteed lent two cars for the marriage of Miss Florence Tapsell, daughter of his head gardener, to Charles Robinson, the Broughton policeman. The 'Evening Telegraph' reported:- "The cars attracted interested people, and the scene was of unusual commotion." As late as 1921, a honeymoon by motorcycle combination was still rare enough to rate a double column picture and report in the Kettering Leader headed, "Kettering Couple's Novel Wedding Trip". Bride and

groom were Miss Jessie Donald and Mr. William Tailby, an engineer at Kettering Electricity Works. The photograph was taken in front of one of the wooden cooling towers of the power station, now the site of Sainsbury's store. Sales and service became important as motoring increased. Local firms were established, and until recently a link with pre-1914 days was Mr. Tom Bosworth, head of the family business, who supplied much information for this article, but who died in 1985, aged 85. Bosworth Motors, now in its fourth generation, was founded by John Bosworth, (1862-1950). As a young man he lived at Upper Benefield, and worked in a tree-felling gang. Pushing a handcart loaded with axes, saws, ropes, food and cooking kit, they would walk to woods in the Kettering district, some on land which is now the golf Course, to cut up timber, finding lodgings in Kettering or the villages. It was a hard life. On their wedding day, John and his bride went early to Church, ate their wedding breakfast, and then John set out to walk a dozen cross country miles to work. His sporting interest in cycle racing as a rider in the days of the old high, (penny-farthing), bicycle, enabled him to leave the timber trade and set up a cycle repair business in Kettering. Prospering, he moved from Workhouse Lane to Gas Street, where he started to build Bosworth Cycles. Then came repairs to motorcycles and cars with the move to buildings off Silver Street, where the firm has been established for 80 years, and the recent amalgamation with Moto Baldet when Bosworth were in their 95 year. Tom Bosworth remembered being taken by his father when he was four to Sunday morning gatherings of owners of motor tricycles and forecars off Huxloe Place to which a visitor was C.S.Rolls, who with Henry Royce established Rolls Royce a few years later. Rolls was a friend of Harry Palmer, who with John Bosworth had raced high bicycles before 1890, which as the years passed became a considerable distinction. Petrol was first supplied by Ellis and Everard as part of their range of fuels. It came in two gallon tins with tapered tops for easy pouring. Harry Taylor started selling petrol from his shop on the corner of Silver and Montagu Streets, and gradually the trade spread. Taylors, as Humber agents, used to take buyers to the works at Coventry, where they could choose a car from stock and drive it back to Kettering at running-in speed. Mrs. Taylor became the town's first lady motorist about 1900, driving a smart Humber two-seater when, as the Evening Telegraph recalled, "Neither the car, nor the driver, nor the petrol was taxed". Harry supplied the town's first motorcycle to Mr. Woods, Dr. Roughton's Chauffeur.

To be continued next month.