



Magazine August 2011
Contents:

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.

You can write... **Robert White**
48 Kentstone Close
Kingsthorpe
Northampton
NN2 8UH

You can telephone... **01604 846125**

You can E. Mail... robert@whitepack.me.uk

Deadline for next month's magazine

28.7.11

KCC TRACK SESSION
Newport velodrome: Sun 18th September

- 1. me**
- 2. John Hardwick**
- 3. Josh Monger**
- 4. Darren Botterill**
- 5. David Robinson**
- 6. Marcus Buksh**
- 7. Sian Edwards**
- 8. David Merrill**
- 9. Paul Ashdown**
- 10. Robin Bellamy**
- 11. Adrian Read**
- 12. Natalie Sharp**
- 13. Jon Thorne**
- 14. Rob White**
- 15. Duncan White (Rob's brother)**
- 16. Phil Roseblade**
- 17. Stu Walters**
- 18. Wayne Hodson**
- 19. Joel Lewis**
- 20. Rob Swannack (45 RC)**
- 21. Mick Hodson (St. Ives)**
- 22. Stuart Alexander (W.V)**
- 23. Stephen Colbert (Colbertcycles.co.uk)**
- 24. Rob Barker (Colbertcycles.co.uk)**
- 25. Matt Jones (a work colleague)**
- 26. Paul Humphries (work colleague & former track rider)**
- 27. Chris Scott (work colleague & sportive rider)**
- 28. Rob King (friend of Chris Scott)**
- 29. Neil Croxton (work colleague & sportive rider)**
- 30. Rob Moon (friend of Chris Scott)**
- 31. Steve McGarry**

ANYONE ELSE WANT TO COME ALONG? HAVE I MISSED ANYONE? LET ME KNOW IF INTERESTED

Price is £20 including bike hire, a 3-hr session c/w a track coach to tell us what to do!

MONEY NOW DUE PLEASE, I'll be at the Thursday races, Gavin
Timekeep / marshalling rota

Please look at the attached rota. I still have 8 positions to fill in the final events this season. If you haven't done your 1 or 2 events this year, -please let me know so I can add you in, if not then you will need to start to press-gang the final positions!

I will populate next year's rota based on those who rode this season. Next year I won't be around to cover Thursday's like this year so no helpers – no events, you've been warned!

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. Entries close on Tuesday 2nd August – so be sure to get your entry to me quickly. If you fancy coming out on the day to support the club, that would be great, hopefully see you there. The HQ is at Mawsley

KCC road Race Team 2012

I've had a number of people expressing an interest in road-racing next year. I think it would be good to get everyone together to discuss options / training etc. So if you are interested then please contact David Robinson, John Hardwick or me & we can gauge interest & go from there.

Regards
Gavin Hinxman
KCC Time Trial Secretary

Club Records

The Junior Club Records have been researched, and Joel Lewis's 10ml and 25ml times have been confirmed as

New Club Junior Records. The complete Junior Records are:-

10ml			
9:9:07	Bradley Burbridge	G.H.S. City R.C. Hull	25.14
5:6:08	Bradley Burbridge	K.C.C. N3/10	24.20
7:7:11	Joel Lewis	K.C.C. N18/10	25.05
15ml			
19:7:08	Bradley Burbridge	N. & D.C.A. N1/15	37.57
25ml			
8:7:08	Bradley Burbridge	Nat. Champ. N1/25	1:03:00
10:7:11	Joel Lewis	K.C.C. N7/25	1:01:00

The Ladies 10ml record was beaten by Sian Edwards recently, and the Ladies 10ml Record is now:-

28:6:01	Tracey Carpenter	K.C.C. N18/10	27.27
14:9:08	Evelyn Clawson	Icknield R.C. F1B	27.24
13:9:09	Evelyn Clawson	Icknield R.C. F1B	26.56
3:7:11	Sian Edwards	K.C.C. N18/10	25.52

Racing Report

Wednesday 22nd June

David Robinson was amongst the 23 riders sprinting for the line in the 4th round of the N.C.R.A. H'cap R.R. Series at Southwick. David took 14th place. Stuart Walters was in the next batch of finishers in 25th place. Winner was Leighton Davies of Nottingham Clarion, who now leads the overall table.

Friday 24th June

Wet conditions prevailed for the 6th round of the Friday Night M.T.B. series at Kilworth Springs. Club Secretary Robert White was in action taking 21st place in the Veterans section.

Wednesday 29th June

John Hardwick is enjoying the Summer Series of N.C.R.A. H'cap R.R's. In the 5th round at Southwick, John finished 3rd, just 8secs. down on the winner Sam Crabtree of the Welland V.C.C. Veteran Stuart Walters finished in a group at equal 14th, just a minute down.

Thursday 30th June

The final Club 10ml T.T. of the Evening Series, brought out 5 P.B's from the 21 Club riders. On-form Tony Brown was once again well clear with his winning 24.16. Second place went to 16 year old Joel Lewis, who improved 57secs. to 25.34. 3rd place was close, Darren Botterill taking it in 26.04, with Robin Bellamy just 10secs. behind, and Josh Monger a 10sec. improvement to 26.12. There were P.B's too from Andrew Christie, 19secs. better in 26.51, Sian Edwards, 12secs. better in 27.39. and David Bucknall moving forward 18secs. to 28.32. Other times recorded by Harvey Childs and Gavin Hinxman were:- John Hardwick, 26.21. Shaun Bailey, 26.23. David Merrill, 27.04. Robert White, 28.24. Marcus Buksh, 28.41. Mike O'Connor, 29.10. Norbert Radvanski, 30.15. Tom Bailey, 30.38. Mick Wood, 30.54. Mark West, 31.32. Bernard Smith, 32.50. Ravi Mehan, 36.13. John Tilley, 36.29. Pusher-off was Ken Vatcher, and Jon Thorne was the marshall.

Friday 1st July

Robert White continues his consistent performances in the Friday Night M.T.B. events, with a 20th veteran placing in the seventh round at West Lodge. Dan Booth,POD, made it two in a row, with a 35sec. win.

Saturday 2nd July

Paul Ashdown notched up a fine P.B. for 25miles of 57.53, in the Belper R.C. event at Etwall. Paul improved by 35secs. Winner by almost 3 minutes was Michael Hutchinson, In Gear, in 46.48.

A new course was used for the 5th event in the N.& D.C.A. T.T. Series, running from Grimscote via Cannons Ashby to Culworth and back for 19.4ml. Although the finish was altered for safety reasons, reducing it to 18.8mils. Mike O'Connor, 58.00. and Mick Wood, 1.01.13, were the two club representatives. Winner was Jon Simpkins, Drag2Zero, in a course record of 43.11.

Sunday 3rd July

The F1 course was in a benevolent mood for the Icknield R.C. 25, as three K.C.C. members were well under the hour. Tony Brown clocked a P.B. of 56.04, for a 2 minute improvement. Stu Jones couldn't

stop smiling after knocking four minutes off his best with a 57.58. And Mark Booth, also well under, in 59.15. Winner was Dave Kendall, Finsbury Park, in 51.31.

The weekend of personal and seasons bests continued in the Club 10ml T.T. on the Broughton-Sywell course, which, for a change was quite productive to good times. Junior Joel Lewis led the way, improving 1.29 to his winning 24.05. Whilst rapidly improving Sian Edwards set a new Club Ladies 10 Record of 25.52, a P.B. by 1.47, and beating the existing record by 1.04. Second place went to Eddie Clutton in 24.31. Robin Bellamy and David Robinson tied on 24.35, for third place. David Bucknall improved 2.21. to 26.11. Tom Bailey did 27.41, and Mick Wood, 28.08. Times were recorded by Paul Ashdown and Gavin Hinxman. Pusher-off was Pat Houghton, whilst Marcus Buksh marshalled the turn.

Wednesday 6th July

The three Club road-racers ended the N.C.R.A. Summer Series on a high, with good placings all round. John Hardwick wound up a successful series with an 8th place, and Stuart Walter and David Robinson were only eight seconds down in equal 11th spot. Winner was Jon Unwin of Welland V.C.C.

Thursday 7th July

The twenty-five riders in the first of two 18.8ml C.T.T's over two laps of the Old circuit encountered torrential rain over parts of the course. But never-the-less some good times were recorded by timekeeper Gavin Hinxman, with Ken Vatcher the pusher-off. Clive Hewson and David Lewis, who stood in at the last minute, were the marshalls. Times:- Tony Brown, 45.33. Joel Lewis, 48.29. David Robinson, 48.32. Mark Booth, 48.48. Stu Jones, 49.27. Josh Monger, 49.36. John Hardwick, 49.49. Shaun Bailey, 49.58. David Merrill, 51.15. Jon Thorne, 52.17. Marcus Buksh, 53.52. Mike O'Connor, 53.57. Andrew Jones, 54.08. Adrian Read, 54.26. Huw Marchbank, 55.50. Norbert Radvanski, 56.21. Tom Bailey, 57.03. Mick Wood, 57.58. Bernard Smith, D.N.F. One lap rides:- Ravi Meehan, 32.28. John Tilley, 32.56.

Friday 8th July

In the 8th Round of the Friday Night M.T.B. Series, at Bulwick, Robert White moved up this week with a 13th place in the Veterans race, whilst Stuart Walters got in some preparation for the Cyclo-Cross season, with a 13th place in the Grand Vets. Section.

Saturday 9th July

The 6th event in the N.& D.C.A. T.T. Series was a 10ml event based on a rural course in the Nassington area. Series leader, Jason Gurney set a new course record with his winning, 22.32. Josh Monger was the best of the K.C.C. contingent, clocking, 26.32. Tom Bailey did 30.27, but Mick Wood had sat-nav problems, straying off course, but battling to clock 44.40.

Sunday 10th July

Good conditions for the Club Championship 25, held over three laps of the Earls Barton-Doddington-Billing circuit. Tony Brown added the 25ml title to his recent 10mile win, with a fine personal best of 56.02. Gavin Hinxman took second place in 57.59, with Stu Jones third in 58.34. Paul Ashdown was fourth fastest in 59.18, followed by Robin Bellamy in 1.00.59. Just one second behind, in 1.01.00, was up and coming junior Joel Lewis, with his first 25ml time, which is awaiting confirmation as a new Club Junior Record. David Bucknall had a good debut 25 of 1.05.53. AS did Sian Edwards, riding smoothly round in 1.06.58. Marcus Buksh did, 1.09.16. Mick Wood, 1.10.33. and Tom Bailey, 1.12.39. David Robinson suffered mechanical problems and was unable to finish.

Thursday 14th July

Fifteen Club riders contested the 2nd two lap 18.8ml C.T.T. at Old. Tony Brown was slightly faster this week, winning in 45.11. Joel Lewis again taking second place in 48.08. Josh Monger moved up the placings to take third place in 49.07. Other times:- Darren Botterill, 49.23. Shaun Bailey, 49.47. Andrew Christie, 49.56. Jon Thorne, 52.11. Sian Edwards, 52.35. David Bucknall, 53.34. Norbert Radvanski, 53.59. Andrew Jones, 54.20. Mike O'Connor, 54.18. Tom Bailey, 55.45. Mick Wood, 56.36. Bernard Smith, 1.04.36. Two one lap riders:- Mark West, 27.44. Peter Bradshaw, 27.26. Officials were Robert White, timekeeper, assisted by Ken Vatcher and Gavin Hinxman. Marshals were Pat Houghton, Marcus Buksh, and Wayne Hodson. Helen Hinxman provided a welcome cuppa.

Friday 15th July

Robert White took 12th Veterans place in the 9th round of the Friday Night M.T.B. Series, held at Milton Keynes Bowl.

Wednesday 20th July

Three Club members competed in the V.T.T.A. 10ml T.T. on the Leighton Buzzard by-pass. Winds were light and variable, but the road surface is breaking up on this flat course. Gavin Hinxman was fifth fastest with a good 22.22. Tom Bailey did 28.00. and Bernard Smith, 28.53. Fastest ride of the afternoon was by non-vet Luke Clarke, Team M.K. in 20.41.

Thursday 22nd July

The showers during the day abated to leave a fine time trialling night for the first of the Club 9.4ml Series at Old. Yet another P.B. from winner Tony Brown, who is really flying, with 22.13. Junior Joel Lewis was second in 23.37. Robin Bellamy, just became a Dad for the second time, got away from nappy duties, and was third placed in 23.53. Marcus Buksh did a P.B. of 25.54, as did John Tilley, 32.53. Other times:- Josh Monger, 24.01. Shaun Bailey, 24.49. David Merrill, 24.53. Andrew Christie, 25.19. Jon Thorne, 26.00. Pete Bradshaw, 26.05. Adrian Read, 26.10. Huw Marchbank, 26.20. Mike O'Connor, 26.49. Andrew Jones, 27.52. Mick Wood, 28.10. Mark West, 28.18. Helen Hinxman provided tea and cakes. The course was marshalled by Norbert Radvanski and Tom Bailey. Pusher-off was Pat Houghton. Timekeeper was Bernard Smith, assisted by David Lewis. An attempt was made at handicapping the event. This worked out well, most riders finishing within two minutes. The exception was Pete Bradshaw, his allowance giving a time of 19.50, well over a minute clear of the others.

Saturday 24th July

A season's best for Gavin Hinxman of 21.33, made the long journey to Hull for the Wolds R.T. 10ml, well worthwhile. This was a 12sec. improvement on his best ride this year.

Paul Ashdown clocked 23.40 in the Sherwood C.C. 10ml T.T. at Long Bennington.

Sunday 25th

The F1 25ml course was not as yielding as previous weeks; the N.W. wind was not as helpful as wished for over the final 10 miles. That made Tony Brown's ride of 56.33 most commendable, being just 29secs. off his best. Tom Bailey did a 1.11.35, and Bernard Smith, 1.14.11. Winner was evergreen Ian Cammish, Planet X, in 50.58, taking the Veterans Standard prize as well.

What's On

August 2011

Thur	4 th	K.C.C. Club 9.4ml C.T.T. Old	18.45
Fri	5 th	Friday Night M.T.B. Series. Avalanche Adventure, Sulby	19.00
Sat	6 th	Fenland Clarion 25ml T.T. N1/25C Sawtry	14.00
Sun	7 th	K.C.C. Club 10ml T.T. N18/10 Broughton	08.00
"	"	Neil Gardner Mem. Road Race 101klm. Cranfield	09.30
Thur	11 th	K.C.C. Club 9.4ml C.T.T. Old	18.45
Fri	12 th	Friday Night M.T.B. Series. Rugby Velo. Up & Downhill	19.00
Sat	13 th	K.C.C. Open 10ml T.T. N3/10C H.Q. Mawsley	14.00
Sun	14 th	Beds. R.C.C. 25ml T.T. F1B Tempsford	06.30
Thur	18 th	K.C.C. Club 9.4ml C.T.T. Old	18.45
Fri	19 th	Friday Night M.T.B. Series. Greetham Golf Club	18.45
Sat	20 th	N. & D.C.A. 10ml C.T.T. NC16H Husband Bosworth	14.00
Sun	21 st	Fenland Clarion R.R.'s. 125 & 80klm Sawtry	09.00
Thur	25 th	K.C.C. Club 9.4ml C.T.T. Old	18.45
Fri	26 th	Friday Night M.T.B. Series H'cap. Kilworth Springs	18.45
Sat	27 th	Peterborough C.C. 10ml T.T. N1/10R Stilton	15.00
"	"	Virgin Active R.R. 80klm Cranfield	09.00

September 2011

Thur	1 st	K.C.C. Club 9.4ml C.T.T. Old	18.30
Sun	4 th	B.T.T. Championships 20.9 & 29.4mls Sawtry	09.00 & 13.00
Sat	10 th	N. & D.C.A. 20ml C.T.T. NC16N Welford	14.00
Sun	11 th	K.C.C. Hill Climb Championship. Drayton & Medbourne	10.00

The Beginnings of Motoring in Kettering, Part 11

By Tony Ireson

Soon Kettering's engineers started to make cars and motorcycles. Arthur Richard Timson, whose business was destined to become the world famous Timsons, manufacturers of printing presses, turned out motorcycles in the early 1900's from his garden shed in St. Peters Avenue. He later moved to Montagu Street, (now Newmans), and then establishing his works in Catesby Street. The machines, under the mark Ketterina, were one and a quarter h.p. with single belt drive with auxiliary pedals. A De Dion engine powered the first models, superseded by an engine made entirely by Mr. Timson. He rode one of the bikes himself between 1908 and 1910, and one was still in use in town as late as 1920.

For personal transport Mr. Timson passed on to a three-wheeled forecar, (a motorcycle with the front wheel replaced by a two wheeled passenger attachment, on the lines of the old ice-cream trikes), a quadricycle, (basically a motorcycle, but with four wheels so that passengers could travel in comfort), and a French 1914 Gladiator car, RP58, in which the family toured Wales. His son, Mr. Ernest Timson, remembers having to collect much water from the brooks when the engine overheated, and one alarming incident when the footbrake on the cardan shaft caught fire down a long hill. The car had two huge cylinders of 6 h.p. each, and the explosions regularly blew out the exhaust packing, so that the car gave resounding warning of its approach. Brake overheating remained a real motoring hazard for many years.

Another pioneer, Charles Wicksteed, made gearboxes. But the town's car manufacturer was Charles Robinson, grandson of a fine Victorian engineer Owen Robinson, who specialised in making machinery for the shoe trade. Working late nights and early mornings when he would not be disturbed, Charles designed and built three cars. He made all the parts except gear-boxes, tyres and electrical equipment in his grandfathers Champion Works in Victoria Street, and assembled the vehicles in his Montagu Street garage.

Two of the cars were four-seaters, and the third was a 12 h.p. four-cylinder two seater made for Dr. Roughton in 1907. In place of the rear seats, the doctor specified a flat platform at the back. This was for use as an operating table when the doctor was faced with an emergency away from his surgery. He is said to have carried out amputations on it.

Robinson was backed in his enterprise by Dr. Roughton, Mr. W.M. Plevins of Woodford, and John Elworthy, the Kettering brewer. They wanted him to expand, but Charles was an individualist who preferred to make cars for the love of it rather than follow in the steps of Morris and Austin. So his cars became collector's pieces. Their feature was a unique cooling system which used the exhaust gases to suck in cold air and circulate around the engine. Trace has been lost of the two four-seaters, but Dr. Roughton's car BD983, was eventually bought back by Charles Robinson, who displayed it for years in his Montagu Street window. He retired in 1948, and in the mid 50's the car was bought by Graham Stock, a Kettering Connoisseur of motor cars. He was president of the Northampton and District Car Club. Cars were his lifetime hobby, and he was an enthusiastic competitor in veteran and vintage events. Graham thoroughly restored the Robinson, and with his wife, entered it in important events. One of these was the Veteran Car Club's Round England Silver Jubilee International Rally in 1955; driven by Graham and Norman Manby, the car won the Prix d'Honneur for an immaculate turnout in every particular. After Graham Stock's death in 1958, the car was placed on exhibition for a time at Trentham Gardens, then sold to a Lincolnshire buyer, and eventually brought back to Kettering by Mr. Alan Bannell, owner of several historic cars.

Through the fund raising initiative of Kettering Civic Society in obtaining donations and grants, Kettering Borough Council was able to buy the car for the town. The grants secured included £4,000 from the Science Museum's fund for the preservation of technological and scientific material, a measure of interest in the unusual design of the car, which is said to have influenced the Volkswagen Beetle. Wicksteed Park gave it a home until it could be put on display at the Kettering Museum.

The steel chassis for the Robinson car was built by another family firm. Charles J. Rouse, born in Paddington, began as an apprentice organ builder in London churches. At 17 he went to Coventry and Newcastle as a cycle maker. When the firm closed in 1899, he was walking back to London, and arrived in Kettering with only sixpence in his pocket. He was looking at cycles in the window of Timson, Bullock and Barber, (later Timsons), when Mr. R.A. Timson asked him if he wanted to buy a bike. "No, but I'll make you some", said Charles. He was immediately given a job and cash to get lodgings. Later he moved to Wicksteeds making bicycles and gearboxes for Humber cars. He eventually started his own business in Wellington Street, specialising in motorcycles, sales and service. His son Frank run the business for many years until retirement in 1975.

Besides professionally made vehicles, many do-it-yourself motorcycles and cars appeared on the roads. George Kilborn, waterworks engineer to Rothwell Urban Council in 1903, made a car christened the Shotwell Junior, after Shotwell Mill where he lived. The car was a three-wheeler, taking two passengers in an exposed double seat in front, with the driver, engine, and a third passenger amidships. The engine was fuelled by a lampwick carburettor, and drove the single rear-wheel through belts and gearbox. The Heath Robinson brakes pressed on the tyres! The car met with various mishaps, like losing a wheel and trying to climb a telegraph pole. Leicester magistrates fined him £2 for speeding up Oadby Hill, which George regarded as testimony to the car.

In the first decade of the century Stanley steam cars were splendid vehicles, offering real rivalry to petrol. The cylinders drove the rear axle directly, on the same principle as a railway engine, so there was no need for a clutch or gearbox. One with a streamlined body exceeded 127m.p.h. in America where they were made, and the standard model gave a smooth and fast ride. A Kettering Stanley steamer owner was one of the town's most adventurous motorists, Mr. Harry Mobbs, one of the founders of Mobbs and Lewis, shoe last manufacturers. On business trips to the U.S.A. he saw steam and electric cars, and bought models of both. His Stanley was a 1910 model, which Tom Wallis of Wallis's Garage collected on arrival from America, and drove this unfamiliar vehicle back to Kettering.

The Stanley ran on Taxibus fuel, priced at 1s.2d, (6p) a two gallon tin, and could get up steam in 20 minutes. The boiler under the bonnet was heated by a main burner, which had to be turned off when stationary, while a secondary burner kept the boiler hot ready for re-start. It was a big car, with two seats at the front and three at

the rear of the tourer body. The wheels were wood spoked, and there was two lighting systems, oil for the side and rear lamps, and acetylene for the big headlights, supplied from a carbide and water cylinder on the running board. When the pipes blocks they had to be blown out by mouth with a 'kiss of life' operation, accompanied by an appalling flavour. The car could do 50m.p.h in short bursts, then slowed to wait for more steam, and every 50 miles needed to stop for water for the boiler.

Contrasting with mettlesome Stanley, the electric car was silent and sedate, with a bell to warn pedestrians. Mr. Mobbs bought it in America in 1912, and sent it home in a crate. No one liked to unpack the car until its owner arrived home, but they found they had done the wrong thing, as standing had ruined the batteries. Until a charger was installed the car had to be driven to the electricity works in Rockingham Road for a recharge, usually halting two or three times on the way to let the batteries recover. It was mainly an in-town car.

Modern problems began to trouble motorists in the mid-thirties when the town was so short of parking spaces that Woodcock's drapery store on the Newland Street-Montagu Street corner took special steps to help customers avoid prosecution for obstruction. A young lady assistant was kept on duty at the door, ready to sit in customers cars while they did their shopping. Her job was to run for the owner at the first sign that the car would cause an obstruction, or was noticed by a policeman.

Back now to that first Kettering car, the 1898 Benz Comfortable, owned by the Hunt family. In 1934, walking through some allotments, I noticed a very old car standing by one of the huts. It was serving as a bench on which the allotment holders could sit and talk. I found that it was owned by Mr. W.E. Childs, a scrap dealer who had bought it at a Brigstock farm sale, and that on the farm the sturdy single cylinder engine had been used to drive machinery. Further inquiry revealed that it was the first Kettering-owned car that had belonged to Mr. Hunt 40 years before. I wrote an article in the local paper, and as a result Mr. Humphrey Jacques of Orlingbury Hall purchased it for £4. He was a car enthusiast, and already owned and ran a splendid 1902 Wolseley. He bought the Benz for restoration.

But what has happened to the Benz? Mr. Jacques served in the Army Reserve in France in 1939. Orlingbury was sold, and the family moved to Bath. Mr. Jacques said the Wolseley and the Benz had been bought by the Veteran Car Club, and they went to a big motor company in Northampton. I found that the Wolseley, owned by Grose Ltd. Of Northampton had an honoured place in the showrooms, but no one remembers the Benz.