



Magazine January2012

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

30.1.2012

Club Kit

With New Year's resolutions at the back of your mind, why not treat yourself to some off our brand spanking new club kit. What better incentive to train harder over the next few extra cold months, than the thought of looking resplendent in the new Kettering kit come March

Below are some early samples of the club kit. Please note, that we will be adding detail to the arms, and these images are just prototype's.



Prices are still under negotiation, but I'm hoping they will be either the same as previous prices, or even slightly cheaper.

Please can you contact me to tell me items and sizes you require.

Kind Regards
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Club Run

December 4th

Clive Shackleton caught up with Tom as he rode along to Sainsbury's on a cloudy, chilly and breezy morning.

They were joined by new club member Toby Baross, Jon Thorne and three more riders as Dave Robinson, John Hardwick and Jason Gadsby arrived after riding more than 20 miles at a training pace.

The "Magnificent Seven" set off to ride to and through Rothwell then on to Harrington. Approaching the village Dave began a sprint for the sign quickly joined by John and Jason. They left Harrington by the Kelmarsh road but soon turned right along a single track road to Arthingworth. After passing under the old railway they turned right towards Market Harborough until they reached the turn for Clipston. They left Clipston towards Naseby, but when they reached the crossroads they turned right to head towards Sibbertoft. Before they reached the village they turned left along the road past the sight of the Battle of Naseby. This is an undulating narrow road,

which has a seasonal covering of mud left by farm vehicles. Nearing Naseby the lane crosses the A14 and joins the Naseby- Welford road.

They turned left through the village and continued back towards Market Harborough re-crossing the A14 and down the fast descent; which from the other direction forms a stiff finish for road races, from the bottom of the hill the road has a succession of shorter hills before reaching the cross roads again. This time they turned right to ride up and down to Kelmarsh; Dave complained that he had been beaten by John again in the sprint for the village sign.

After crossing the main road they headed to Harrington and then home, the faster trio maintained a brisk pace, while the rest led by “ Old Tom” went a little slower back to Kettering through Loddington.

Tom arrived home at 11:45. His ride had covered 34 miles.

December 11th

Roger Reed with a new chain was one of four riders to take part in this week's club run. The others were young Hamish Baxter, Jon Thorne and Tom Bailey. They rode through the town to pass Wicksteed Park and on to head up Pytchley Lane to the village, where they turned right to go to the junction with the A43; using the cycle track they turned right to head for Walgrave, where they turned left up the short sharp hill to Harrington. From the centre of the village they turned right to go to Holcot from where they continued to Moulton. The weather was cold but not frosty with high cloud and a moderate south westerly wind. A short distance from Moulton they turned right to ride into and through Moulton before turning towards the A43 and Overstone. After crossing the roundabout they turned down the lane towards Great Billing crossing three roundabouts to reach Billing Aquadrome then turning up the hill through Cogenhoe; the wind now assisted them up and over the hill and along the valley to Station Road, where they turned left to cross the river Nene at the traffic light controlled narrow bridge. As usual the lights were red when they reached them. Leaving the river behind they went to Earls Barton and up Agate Way to cross over the A4500 and on to Mears Ashby, from there they took the familiar route back to Kettering by way of Little Harrowden Orlingbury and Pytchley. At the roundabout near Wicksteed Park, Jon turned right to go home and the others continued into town down London Road, Hamish turned at The Broadway and Tom into Southlands, leaving Roger to continue through the town.

Tom arrived home just after mid-day. His mileage was about 36 miles.

December 18th

A cold Sunday morning with a little snow shower; just a week before Christmas, only two riders set out on a ride from Sainsbury's, they were Roger Read and Tom Bailey.

The temperature was a couple of degrees above freezing so they set out along roads that were not icy towards Rothwell and on to Harrington. Leaving the village they continued to Lamport into a steady headwind and then turned along the main road to Brixworth, the sun was shining by then and the view across the valley was quite picturesque.

After reaching the roundabout at Brixworth they turned to ride down the hill and across the viaduct over Pitsford reservoir, the water level is still very low.

They continued up to and through Holcot to reach the A 43, from where they went to Sywell and on to turn at Little Harrowden and head for home by way of Orlingbury and Pytchley.

After taking the right turn towards Pytchley they turned back to avoid riding through hedge cuttings, which a kind farmer was spreading all over the road.

They continued towards Broughton and turned at the crossroads into Pytchley and down the hill back to Kettering.

Tom arrived home about 11:40, after riding a steady 31 miles.

December 18th

Tom Perry and Roger Read met Tom Bailey on a mild, breezy but dry Boxing Day morning. They set off along Rockingham Road to turn towards Rothwell; however they then turned right down the hill in the direction of Rushton, before reaching the bottom of the hill they turned left to ride into Rothwell.

They left the town and crossed the A14 to turn towards Lamport. The wind was not helpful on the persistent gradient, a reminder of summer time trials. Instead of continuing to Lamport they turned past the junctions to Loddington and Mawsley before turning right towards Old.

They rode through the village and past the start of The 45 Road Club's time trial; turning at the junction they rode down the hill out of the village and up to Lamport, turning right at the next junction they headed towards Rothwell.

The first rider in the event was already heading for Lamport as they went along the "airfield road, they turned right at the junction to retrace their route to Old. The other competitors were rapidly making their way round the circuit with the prize of a cup of tea and a mince pie as a reward for their efforts.

Roger and the two Toms also availed themselves of refreshments when they reached the event headquarters in Walgrave.

Leaving Walgrave they rode home by way of the single-track road, which joins the road to Broughton, turning at the junction past Mawsley and then turning to ride through Loddington back to Gipsy Lane in Kettering, where Tom Bailey turned right and the others turned left to go home.

Tom B had travelled just over 34 miles as he reached his house.

A Wet Winters Clubrun

I listened with interest at what was said
About illness and injuries and time spent in bed;
From training in weather more suited for ducks
And cyclists who ride in the rain sludge and muck!
Now its time to encourage all riders to use
Mudguards and flaps and thick overshoes.
If we could encourage a pro team to clad
Their bikes fit for winter when weather was bad,
The sheep and the young ones, who copy the pros,
Might follow the lead where they should all go.
The drier one feels on a cold winter ride
The better the outcome when you're warm inside.
If not for yourself, then think of your mates
Who get home clagged and dirty from your splashing brakes.
With the grot flying up and the rain splashing down
It's hardly surprising we all wear a frown;
Wet feet, wet backs, wet legs and cold hands
Could Captain Sensible now make a stand?

What's On
January 2012

Thurs	5th	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30
Sun	8th	K.C.C. Clubrun. Sainsbury's	09.30
Thurs	12th	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30
Sun	15th	K.C.C. Clubrun. Sainsbury's	09.30
Thurs	19 th	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30
Sun	22 th	K.C.C. Clubrun. Sainsbury's	09.30
Thur	26 nd	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30
Sun	29 th	K.C.C. Clubrun. Sainsbury's	18.30

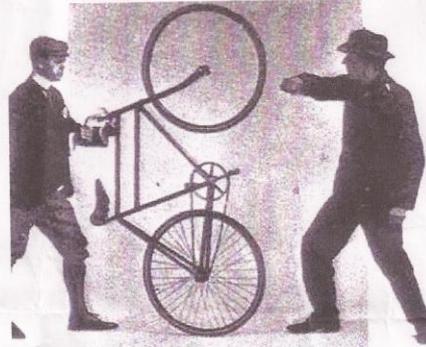
February 2012

Thur	2nd	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30
Sun	5th	K.C.C. Clubrun. Sainsbury's	09.30
Thur	9th	Off-Road M.T.B. Clubrun. Woolpack, Islip	18.30

Nearly every cyclist carries a weapon on his machine which, under many circumstances, he may use with great effect: a strong, long, heavy metal pump offers as convenient a weapon as one could desire. Let the rider who is threatened by a foot-pad flourish his pump in his assailant's face, and he will be surprised how quickly and precipitously the assailant jumps back. A formidable blow could be delivered in a man's face with a heavy pump, especially when riding at speed. If the pump is carried in spring clips attached to the top bar of the machine — or in the case of a lady's machine to the handlebars — it is ready to hand in case of emergency, and may be detached in a moment.



You are riding along a country road, when suddenly, you are startled by a man who springs in front of you from the hedge, and attempts to grab your machine. Your best plan is this: Spring backwards off your machine, and by pulling at the handlebars, cause it to rear up on its back wheel. That your antagonist will jump back from sheer surprise at the moment when you make your machine rear up, goes without saying. Seizing this opportunity, you take a short sharp run forward, and hurl your machine at your assailant, letting it run on its back wheel, and so directing it as it leaves your hands that the front wheel will come heavily down on top of him.



The last three or four methods of defence that I have described are hardly suitable for use by lady cyclists, unless particularly strong-minded and strong-armed! A simple means of defence that may be highly recommended for the use of fair cyclists is the water squirt. This is an ingenious little weapon sold in cycling shops, made in the shape of a pistol, but with an indiarubber handle which holds water, and which, when pressed, will squirt a shower of water for a distance of 20ft. or so. The water squirt is guaranteed to stop an attack from the most vicious dog or man — and certainly the foot-pad who attempted to approach a lady cyclist, and was met with a douche of cold water, would receive a severe shock that would probably cause him to stand back long enough to allow his prey to escape.



Cycle insurance with built-in legal protection

Cycle insurance from the ETA includes new-for-old replacement and accidental damage, £1m third party insurance, personal accident cover, worldwide cover and if you should be knocked off your bike our specialist legal team fight your corner. From 34p per week.

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ADVERTISEMENTS FEATURED IN 'THE CYTRINGIAN', NO. 37, 1953.
Annual Magazine of Kettering Grammar School.

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Before the advent of VAT, the duty which was levied on many products was called Purchase Tax. As this was in most cases applied only to the completed article, it was considerably cheaper to buy a bike in the form of separate parts (frame, wheels, accessories) and assemble it oneself. As VAT is payable upon all the individual parts, it is currently cheaper to buy the bike as a whole, and the producer is able to pass on something of the savings made from buying items in bulk, to the customer. Among those 'tayloring' bikes to your requirements were Bob Hill and Mick Ward...

MOKE SHEPPARD