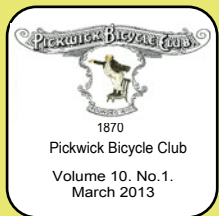


PICKWICK BICYCLE CLUB.

THE WORLD'S OLDEST CYCLING CLUB
AND OLDEST DICKENSIAN SOCIETY EXTANT™

Established 1870



MAGAZINE AND NEWSLETTER

EDITOR: JOE THE FAT BOY

News - Reports

Events



The Speaker, the President and the Clock

Sobriquet Histories
Caption Competition
Letters
Announcements
Obituaries
Archival Stuff
And Lots More

Editorial

After another year of events that have intrigued, charmed, provoked and stimulated we look forward to the prospect of continued success in cycling events on both the road and in the velodrome through the efforts of our wonderful and bright young men and women.

Sadly, attendances at all of the club functions last year were down somewhat on previous years and to varying degrees. It is felt that this may well be due to the very full year of events, most of which demanded fairly high levels of expenditure.

It is important that all of our events are well supported, especially the President's Lunch in May, the Golf Day and the Hampton Court Ride. The Benson Rally and the annual trip to France with Mr. Pickwick. All need more support for they are unique to us.

More events are planned for this current year including the possibility of one or two where partners may also attend. More on another page

Have fun!

The Captain's Orders:

The club's dress code has gone up a stage
A blazer in club colours is to be the rage
A waistcoat too can be supplied
Which means in public you cannot hide
But if to this extreme you cannot claim
Our dress code at functions remain the same
Ensure you and your guests are properly attired
You must know by now what is always required
This comes as a request and not a decree
Ensures the Captain not becoming a banshee



The Captain
(Dismal Jemmy).

Urgent and Important Announcement

Environmental conservation is paramount in these days of global warming and rising costs. So much waste is created unnecessarily. Increasing costs of materials and especially postage rates prompts a fresh look at the distribution of these club magazines. Two alternative methods by which members may opt to receive these publications.

With the widespread use of the internet and e-mail systems, copies may be distributed as single pages in the .pdf file format to those members who are happy to use this method. Others may still prefer to receive the hard copy booklet product, to be read at perhaps more convenient times, on rail or plane journeys, or even in bed after an exhausting day in the bar!

It is recognised that not everyone has a computer, or, if they have, do not have an internet connection, or perhaps, are unfamiliar with its use. If they have, and do, then the single pages are there to be viewed at will and may be downloaded and retained for their personal archives. It is important that we receive your very early answer when the question of choice is put to you. Please don't let us down.

For those of you who do have the necessary IT equipment and have your password for the Members Only pages of the PBC website, you will find copies of the magazine are archived there. These are in the flipped pages pdf format but the pages cannot, and should not be downloaded. Photos are copyright although a simple request may often receive a positive result.

In the first instance, please let your Editor know your preference for either a: Hard copy (as now) or b: Electronic version by e-mail. Contact me at <stan@stanrosefamily.com> or address as in the Handbook.

The following item is in essence the report delivered by the Treasurer to the Annual General Meeting in December. It is produced below as the first report for 2013 by the President Samuel Pickwick Esq.

The Pickwick Bicycle Club

Report to the Annual General Meeting 2012 Dickens Bicentenary Celebrations

The Club played a full part in the national celebrations. Justice Stareleigh and I represented the Club at the wreath laying at Westminster Abbey on the anniversary of the birth of Charles Dickens on 7 February; also at the Mansion House that evening.



In Portsmouth, our President was involved in celebrations at the Dickens Birthplace; Mr Watty and others provided a 'ride by' on ordinaries and other venerable machines.

Our President represented the Club at a reception at Buckingham Palace.

We celebrated with a very different format at our Presidents lunch in May; the usual well oiled procedures were abandoned for the day, your Committee having resolved to organise, for one day only, a musical event together with a Dickensian performance.

Through Bullman, we were extremely lucky to obtain the enthusiastic services of Justin Lavender, a world famous tenor, having played lead roles in amongst others, Covent Garden, and his wife Louise Crane who has been a principal singer with

Glyndebourne Festival, English National Opera and others.

There were no opportunities for rehearsals and some interesting sound issues to be overcome. Despite substantial expenditure on systems engineers etc, unfortunately not entirely successfully.

There were one or two letters from 'Grumpy of Tunbridge Wells' but overall the members supported and enjoyed the initiative.

Members received a set of cufflinks, a lapel badge and a club badge by way of souvenirs, all organised by Samkin.

It had been hoped for some years that it would be possible to arrange a combined event with other Pickwick Clubs; this proved impossible.

We have failed to date to spend the funds set aside; there are various ideas being 'worked up' for the forthcoming year.

Thanks are due to the members of the working party, Justice Stareleigh, Bullman, Samkin, Joseph Smiggers, and Sergeant Buzfuz (ex. officio).

Samuel Pickwick, Esq. (*aka Jack Martin, aka J W J Mist*)

142nd Annual Garden Party

The Garden Party started off last December with the usual blast of trumpets – but not quite the usual this time, for the power of wind came from the lungs of four Coldstream Guardsmen for the first time. Resplendent in their Busbies, or Bearskins, depending on how you view military headgear, they presented a magnificent sight even though their eyes were hidden by the jet Black material of their head coverings. Was it really that, or did they need haircuts to reveal their lovely blue/brown/green eyes?

When we were all finally seated and in our allotted places, the, slightly out of tune fanfare greeted the President, Samuel Pickwick Esq. who entered stage right – if you were facing the top table and not gossiping to your neighbour, followed by the Chief Guest, namely, Garry Richardson, of BBC Radio 4. “Mornin Garry”, as he is usually greeted at 08.30 on radio by those often incoherent footballers, is the main voice of the programme’s sports reports. Just that very morning, on BBC4 he was the recipient of an irate



Geoffrey Boycott who really did bend his ears with moans and groans about the exploits of the England cricket team the previous day in Sri Lanka (or was it India?). How refreshing it must have been for said Garry, to have lunch with we attentive and gentlemanly audience, comprised to some extent of cycling aristocracy !!



There followed a brief moment as we gazed with wonder at the Original member who sought to negotiate his Old Ordinary through

the seated throng towards the top table and greet the President who then invited him to join in the proceedings.

The proceedings followed the usual and most enjoyable pattern. A short chorus or two of our standard songs to ensure good voice and then a few words of greeting from the President. The Captain, in his customary apologetic and friendly manner, called for decorum and we settled down to a most delightful meal.



The menu and the quality of the food has certainly improved since the change of Connaught management and the many contacts Mrs. Bardell has made on our behalf. We started with the latest version of what was perhaps a Prawn Cocktail, followed by roast parsnip and light curry soup. Main course was presented in a very modern and “pretty” way – was it the MasterChef influence of Greg Wallis and Michel Roux that determined such a display? Twice cooked roulade of turkey wrapped with smoked bacon stuffed with truffle mousse, served with Classic trimmings (just a hint of these!). Christmas

Plum Pudding served with Brandy Sauce, Coffee and mince pies. The new wine ordering system, arranged jointly by our club secretary and the Connaught, seems to have worked reasonably well with a reduced pre-lunch queue.



Wheeling in the Punch
Then enjoying lunch



Although the military trumpeters had hit just one bad note earlier, their rendering of a special item during the meal was outstanding, entertaining and much to be commended.

The punch, wheeled in by the two wonderful Chelsea Pensioners was a more welcome sight perhaps, than the giant (and rather old – for I have seen it every year for 37 years!) turkey, carried aloft on a stretcher by strong men dressed as chefs.

A short few moments as we adjusted our dress and waited for the hush for various greetings – toasts having been made – and introductions of new members. “Our Guests” was proposed by Samkin who had some interesting persons to introduce.

First on his list was a special guest of the club in the person of Lawrence Blake, whose Great Grandfather, Walter Blake, was a member of the club, known as Mr.Crushton. He had brought with him a magnificent clock that had been presented to his ancestor on 5th December 1891. An entry in the ‘History of the Pickwick Bicycle Club’, written by Mr.Crushton and published in 1904, states: *“22nd. Annual Dinner at the Holborn Restaurant. A very successful meeting. 84 members and friends sitting down. A presentation of a handsome marble clock was made to the Secretary, which high compliment has been greatly appreciated by that officer.”* (I –your Editor – had the honour and real pleasure to ‘look after’ Lawrence who was a delightful person and great company).

Outstanding Time Trial National Champions and Competition Record holders in the 1950-1955 period were the Higginson twins, Stan and Bernard who, between them, won 7 National 25 miles Championship medals and broke the comp. Record 3 times. They were guests of Solomon Pell (aka Don McKellow, himself a no mean trackman of the period).



Bullman brought with him Guy and William Pearson, 5th generation Pearsons of Pearson Cycles – the worlds oldest bike shop, founded in 1860. Seated close by was Guy Roland, former National Champion and medallist at the Edinburgh Commonwealth Games Team Pursuit.

The Penny Farthing Museum in Knutsford, Cheshire, is run by Glynn Stockdale, guest of Mr.Watty. Glyn is also known for the ‘Knutsford Great Race’, held every 10 years for penny farthings racing

around the Moor. In 1995, Glynn rode an 1884 Royal Mail High Wheel machine from San Francisco to Boston, following a route first ridden by Thomas Stevens in 1884 – 3358 miles in 75 days!! Most will be aware that the widely acclaimed London Olympic Velodrome timber track was designed by our own Mr Griggs. His guest at the Garden Party was P.J.Lane, the Head Carpenter and Project Manager for the track's construction.

The Hon.Samuel Slumkey brought along with him the outstanding former Commonwealth Games Double Gold Medalist Malcolm Elliott whose career included 3 Stage wins in the Vuelta A Espana, and wins in both the amateur Milk Race (2ce) and the Professional Kelloggs Tour. Another International 'star' present was Phil Griffiths, a GB Olympian rider who was a Silver Medallist in the Commonwealth Games, Yellow Jersey in the old Peace Race and who later retired and became a Team Director.

Proposing "The Immortal Memory....and The Pickwick Bicycle Club" was Garry Richardson, BBC Sports Broadcaster. Garry has worked for the BBC for 38 years, covering 6 Olympic Games for Television and Wimbledon Tennis Championships for the last 25 years.

It was at Wimbledon several years ago that Garry made the headlines when he interviewed the American President Bill Clinton in the Royal Box during a rain break.



Garry Richardson and Samuel Pickwick

For BBC Radio Garry presents Sportsworld on Five Live every Sunday morning although he is perhaps best known as the Sports Presenter on Radio Four's Today programme where he is notorious for giving Racing Tips that never win. He is a man who was once described as 'being to broadcasting what Long John Silver was to Tap Dancing!'

It appears that our guest was very entertaining and well appreciated by those of us who were able to have a clear hearing of his talk, but for a fair proportion of the near 600 present, the poor PA and acoustics of the room made it extremely difficult to decipher what was being said, and that was the case for your Editor, so, my friends, I will have to leave it at that. I live in hope that some day, attention will be given to the acoustics of the Grand Hall of the Connaught Rooms.



And so it ended with Old Lang Syne

The Garden Party drew to a close but not before the short ceremony in which the retiring Samuel Pickwick passed his chain of office to the next Samuel Pickwick, thus Sgt.BuzFuz was back with us after a year and Jack Martin leaves for the next twelve months. We stood and, with the valuable assistance of the talented, yet un-named pianist, we sang the our Top of The Pops "Auld Lang Syne".

Here's to the next time!



Secretarial Report from Sgt. Buzfuz



Your Secretary's Report is taken from his short address to the members and guests at the Garden Party in December last:

Secretary Report

No nomination was received as secretary so during the year I have continued to fulfil that roll.

It has been a momentous year for me not just as President and Secretary of this illustrious club but also celebrating the 200th anniversary of the birth of Charles Dickens and being able to represent you all on various occasions. The highlight must be the invitation to the Palace in February at a reception hosted by Her Majesty and Prince Philip. Many other Dickensian organisations were present as were actors and actresses from stage and screen, members of the Dickens family and Dickensian scholars and academics.

I was delighted to be informed from my conversation with him and his wife that Ron Moody remembers with fondness his two visits to the club. Philip enquired if I rode a penny farthing and seemed surprised when I answered yes.

The previous week I had joined club members and other veteran cycle enthusiasts riding Victorian machines to the door of Dickens' birth in Old Commercial Road in Portsmouth as part of that City's celebrations. Later I went on to St Mary's church, where Dickens was baptised, to join City and County dignitaries in a church service. Lunch at the Guildhall was followed by time on the stage of The Theatre Royal with Simon Callow and others to witness the unveiling of the model of the proposed statue of Dickens to be erected next year in Portsmouth. We have already been invited to attend the unveiling ceremony and ride Victorian cycles again.

Other club members attended the celebrations in London at the Abbey and the Mansion house.

Our thanks are given to Samkin (Peter Legg) for his assistance in providing the memorabilia presented to club members to recognise the clubs connection to the great author. Members will have received the badge, cap badge and cuff links and I hope many of you are wearing them all today. There may be a possible fine if not.

May saw a change of entertainment with a Dickensian parlour theme. I have had a few complaints about this change but many more letters and notes of appreciation. You have heard already about attempts on other celebrations and it is hoped that some may still take place. The lunch later today is a return to a more traditional format and I hope everyone will enjoy.

Continued

Secretary's Report continued.

During the year we were saddened to hear of the death of Peter Hamon (The Hon. Wilmot Snipe) a member since 1996.

Including the 4 new members to be introduced today we currently have 185 members and 20 retired members. Whilst some retired members keep in regular touch others have not been heard from for some time and I intend to write to them all to confirm that they still receive details from the club.

It is a bit disappointing that nearly 25% of the membership is not in attendance at the luncheon. We have not sold some 40 tickets. Many members seem to have other commitments. Shame, the two club dates should be priority in anyone's diary.

I must give thanks yet again to Mrs Bardell who continues to give vital assistance to the club especially with the seating plans. Having done them once I can vouch that it is a thankless task especially this year with late extra tickets due to the low numbers at closing date. Some members seem incapable of complying with the clear timetable.

I also give thanks to my office colleagues and especially my secretary Jane for continued support and assistance. I finally thank all the committee members and officers for their support and contribution for what has been a memorable year.

Samuel Pickwick President and acting Secretary.



New members announced and presented at the Garden Party were :

Daniel Gibbons, to be known henceforth as *SMOUCH*

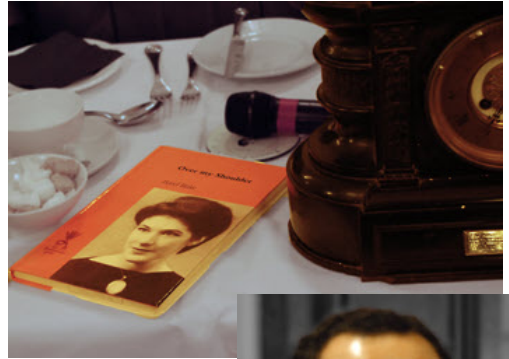
Chris Gibbons, who is to be known henceforth as *Mr. PERKER*

Simon Wright, who has been given the name - *THE SUFFOLK BANTAM*

Andrew Morgan, and he will be referred to as *MARTIN THE SURLEY COACHMAN*.

The Annual General Meeting

Held in an adjoining room at The Connaught, just prior to the Garden Party, the AGM attracted the usual number of genuinely interested members who were delighted to be afforded a close sight of the magnificent marble clock that our guest Lawrence Blake had brought with him. This was the clock awarded to his Great Grandfather, Walter Blake, *aka the Hon. Mr. Chrushton* in 1891. This nestled on the table alongside a book, written by Hazel Blake, sister

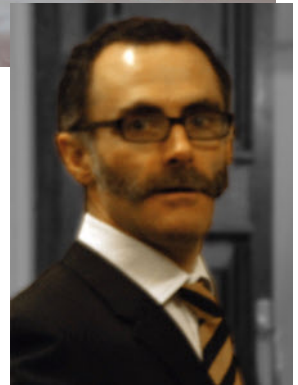


of our guest. Also on view was a cased tea service, pictured next page,



Samuel Pickwick for 2013

Sporting a magnificent appendage, grown especially in support of the Movember charity for mens health (or was it HP Sauce?) was Master Tommy Bardell.



Full details of the AGM will be known later, suffice to say that elected

Samuel Pickwick, Esq., President for 2013, was the Treasurer, Jack Martyn *aka*, John Mist. Deputy President was confirmed as Samkin, *aka*, Peter Legg. The Membership Waiting List was discussed and it was noted that 4 new members were to be introduced at the luncheon later and a further 3 members in May.

There was a full report on the Dickens Bicentenary Celebrations by Jack Martin and that may be seen on other pages in this issue.

Details of the suggested club Blazers and Waistcoats were advised by Samkin and these have now been circulated. The details are also repeated in this publication.

Next came the usual reports by the Secretary (setting aside his President's hat for the purpose of the meeting) and the Treasurer. The agenda called for the election of the officers, and for this there was no change – other than that mentioned above, and then the election of the Committee – which is as before – no changes. Ratification of new members and a discussion regarding subscriptions for 2013 – which remain as before.



What is the speaker saying asks Frank Simmerly

In regard to my report as your Editor, I felt bound to ask that the club should seek a replacement to take over this most enjoyable and absorbing work from me. No, I am not tired of the work involved but, as my 81st. Birthday was looming up just a few days hence, it was in fairness to the club that I should step down. Nine years have gone and I am most anxious to complete a full ten years as Editor (and lots of daily pills are a great help too !!).

With the increasing use of the internet, members will be offered to select how they wish to receive the club Magazine: either as the current hard copies, or by e-mail as a .pdf document, thus reducing cost of materials and postage and supporting environmental conservation. In addition, and quite separately, the magazine format will also be available in the Members pages of the club's website – always bearing in mind that not all of our members have computers or internet connections and e-mail addresses. Many will prefer to retain the hard copies for their own personal archives too. I am grateful for the support I received from the AGM and was indeed delighted that a member has shown interest in taking over the task from 2014.

As the meeting ended, the Captain had available on the table before him, the commemorative medals that had been struck for all the would-be entrants in the Gravesend sponsored event. With the cancellation of the days events the medals were available for those present to help themselves, which most did.

And so we proceeded to enjoy the bar before taking lunch.

Joe The Fat Boy.



Frank Simmery (*aka Helmut Stibal*)
With his prize for Timed Distance



Two Happy Men, and a bottle.

Future Events

Concern is being voiced by members of the Management Committee, and others, that support for several of the club's functions and some of the other events in which we are invited to participate has fallen somewhat. **Attendances at both of the major events last year, the President's Lunch in May and the Garden Party in December, were below the norm and Mr.Pickwick's trip to France was very badly hit. The Benson Rally was poorly supported and so too was the Hampton Court Ride. Only four club members, plus some guests, played Golf at the annual tournament and the Cycle Ride was more of a Lanterne Rouge benefit event.**

Even our proposed sponsored event at Gravesend had to be cancelled when the entry failed to meet a viable number. (That was an event organised by others, not by the PBC.)

Various theories have been voiced as to the reasons and it was noted that there were so many more demands and diversions last year: the wonderful London Olympic and Paralympics; the Dickens Bicentenary and, of course, the Queen's Special Celebration of her Jubilee - 60 years.

For this coming year the Committee is anxious that we not only regain the support of previous years, but that more members are motivated to take part in what may be an even larger programme of events.

In particular there are suggestions that we have group visits to several places of interest, several of which could perhaps include members' partners. These are in the discussion stage and announcements will have to follow later. Meanwhile, with the next issue of the magazine not until July, details will be made available in the Members Only section of the club website.

Some details are available now however, and highlighted are the most pressing of your support:

28th April to 3rd May: Visit the area of Blois, France to join in the celebrations of the birth in 1813 of Pierre Michaux, who invented the first bicycle by adding rotary cranks and pedals to the Draisienne. There is a full programme of events over three days including a Rally, Celebration Dinner, Visits, Cycle Jumble Sale, Shows, Picnic and Games. For full details of a special Package, contact SAMKIN on: 01260 224247 or by e-mail: <petel@leggconsulting.com> (see page 40).

9th May: President's Lunch at the Connaught.

13th June: Golf Day and Cycle Ride: Harpenden Common Golf Club: Contact SMITHERS for golf and MR.JUSTICE STARELEIGH for cycle ride. (See separate Booking Form).

23rd June: Charity Bike Ride. Contact BAILLIE MAC SOMETHING. Although strictly speaking, this is an 'outside' event, the Pickwick BC has featured prominently every year and has won the shield for the most money raised by any group for many years. This event, always organised by our Past President Baillie Mac, it is now in its 23rd. Year. Everyone is asked to give serious thought to supporting this event which is aiming to raise funds for the Sue Rider and Afasie charities. (See separate Sponsorship Form).

Continued:

7th July: Benson Rally. Contact MR.BROOKS or SERGEANT BUZFUZ. This is another 'outside' event but one of major importance. We do need greater participation and this is an excellent place to display those smart new blazers! Riders are required to ride on vintage machines and, if you don't have one, why not contact HUNT whose cycle business includes the hire of vintage machines for special events, including films and television.

13th-14th July "Mr.Pickwick Goes To France". (See next page).

2nd October: The Hampton Court Revival Ride. Contact PRUFFLE. The date has changed to avoid some clashes and to encourage an increase in attendance. There is a section for riders on early machines and who will ride part of the original 19th Century route while the main party will be put into small groups, according to ability, for the morning ride through leafy Surrey lanes. A first-class lunch and guest speaker will follow in the superb dining room of Ember Court, the Met. Police Sports Complex.

5th December: The Garden Party in the Connaught.

There are some other venues and events under consideration but all members are invited to suggest some smaller events and in particular, with Dickens association, if possible: ie. exploring Dickens London, or Rochester. Please give this your earnest and early attention and PLEASE make a careful note of the above dates.

One such event is the proposal for a '**Pickwick Bicycle Club Rallye**' to take place at the Beaulieu on Saturday, 11th May, just two days after the President's Lunch. Details are on page 24.

Plans are also in mind for next years TdF, which is to open in the UK. If you have any idea or suggestion on how you would like to view it, why not let Baillie Mac Something know your thoughts.

Do you remember when the Tour was here before? Here is Mr.Brooks leading the break on his Boneshaker as it passed through the prime in Goudhurst!



For the experience of a lifetime, this is the event to be on!

Mr Pickwick Goes To France - as he has done regularly since 1888

And, despite his great age, he invites you to join him on what promises to be an epic occasion.

Organiser Baillie Mac Something has organised yet another of his famed events in this gourmet and cycling visit to Northern France. A journey that will travel through the Calvados heartland of Normandy and Brittany. He advises two options for travel which will take in the finish of the TdF stage into St.Malo and then on to see the exciting Individual Time Trial stage of le Tour on Wednesday and the start of Thursday's stage before heading home.

Taking the car through the Dover/Calais Eurotunnel on **Tuesday 9th July**, or the Portsmouth to Cherbourg ferry, will both provide for a pleasant drive via the stage finish in St.Malo and on to meeting up at the impressive IBIS Hotel in Dinan. A super evening meal and an early night (!!) will prepare for the next short journey.

Wednesday will see the party comfortably seated at the roadside to experience the thrill of the Individual Time Trial which follows hours of entertainment that is the publicity caravan. Riders, passing at one, two and even three minute intervals will undoubtedly thrill and guarantee some hoarse throats from cheering Chris Froome, Bradley Wiggins and others of Sky GB team.

Two nights are booked at the IBIS. Gourmet food and wine then off to see the start of Stage 12 at Fourgère as the

Tour sets off on the 218 Km route to Tours. Then on to Cherbourg or Calais for lunch before returning to the delights of our Land of Hope and Glory!

Highlights of this event are the TdF, and the superb cuisine that is Baillie Mac's uncanny ability to find, will set the seal on a perfect trip. Returning on **Thursday 11th July**.

Book Now! Call Baillie Mac Something on:

01494 722611 or e-mail: <di.john.wildhatch@btinternet.com>



Hotel Ibis - Dinan

BLAZERS

Members will have received details of an offer from Samkin, following discussions by the Dickens Bicentenary Sub-Committee, for members to order a new style club blazer and waistcoat.

It appears that a number have taken up the offer but there is room for more and members are urged to give this some thought as soon as possible.

Three of our members have very generously underwritten the cost of a substantial length of specially designed and woven fabric, a mix of 80% wool and 20% cotton. The notice stated that 65 metres of material to be woven in Yorkshire to our specification in black and gold stripes which means there is no financial risk to the Club. 65 metres of material will allow us to make up approximately 25 blazers and 10 waistcoats – depending upon the size of members ordering!

We will be using a specialist company established in 1879, which uses UK-based tailors to produce quality garments to our design. Some of their key clients include MCC, Eton College, Lords Taverners, Hurlingham Club and the Honourable Artillery Company.

An artist's impression of the design was attached to the notice and it is hoped to have buttons made of the type featured in the recent magazine article by Mr Brooks.

Ordering is on a first-come, first-served basis as the number of garments to be made is restricted by the amount of cloth we have ordered. The cost for a blazer is £200 and a waistcoat is £80.

Attached also was a size form for completion or, alternatively, you could order against standard Marks & Spencer sizing as this is the tailoring model they use. Please remember there is only a finite number of garments to be made.

Not all the material quantity has been taken up with orders and so the ordering details and form is repeated with this issue and anyone wishing to look even better than they already do, are urged to take up this splendid and generous unique offer.

Please send sizing requirements and a 50% deposit if you would like to place an order to Peter J Legg (Samkin), Moss Farm Barn, Moss Lane, Siddington, Cheshire SK11 9DA, with cheques made payable to Heartwarmers Ltd.

It was hoped that the blazers and waistcoats would be available for The President's Luncheon in May, if ordered before the 31st January. That is rather too late now, but maybe they could be worn at other of our summer events - How about attending the Golf-Day events in these new and very acceptable garments?



If you require any further information please email Samkin: Peter Legg on <peter@leggacyconsulting.com>

Sadly, we have to report the loss of several members during the past few months. Here follows obits.

Mr. Blotton (of Aldgate). (*aka JOHN MOORE*)

My searching for words since the phone call from Derbyshire telling of John Moore's passing comes no easier. I still haven't caught my breath that, gone from our midst, is this man who blessed the British bicycle business scene like no other in recent decades. Ahead of the rest he influenced how others saw and reacted to High Street fashion and needs; working to build his company large and offer more than it all looked in the thick product prospectus was his feat. He may not have been alone on the bicycle marketing front, yet he was so very much The Leader: of that there can absolutely be no argument.

People have done very well from that rare ethos of top service and careful understanding he instilled through a Team partnership which has put the country's two-wheel family in such good stead. What he offered from those early days opened opportunity - gained well beyond the respecting of a gut feeling, following just as much what went on at the heart of things and in the head. He figured it so well, didn't he!

It's no great distance from the Watford shop where he began with family business, on through Luton to Derby and where the still-family-style international operation wheels powerful influence beyond county and country boundaries. Yet, the business has always revolved - evolved - with people who made the grade because of the the way John Moore was able to identify what was needed, when it was needed. His style of man-management put the person first, something I witnessed at his then-headquarters in Luton: that day my first ever visit to Moore Large & Co was to sit at the family-table set up, where we all sat up together. That system introduced people, overlooked barriers, opened dialogue, levelled the pitch: so clever, considerate, caring. Copy, for there is no better indicator for the way forward in this business sector!

John Moore united his blood family with the staff family, to fuse a seamless, peer body of bicycle business understanding that incrementally has defined market success. On the sales front the brands mix and the offer delivered from the centre of selling at Derby, or from the linkage of the Cash & Carry operation that took the wholesaler function closer to the local shop door, it was so in-tune to the needs of moving product from the factory and warehouse to the end-consumer.

More lately he became the universally respected gentlemanly father-figure influencing a mostly home-grown Team, moulding loyalty and ability and merchandise as a real and true currency, all supported by a richly talented business offer from today's Moore Large operation. Everything that the company achieved along the way is based on vision: as happened with bringing to the market outsourced product from the emerging supply chain of the Far East.

That wasn't doing the expected, but John Moore anticipated the way things were changing, and he was giving a slice of the action to his customers. The whole Moore Large company embarked on the mission to deliver to the Retailer the product which matched the needs for the shop-floor counter, and for retailers it really worked. It also worked for the people that his style of leadership had - and has - drawn into the company fold, people who interfaced the shopkeeper with the

had - and has - drawn into the company fold, people who interfaced the shopkeeper with the company warehouse and manufacturing partners.

Rivals weren't overly enthusiastic with this display of thought-through energy, and across an industry which engaged in a war of wheel words, the Starley House Brigade rallied and reacted. That brought John Moore to express regret that the dues his company paid into the industry association were actually used to engage an affront on his business. Perhaps it was the antidumping scenario which fuelled and defined the outcome:

John Moore missed arriving in Coventry as their chain-wearing leader - certainly his rightful place - at the Bicycle Association table, where he held such a prime position. Today, with his passing, that now near-neutered manufacturer-marketer body can never elect the best-ever, most able, viable President of recent decades. It remains so much a mystery to outsiders, the politics of the occasion, and look what was lost.

As I have already written . . . "people have done very well from that rare ethos of service and understanding" which John Moore ensured was delivered.

Looking closer at The Man, how will I remember him? As being totally Genuine, a man honestly concerning himself with how your today was making out; he was never afraid to help with understanding - or, more to the point - help right a misunderstanding, if that was needed.

And didn't he love the game of cricket! How much happier I would be today if I was allowed to write "78, and not out" but Life isn't quite like that: within the week or so John would have made his 78th birthday.



Right. Mr. Blotton (of Algate). (aka John Moore)

Forever, I'll have The Big Man in mind at this time of year or whenever "*for auld lang syne*" is the lyric. Expanding that thought, these words: "*and there's a hand my trusty friend! And give us a hand o' thine! And we'll take a right good-will draught, for auld lang syne*".

The last time I stood close with John Moore was not yet a month past, at The Pickwick Bicycle Club Christmas Party in London. The gathering all sang lustily - and did so with arms linked - not realising his voice, his presence, would soon be lost. For me, as I pen these words there is the realisation that we don't get back what we have lost here, but what we can do is honour the legacy, respond to the touch of the Big Man that was John Moore.

Tom Cummins, aka John Dennis



Tom Cummins (aka John Dennis)

The club, cycling in general, the Norwood Paragon and the Reading Track League in particular, suffered a great loss With the passing at 86 years of John Dennis, (*Tom Cummins*.) following a long period of ill health.

John was elected to the club in 1998, some seven years after his retirement from an illustrious career in both cycling and journalism.

Several obituaries have been written and a selection are reproduced here which show how very popular and accomplished he was.

Mr Warren (aka Stuart Benstead) wrote:

John was a founder member of the Sports Writers' Association. He was then racing editor of *The Bicycle* under another founder member, Peter Bryan, who is living in Bournemouth.

Following the takeover by *Cycling* magazine, John moved into motorsport magazines and later into PR with British Leyland Group.

From there he moved to Volvo on the commercial side until his retirement.

John was a successful sprint cyclist in his younger days at Herne Hill track near where he lived, and at other tracks across the country. He missed the 1948 Olympics as a tandem rider through injury, being replaced by Reg Harris and Alan Bannister, who went on to win the silver medals.

He contributed to the sport in many ways throughout his life, including several years as manager of Herne Hill, promoting international meetings and starting up the *Cycle Sport* magazine. Upon his retirement he and his wife Shelagh took the reins at the ailing race scene at the Palmer Park track in Reading. He built up a volunteer team to the point where the track thrives and now hosts national championships.

Although in failing health for a long time, he took particular pleasure in the success of Bradley Wiggins as, when a youth rider Wiggins was a regular competitor in races promoted by John at Reading.

There was a private woodland burial on 11th February, with a celebration of his life the following day at Winnersh, near his home.

From Peter Ansell, Norwood Paragon CC

It is with sadness that Norwood Paragon CC announces that former President and Life Member of the Norwood Paragon CC John Dennis passed away peacefully at home on 24th January at the age of 86 years. John had been in ill health for some time.

John joined the Paragon in 1946 and proved to be an outstanding track rider. The pinnacle of his cycling career was being selected to ride the Tandem Sprint in the 1948 London Olympics. Unfortunately, injuries sustained in a crash two weeks before the Games put him and his partner Ivor Cox out of contention, their places being taken by no other than Reg Harris and Alan Bannister. In 1950, John set a new National record of 23.0 seconds for the ¼ Mile Human Paced Flying Start, the record was never beaten before all track records became metric.

John's racing career ended in 1951 after breaking his collarbone for a second time and turned his attention to fulltime promotion of track racing at Herne Hill. These promotions were world class events which packed Herne Hill every Saturday during the summer for a number of years.

John also found time to manage a number of British teams in overseas classic events before turning his hand to journalism, working on "*The Bicycle*" and "*Cycle Sport*" for nine years.

A spell of working in Japan whetted his appetite for Keirin racing and in 2004 he promoted the National Keirin Championship on behalf of the Paragon as part of the club's Centenary celebrations. John, with support of his wife Shelagh rejuvenated the Reading Track League, which went on to be one of the country's leading leagues.

Forever the character he never accepted the norm, he will be missed by all who knew him.

John Dennis was well known and highly respected in the motor industry and there have been glowing dedications to him in several of the industry's trade publications. The following is just one such item from the pen of Tim Blakemore, Managing Editor which appeared in his "*Commercial Vehicle Engineer*".

John Dennis

A highly-regarded doyen of commercial vehicle journalism and public relations died of heart failure last month, aged 86. John Dennis's long and distinguished career as head of Volvo's truck and bus press and public relations in the UK came to a normal end in 1991, when he retired. But the style, enthusiasm and intelligence he brought to the job continues to be remembered fondly by journalists and public relations managers alike.



A garden gathering

Mr Dennis first entered road transport journalism on two wheels, as a racing cyclist. He rode tandems which set international records in 1951, and would have been in British team at the Olympic Games of 1948 if not for a training accident.

During his cycle-racing career he wrote competition reports for newspapers including the *Daily Mail* and *Daily Mirror*. This led to his appointment as racing editor of *Cycling*, a magazine published



Sven-Erik Lindstrand with John Gothenburg, Sweden 1982

by Temple Press. Another of this publisher's titles at the time was *Commercial Motor*, the prominent weekly for truck and bus operators, and an ambitious Mr Dennis soon successfully applied for the post of news editor. From there, in 1962, he was hired by AEC finance director Jim Slater to be publicity manager and editor of the London-based truck- and bus maker's internal publications.

When AEC was taken over by Leyland Motor Corporation in 1968, managing director Donald Stokes moved Mr Dennis to the Lancashire head office to direct Leyland public relations. But Mr Dennis's determination to be candid and open with journalists led to clashes with his boss. So when haulier Jim McKelvie came looking for someone to

mastermind public relations at his fledgling Volvo truck sales and marketing operation in the UK, Mr Dennis jumped at the chance.

Back in London and with greater management freedom, Mr Dennis then went from strength to strength, soon gaining a reputation for innovative pr schemes. On one occasion he hired a complete London Underground train to take journalists and truck operators to the theatre. At a tipper truck show in Harrogate North Yorkshire he arranged for Volvo tipper operators to be entertained by Ken Dodd.



John, centre, at the 2008 Party

The cordiality for which Mr Dennis was renowned remained much in evidence long after his retirement. Until quite recently he was organising regular get-togethers of many current and former road transport journalists. And his love of cycle racing also proved remarkably durable, demonstrated by organisation of Reading race meetings until only a few years ago.

Sven-Erik Lindstrand worked in the Volvo Truck Corporation head office in Gothenburg, Sweden at the same time as John Dennis headed Volvo's truck press and public relations operation in the UK. "I liked him a lot," says Lindstrand, now a freelance international commercial vehicle journalist. "He would look into your eyes and listen really closely to what you had to say. We had to keep on top of many Volvo Truck public relations operations around the world, but not the UK's under John Dennis. He was very proactive and used to bombard the head office with lots of questions and ideas."

Mr Dennis leaves a wife, Shelagh, a son and a daughter. _

Our colleague and member Mr Slasher (*aka* Derek Keen) is another great loss. The obituary is from from Peter Magnus and is followed by a letter to the deceased's son, also a member of our club,

We are saddened by the peaceful passing of Mr Slasher (Derek Keen) who was diagnosed with oesophageal cancer in September, died on Friday 14th December 2012 aged 82.

He Joined the Pickwick B.C. in 1986. He joined the Comet C.C. in 1947 . In 1965 when the Comet and Crescent Wh. amalgamated, He was a founder member of The Lea Valley Road Club of which he was President for three years .

In November 1969 with partner Mike Henighan they broke the Road Records Association Cardiff to London Tandem Trike record by 20m 57s in a time of 6h 42m 06s. This was done in terrible weather conditions and their chain breaking twice. He was a good club man organising garden parties and social functions.

Derek was a top class Silversmith engraver and was know by many London clubs and sports organisations who have their trophies engraved by the company he founded.

Derek was also the organist for 26 years for the Lodge of the Open Road, a cyclist Freemasons Lodge. He was also the Organist for an believable 92 (ninety two) lodges. He leaves is wife Evelyn and father of Michael, Loraine, and Don.

He lived respected and died regretted.

Peter Magnus

My Dear Bill the Turnkey

I am saddened to have received the note of dad's demise on 14th December 2012.

I, myself have been under the weather for the last 2-3 weeks and am only just able to get round to dealing with correspondence, but on behalf of the Pickwick Bicycle Club may I offer condolences to mum, yourself, Michael and Lorraine.

I do know that at least one or two members of the Club hope to be there on Friday, so the Club will be represented.

With condolences.

Yours sincerely

Serjeant Buzfuz
Secretary

Members' Letters and Comments

This is the place where members may express their views and comments on matters concerning the club and its activities. All letters are welcome and your input is confidently awaited!

Write to:
Stan Rose
'Mere'
Chartridge
Bucks. HP5 2TF

Editor's Note: Pickwickians - I can't find your letters:



please write - I am lonely!

Or e-mail stan@stanrosefamily.com

Letter from Mr. Brooks

My Dear Joe the Fat Boy,

On the 16th August you sent to me a photograph of a number of cyclists apparently getting prepared to start on a ride. The same photograph was published on page 26 of the PBC Magazine and described (somewhat inappropriately) as being competitors ready for the start of the 1908 Olympic Road Race.

It is difficult to put a precise date on the picture which depicts eight riders standing by their machines which were then known as bicycles and now colloquially as Penny Farthings. In the left foreground is a rider with what seems to be a small Penny (which it is) but is of a type with a small geared up front wheel, known colloquially as a Kangaroo. There was one such model produced by Hillman, Herbert and Cooper which (for unknown reasons) they called a Kangaroo. The name stuck and, although other companies produced similar machines, kangaroo became a generic name for them.

On the kangaroo riders right is one of his club mates on a tricycle where, regrettably, one cannot see enough to identify it. It might be a Quadrant.

Most of the riders appear to be wearing similar caps with badges but the quality of the picture is not good enough to be precise. The gentleman with the walking stick at the front right of the picture also appears to be wearing a badge on his hat and, as he looks somewhat older than the others, is probably a club official come along to supervise the start of what was probably a weekend club run.

You are welcome to publish as much of this letter as you see fit. It occurs to me however that members of the Veteran Cycle Club might be able to provide a little more information about the event. Would it be acceptable to send a copy of the picture to the editor of the VCC magazine to see if they can assist? If so I will draft a letter and you could email the photograph to my secretary. Please call me.

Yours sincerely

Mr Brooks

(Michael Radford)
Letter to Mr. Brooks.

Reply: My Dear Mr. Brooks

I beg your forgiveness of my discourtesy in taking so long to reply to your letter which was contained in the e-mail I



Letters continued

received on the 6th inst. I had promised to reply by the very next day but events overtook me, causing me much embarrassment. I do sincerely apologise.

I am also embarrassed at having been 'caught out' in my attempt at poor humour in reproducing the photograph to which you refer and which I suggested was the start of the first Olympic Road Race. Of course, it is not. Indeed, I cannot remember how and when I obtained the photograph or when it may have been taken.

I am very much indebted to you for pointing out the salient details of machines, clothing and cap badges. I bow to your superior knowledge, gained, I imagine from many years of observations and your undoubted enthusiasm – you are to be admired, sir.

I am attaching a copy of the photograph as a .jpg image and will be delighted if members of the Veteran Cycle Club can provide more information about the event and which I shall be pleased to publish in the next issue of the club magazine.

With Pickwickian Greetings
and continued friendship.

Joe, The Fat Boy
(Stan Rose)



Photographed in Africa

The Origins of Auld Lang Syne

Auld Lang Syne

Should auld acquaintance be forgot,

And mever brought to min'?

Should auld acquaintance be forgot,

And days o'lang syne,

For auld lang syne, my dear,

For auld lang syne.

We'll tak a cup o' kindness yet,

For auld lang syne

Robert Burns

The song that millions of people sing on New Years Eve and we sing at the two club luncheons, is a Scots poem written by Robert Burns in 1788 and set to the tune of a traditional folk song. However, Burns never claimed that he was the original author. Instead, he once wrote, "I took it down from an old man." In fact, the ballad "Old Long Syne" printed in 1711 by James Watson shows considerable similarity in the first verse and the chorus to Burns' later poem and it is assumed that even Watson's version was not the original.

The song's Scots title may be translated into English literally as "old long since", or more idiomatically, "long long ago", "days gone by" or "old times". "For auld lang syne", as it appears in the first line of the chorus, is loosely translated as "for (the sake of) old times".

Singing the song on Hogmanay or New Year's Eve very quickly became a Scots custom that soon spread to other parts of the British Isles. As Scots (not to mention English, Welsh and Irish people) emigrated around the world, they took the song with them.



An insight into the character of one of our early members:

In 1899 Jinkins (Lt-Col T J Boulter) met up with George Foster and friends from the Central Telegraph Office near St Paul's Cathedral.

Here are some short extracts from George's journal of that cycling tour of the Pyrenees. The full journal can be found at www.pickwickbc.org.uk/interesting

Whilst standing in the street discussing whether to go on further and "chance" what accommodation we could get, or to stay in this quaint old town (St Jean Pied de port), a man in cycling costume came up and addressed us in English. We were of course rather surprised. I was uncertain at first whether our new acquaintance was a Yankee or an Englishman, but soon found he was the latter. He was Mr Boulter of The Pickwick C.C. and turned out a fine fellow. He recommended us to stay at his hotel (Epestiguay), which we did to our great satisfaction.

We found Mr Boulter was an early riser, so I made an effort in the morning and arose about 6.30. Thought I would go up as far as the citadel for a walk and a look around. None of the others were ready so I had it all to myself. On reaching the hotel once more I found our new friend and Bill enjoying their café au lait (7.40am) and Bertie still "en haute". I agreed with Mr B's idea of early rising but was not quite prepared for starting not later than 8.00am, which was his usual practice... Mr B. who carried a Kodak with him "took" the group and we soon left them at it. It was whilst descending the other side of this mountain that we obtained our first sight of snow-capped mountains. It was a revelation to me, the peaks looking so much like they do in pictures.

We arrived at Mauleon after a tedious, tiring descent and found as we had suspected before entering the town that it was market day ... We parted ways with Mr B. at Mauleon owing to what turned out to be a misunderstanding with regard to our routes. He was making for Pau via Tardets, whilst we were going "straight" via Oleron. After getting well on the way however we found the "short" road existed only on paper and that we could only go via Tardets ... rail to Pau, about 12 miles distant.

We arrived there at 3.45pm and soon afterwards suddenly met Mr B. once more. He told us he too had stayed at Oleron the previous night. We put up at the Hotel de la Poste and went off to get the famous view from the promenade before dinner ... nearing St Pe where we stopped for the "Kodak fiend" to snapshot a famous bridge ... Mr B. photographed the grotto and the rest of the party from two or three different standpoints ... We adjourned to the smoking room and played whist or nap until we retired.

Cauterets is about 300 feet above the sea level ... Mr B. "shot" several of the cascades that rush into the gave from the precipitous heights on either side of the gorge ... During dejeuner a Frenchman sitting at another table became so vociferative in his conversation that the place rang.

Mr B, who was looking up "Baedeker" felt inclined to return the compliment and the result was rather amusing ... Arose before 6 am and after "café" made for the celebrated "cirque" after following the "gave" up the valley, climbing over rocks, rivulets and snow ... Mr B. took several shots and we returned to the hotel passing several tourists of both sexes on horseback, going to the cirque ... Mr B. shot his last film – all in the pouring rain, and essayed to travel the downward track ... Bertie, as of yore, soon got on ahead. Mr B. following closely, whilst William and yours truly brought up the rear ... welcomed by Bertie and Mr B. who had prepared a good fire, dry clothes and a hot cognac for us.

We had a large room all to ourselves and were soon at peace with the world, quite cheerful in fact. We were soon surveying each other, dressed in French shirts, French trousers, French socks and slippers. We found a pack of cards after dinner and so whiled away the Sunday night.

Awoke to find that fine sunshine had returned at last. The machines seemed none the worse for the snow and rain, and about 9.30am we bade goodbye to Grippe and its hospitable hotel. We parted here from Mr B. who had yet another col to mount, as he intended to reach Adorre if possible before he returned. He had shown himself to be a sound fellow and a real acquisition our party. We promised to look him up at the Pickwick Cycle Club after our return home.

Proposed new event : "*Pickwick Bicycle Club Rallye*"

(Continued from page 12)

Our proposal is to meet at Beaulieu on Saturday 11th May and to organise a ride for members on a wide range of bicycles from velocipedes, Penny Farthings, tricycles, tandems, solid tried safetys to more modern bikes. The programme for the day would be:

- 10h30 Arrive and park together close to the display arena
- 11h00 Demonstration ride of Victorian bicycles in the arena for the benefit of visitors to the Museum
- 11h30 Depart on various rides through the New Forest
- 12h30 – 14h00 Lunch together either at Beaulieu or Bucklers Hard
- 15h00 Second demonstration ride in arena
- 16h00 Visit of the museum followed by departure

For full details and confirmation, please contact Mr.Watty (Stuart Mason-Elliott) on:

07713 267200 or by e-mail at: [Stuart Mason-Elliott <Stuarte@elliott-brothers.co.uk>](mailto:Stuarte@elliott-brothers.co.uk)



March 2013 Caption Competition

This months picture features
Baillie Mac Something
celebrating his ethnic origins !

There is a prize for the best
caption entered by a member.

Entries are limited to two
alternative captions per member
and should be submitted in
writing to the Editor
(address in Handbook),
or by e-mail (preferred) to:
<stan@stanrosefamily.com>

Entries close at the end of May



October 2012 Caption Competition

The Winner is:

Mr Noddy (*aka* Peter Wilson)

With the following Caption:

“These incontinence racing shorts really do work!”

Mr.Smithie

Here are some items of interest, the first, on the left, is from the November 2012 issue of the genealogical magazine "Your Family History".

Case History *John Dickens*

William Dickens, the grandfather of Charles Dickens, was butler to the Crewe family at Crewe Hall and Mayfair and his wife Elizabeth was a housekeeper in the same residence. William died in October 1785 and his son, John, was born soon afterwards. Claire Tomalin, Dickens's recent biographer, speculates that 'John Dickens may have been the son of the elderly butler, but it is also possible that he had a different father.' Was John, for instance, actually the son of John Crewe, the lord of the manor, or another gentleman guest at the Crewe residence? In a flight of fancy Tomalin even suggests that John's father might have been the dramatist Sheridan (an idea which, if true, would give Charles Dickens a true literary pedigree).

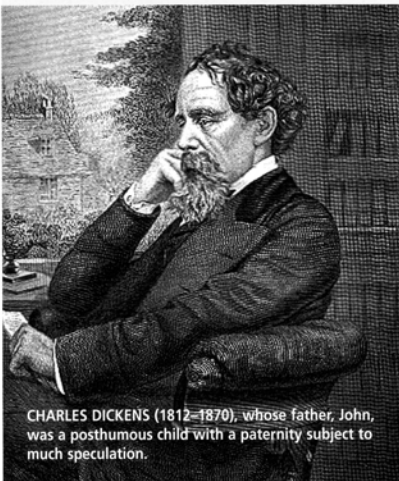
Perhaps it is not important who the real father of the posthumous John Dickens was. What counts is the fact that he might have believed his father was one of the educated, well-travelled, impecunious gentlemen visitors to the Crewe home. In any event, John Dickens grew up with a degree of flamboyance that belied his origins and consistently lived beyond his means, much to the sorrow of his son Charles.

Mr. Brooks found this item of interest in the 5th March 1926 copy of "Cycling" (Yes, he does like to keep abreast of Club developments)

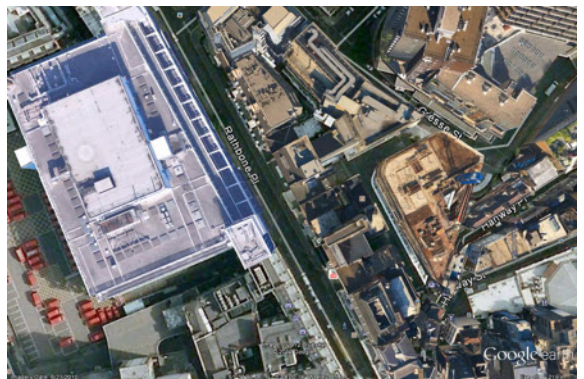
Also in that publication is a note entitled "Useful Items" in which it says that Messrs. Clarkes, of Redditch, have just marketed cloth-covered trouser Clips (carded in various shades) and axle lock washers for variable-gear hubs. (No doubt the clips are to match the cloth caps-Ed.)

New Pickwick Club House.

The Pickwick B.C. have just leased new club premises at 9, Rathbone Place, London, W. (near Frascati's Restaurant). It is proposed to furnish the rooms for billiards, etc., and a house-warming party will be held in a few weeks' time. The Pickwick B.C. is not only the oldest club, but is the oldest Dickensian association in the world, and as the subscription is only 31s. 6d. per annum, it is expected that many old cyclists will be attracted by the new club house. It has been decided to admit 100 new members free of entrance fee, and application forms can be obtained from Mr. L. W. Worth, 39, Nassington Road, London, N.W.3.



CHARLES DICKENS (1812–1870), whose father, John, was a posthumous child with a paternity subject to much speculation.



Aerial view of Rathbone Place as it appears today- in November 2012, from 219 mtrs.

The following is an item found on Wikipedia, the free encyclopedia and the poem was suggested to me by a friend.

Mulga Bill's Bicycle

"**Mulga Bill's Bicycle**" is a [poem](#) written in 1896 by [Banjo Paterson](#).

The poem is a [ballad](#). Each line is a [fourteener](#), having fourteen syllables and seven [iambic](#) feet.

It tells the [tragic](#) tale of Mulga Bill, a man whose [pride](#) in his riding skill causes him to purchase, ride and crash a [bicycle](#). Although Mulga Bill claims expertise in riding all things his ineptitude and subsequent accident suggest that he may only know how to ride a horse.

The poem was first published in [The Sydney Mail](#) on 25 July 1896. It is amongst Paterson's most popular works. A 1973 reprinting of the poem illustrated by [Kilmenny](#) & [Deborah Niland](#) has been continuously in print since publication and won the 1973 ABPA Book Design Award and the 1974 Visual Arts Board Award.

The poem actually featured the [Safety bicycle](#). However, the poem has been inaccurately illustrated by various illustrators with a depiction of the visually more interesting [Penny-farthing](#) which had been superseded at the time the poem was written.

The introduction of safety cycles gave rise to a bicycling boom with millions being manufactured in the decade 1890-1900. They were very popular in the Australian [outback](#), widely used by [shearers](#) and itinerant workers at the time that Paterson wrote this poem.¹

The model for the character of Mulga Bill was William Henry Lewis (1880-1968), who knew Paterson in the vicinity of [Bourke, New South Wales](#). Lewis had bought his bicycle as a result of a [drought](#) when there was no feed for horses.

[Eaglehawk, Victoria](#)—once a rural mining town, now part of greater [Bendigo](#)—was given as Mulga Bill's hometown (*'Twas Mulga Bill, from Eaglehawk ...*). This has been recognised with the development of the Mulga Bill Bicycle Trail, a scenic ride taking in many of the mining attractions, historic sites and modern-day amenities of Eaglehawk.

Mulga is a very common species of [Acacia](#) that predominates the interior regions of the Australian bush, and colloquially, it is an alternative term for [the Bush](#) itself or wilderness regions, for example 'up the mulga'.

The poem has been set to music and the poem title was the name of a prominent Australian folk music group (also known as a bush band) in the 1970s.

The poem follows on the next page:



Three Men & a Boy on a Bicycle, by James Colquhoun
(ca.1896 - ca.1904).

From the State Library of Victoria, Australia.
(Image No. Je000962).

MULGA BILL'S BICYCLE by A.B. "Banjo" Paterson

'Twas Mulga Bill, from Eaglehawk, that caught the cycling craze;
 He turned away the good old horse that served him many days;
 He dressed himself in cycling clothes, resplendent to be seen;
 He hurried off to town and bought a shining new machine;
 And as he wheeled it through the door, with air of lordly pride,
 The grinning shop assistant said, "Excuse me, can you ride?"

"See here, young man," said Mulga Bill, "from Walgett to the sea,
 From Conroy's Gap to Castlereagh, there's none can ride like me.
 I'm good all round at everything as everybody knows,
 Although I'm not the one to talk - I hate a man that blows.
 But riding is my special gift, my chiefest, sole delight;
 Just ask a wild duck can it swim, a wildcat can it fight.
 There's nothing clothed in hair or hide, or built of flesh or steel,
 There's nothing walks or jumps, or runs, on axle, hoof, or wheel,
 But what I'll sit, while hide will hold and girths and straps are tight:
 I'll ride this here two-wheeled concern right straight away at sight."

'Twas Mulga Bill, from Eaglehawk, that sought his own abode,
 That perched above Dead Man's Creek, beside the mountain road.
 He turned the cycle down the hill and mounted for the fray,
 But 'ere he'd gone a dozen yards it bolted clean away.
 It left the track, and through the trees, just like a silver steak,
 It whistled down the awful slope towards the Dead Man's Creek.

It shaved a stump by half an inch, it dodged a big white-box:
 The very wallaroos in fright went scrambling up the rocks,
 The wombats hiding in their caves dug deeper underground,
 As Mulga Bill, as white as chalk, sat tight to every bound.
 It struck a stone and gave a spring that cleared a fallen tree,
 It raced beside a precipice as close as close could be;
 And then as Mulga Bill let out one last despairing shriek
 It made a leap of twenty feet into the Dean Man's Creek.

'Twas Mulga Bill, from Eaglehawk, that slowly swam ashore:
 He said, "I've had some narrer shaves and lively rides before;
 I've rode a wild bull round a yard to win a five-pound bet,
 But this was the most awful ride that I've encountered yet.
 I'll give that two-wheeled outlaw best; it's shaken all my nerve
 To feel it whistle through the air and plunge and buck and swerve.
 It's safe at rest in Dead Man's Creek, we'll leave it lying still;
 A horse's back is good enough henceforth for Mulga Bill."

The Sydney Mail, 25 July 1896.



**RESEARCHING YOUR ANCESTORS,
OR, WHO WERE YOUR EARLY NAMESAKES?**

This series is compiled and produced by
Past President Joseph Smiggers, Esq. P.V.P.M.P.C., (Steve Bullen),

The Pickwick Bicycle Club has been in continuous existence since its formation in 1870, and the soubriquets of its members have been faithfully passed down from generation to generation. If you would like to receive 1 of your soubriquet please contact Joseph Smiggers at steve@stephenbullen.com and you will have this information by return.

Henry Beller – toast-master temperance convert:

“Henry Beller was for many years toast-master at various corporation dinners, during which time he drank a great deal of foreign wine; may sometimes have carried a bottle or two home with him; is not quite certain of that, but is sure if he did, that he drank the contents. Feels very low and melancholy, is very feverish, and has a constant thirst upon him; thinks it must be the wine he used to drink (cheers). Is out of employ now; and never touches a drop of foreign wine by any chance (tremendous plaudits).”

- | | | |
|---------------------|-----------------|--|
| J. Bonnick | pre 1881 | |
| Thomas Grant Scarfe | 1924 to 1939 | President 1930; Sub-Captain (1933 and for many years) Committee (1927) Hon. Sec.Fellowship of Old-Time Cyclists. |
| E Archer | 1958 to 1961 | |
| G H Fleming | 1963 to 1983 | |
| F Joe Summerlin | 1983 to present | |



Mr Cluppins – Mrs. Cluppins husband:

“Mrs. Cluppins having once broken the ice, thought it a favourable opportunity for entering into a short dissertation on her own domestic affairs; so she straightway proceeded to inform the court that she was the mother of eight children at that present speaking, and that she entertained confident expectations of presenting Mr. Cluppins with a ninth, somewhere about that day six months. At this interesting point, the little judge interposed most irascibly; and the effect of the interposition was, that both the worthy lady and Mrs. Sanders were politely taken out of court, under the escort of Mr. Jackson, without further parley.”

- | | | |
|----------------|-----------------|---------------------------------|
| Sid C Woods | 1971 to 1977 | Became a Country Member in 1977 |
| Martyn Gibbons | 1994 to present | |



Mr Dowler – Formerly in army; traveller by coach to Bath:

“With great pleasure, Sir,” replied Mr. Pickwick. “We are to be fellow-travellers, and I hope we shall find each other’s society mutually agreeable.” “I hope we shall,” said the fierce gentleman. “I know we shall. I like your looks; they please me. Gentlemen, your hands and names. Know me.” Of course, an interchange of friendly salutations followed this gracious speech; and the fierce gentleman immediately proceeded to inform the friends, in the same short, abrupt, jerking sentences, that his name was Dowler; that he was going to Bath on pleasure; that he was formerly in the army; that he had now set up in business as a gentleman; that he lived upon the profits; and that the individual for whom the second place was taken, was a personage no less illustrious than Mrs. Dowler, his lady wife.”



J Long	pre 1881
Walter Percy	1900 to 1914
John Roderick Hopper	1928 to 1940
E Owen	1959 to 1986
Guy A Turnell	1989 to 1997
C E Lobley	1999 to 2001
Seth Ennis	2003 to present

President (1935); Winkle Cup (1930)

Mr Charles Fitz-Marshall – One of Jingles’ aliases – at Mrs Leo Hunter’s party:

“Nothing seemed wanting to render the select circle complete, when Mr. Leo Hunter--whose department on these occasions, was to stand about in doorways, and talk to the less important people--suddenly called out-- ‘My dear; here’s Mr. Charles Fitz-Marshall.’ ‘Oh dear,’ said Mrs. Leo Hunter, ‘how anxiously I have been expecting him. Pray make room, to let Mr. Fitz-Marshall pass. Tell Mr. Fitz-Marshall, my dear, to come up to me directly, to be scolded for coming so late.’ ‘Coming, my dear ma’am,’ cried a voice, ‘as quick as I can--crowds of people--full room--hard work--very.’”

Derrick Campion	1937 to 1942
B A Marshall	1960 to 1994
Jon Edwards	1996 to present



Dear Joe, thank you for your interest in my run.



The stats are chip time 5:54:40 age cat position 50 (I think there were about 300, really unsure though) chip position 11371, again unsure, but I believe 14700 started. I ran the flora London marathon in 2000 in 5:33 at 54 yrs then did nothing of note until August bank holiday this year when I ran the Fleetwood half in 2:33, so my target was 5:00.

Unfortunately on Thursday before the run I picked up a bug and did not recover until the night before but I don't think I would have made 5 anyway.

I am doing Dublin next year having missed out on the London ballot, I do have my eye set on others though.

By the way my entry was my 66th birthday present in April and I got to run behind my son Tim who did 3:04.

Slurk aka *P.F.Chapman*)



Mr. Brooks was recently seen, peddling furiously on his latest model in pursuit of the peloton, during the Benson Rally. Although not quite properly dressed, the trousers were in the Gold and Black of the club colours.

Extracts from "The Boys Own Paper" 1880

BICYCLISTS AND BICYCLING

8 – CLEANING AND KEEPING MACHINES IN ORDER, ETC.

Although we had practically concluded this series of papers with our last article, so many correspondents have written asking for information as to the keeping of their machines in order, that we have been induced to give this supplementary paper.

A good many writers when speaking of bicycling are fond of contrasting the little care which a bicycle needs compared with the attention which must be bestowed on horseflesh. No grooming, they say, is required; nor any of that constant cleaning, without which the horse's health must inevitably suffer. This is only true to a certain extent. Bicycles do, as a matter of fact, require a good deal of looking after; and if the owner of a new machine desires to keep it in the same state of brightness as when it first left the maker's workshop, he will have to devote considerable time and patience to the task.

To those of our readers who do not like the idea of so much work we would suggest that they should have their bicycles painted or japanned, thus obviating all chances of rust, and rendering the labour of cleaning much easier, as a pail of water dashed over the wheel will make it look as good as new. Bicycles painted all over have a somewhat heavy appearance, and consequently are not very popular.

There are several preparations sold called "Rust Preventatives," which when applied to the bright work of a bicycle arrest corrosion. If not using any of these, a good way to stop rust is to rub the bicycle over occasionally with paraffin. If the bicycle has got rusty, try and remove the disfigurement without, if possible, using scouring paper. Oakey's Wellington polish is an excellent renovator. If the rust, however, is very obstinate, scouring paper must be used. Care should be taken to oil the paper first, to prevent as little scratching as possible.

The use of scouring paper always destroys the burnish or gloss which a machine possesses when new. This can be restored with a chain burnisher, which can be procured at any saddler's.

To thoroughly clean a bicycle it is necessary to take it to pieces, and if the reader has the use of a vice to hold the backbone and front fork while being cleaned, his labour will be rendered much easier. Taking a bicycle to pieces presents no difficulty unless it is fitted with ball-bearings, when, in order to get the wheels out of the forks, the bearings must be taken to pieces. Care must be observed that none of the balls are lost, and it is well to state that it is not at all easy to replace them in their proper position when fitting the bearings together again. Still, though there is this difficulty about these bearings, we would strongly recommend their adoption wherever practicable. All the best makes are now fitted with them, and they are instrumental in reducing friction to a minimum.

The writer has seen a bicycle fitted with ball-bearings, the front wheel of which, on being held up

Continued

The writer has seen a bicycle fitted with ball-bearings, the front wheel of which, on being held up and a slight spin given to it, revolved for twelve minutes without stopping. By the use of these bearings the necessity for frequent oiling is done away with. In one of the six-day competitions at the Agricultural Hall one of the competitors rode 220 miles without once stopping to oil up.

The question of oil is a very important one in bicycling. Many riders think that any oil is good enough to fill their cans, and perhaps more often than not they replenish them from the dinner-cruet. Salad oil is not the proper sort to use, as it contains a considerable proportion of water. The best oil for the purpose is sperm, and one of the very best preparations of this sort we have seen is sold under the name of "Velocine." It is manufactured by Messrs. Ford and Jones, and can be procured at most shops where bicycling appliances are sold, or if not, can always be obtained at 133, Leadenhall Street.

Where practicable, we would always recommend that the bicycle when not in use should be kept on a proper stand. Mr. Harrison, of Manchester, has a patent for the manufacture of these useful appliances, as they save the handles being scratched, and also the wall-paper, which is apt to show ugly signs of wear if a bicycle be leaned against it.

A very cheap and effective way of manufacturing a bicycle stand is to screw two rings into the floor about two feet apart, when two ordinary tent ropes, with the wooden tightener attached, should be fastened to them. If the ropes are passed over the handles of the bicycle, and tightened up with the piece of wood, they will hold the machine up famously.

Never leave a bicycle needlessly exposed to the sun in warm weather, as the consequence is the inevitable loosening of the rubber tyre. This loosening of the tyre is one of the weak points in the modern bicycle. There is one manufacturer, Mr. Grout, of Stoke Newington, whose tyres are warranted never to come off under any circumstances; and it is a pity that all machines cannot be fitted with tyres upon his principle. Should the tyre show signs of becoming loose, it must be seen to at once, or otherwise it might be the cause of a nasty accident. If no cement to stick it on again is handy, a piece of twine should be tied round the place. It is wonderful how long a piece of twine thus tied on will last.

The best way of carrying a bicycle up or down stairs is to hold it by the axle, resting the backbone at the same time on one's shoulder. This hint may be found when taking a bicycle about the train.

If intending to finish a journey by train, always carry a thick woollen sweater or dry flannel shirt to wear in the railway-carriage. Never eat heavily when exhausted.

In concluding this series of articles, which the writer hopes have not been without interest to the subscribers of the BOY'S OWN PAPER, he would urge upon his readers to do everything in their power to further the noble sport of bicycling, which bids fair to become something more than a popular amusement; and in no way can this be done better than by proving that we are not, as the "World" newspaper some time ago styled us, "Cads on castors," but, whether on the road or on the racing-path, always gentlemen.

THE END

Submitted by Past President Joseph Smiggers, Esq.P.V.P.M.P.C. (*aka Steve Bullen*)

FOR SALE

SILK TIES

A beautifully made all silk tie in the Club colours is now available.

Priced at £15.00 each, to include VAT and postage and packing, they may be ordered from the Secretary.

Also available, in the same club colours and material are bow ties,

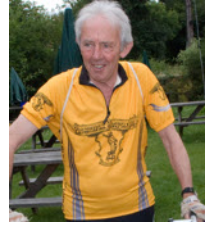
CLUB JERSEYS

Have you ordered your club jersey? There are still some of these excellent yellow garments available.

They are really good value at

£37 each plus £2.50 Post where appropriate.

Most sizes stocked



The jersey for sale not the contents - on second thoughts though!!

To order: Contact the *BULLMAN*. (Address in Handbook).

CUFF MARKS

Would you like another pair of the Bicentenary cuff links?



Why not treat yourself to a spare pair for those special occasions?

We have a limited number of pairs available on a first come, first served basis.

Priced at £12.50 pair to include post and packing, they may be ordered by send a cheque, made out to The Pickwick Bicycle Club, to the Secretary, Sergeant BuzFuz.

SAMUEL PICKWICK:

BRASS STATUETTE

Based on an original Dickensian picture - probably by Phiz - originally cast by (the late) Mr.Jinks - Ed. Taylor. Now reproduced from the original moulds by Taylors Foundries Ltd.



The magnificent Solid Brass doorstops, cast from a mould of Samuel Pickwick. Measuring 36 cm high. and weighing 3.75 Kg., they are still available to purchase.

To buy one of these desirable items, which are very decorative even if you don't have any doors to prop open, please contact

Taylors Foundry Ltd
Hollands Road
Haverhill
Suffolk
CB9 8PU

Tel: 01440 702870

Club Medal

By Mr. Brooks

It is unfortunate that none of the early records of the club are in our possession. Hopefully some might be hidden away and will surface one day, as happened with a medal that we acquired last year. The medal was won in 1881 and, coincidentally, we have two original examples an old club handbook which, although undated, can be traced as having been published in 1881, by virtue of the reference to the club officers.

The club is fortunate that, in 1902, a sub-committee was appointed to compile a history, the bulk of the work being undertaken by Honourable Mr Crushton (Walter E Blake). As a result we have comprehensive details of the club for the first 34 years, which is useful in relating to other matters that come to light.



Medal reads:
25

Miles
CHAMPIONSHIP
Alexandra Palace
16 June 1881

MEDAL FOR COMPLETING THE
DISTANCE WITHIN 1½ HOURS
WON BY
S.KEMP

In April 2012, the assiduous Master Tommy (Ralph Dadswell), advised the club that a Pickwick medal dated 1881 was for sale on ebay. Following various telephone conversations between the secretary, the treasurer and Mr Brooks it was agreed that we should attempt to buy it as, if successful (ebay is something of a lottery), it would be the oldest artefact in our possession. I am pleased to say that Master Tommy was successful in his efforts.

As you will see from the accompanying photograph of the front and the reverse of the medal, they are identical to the medals which are now given to Past Presidents. Presumably the original dies, which must be over 130 years old, are still in use.

It will be noted that the engraving on the medal is in several different styles, it was awarded for the 25 mile championship held at Alexandra Park on the 16th June 1881

and the medal is for completing the distance within one and a half hours, it being won by S Kemp. I wonder what his Christian name was.

The report in the club history is brief

"On June the 16th, the championship meeting at the Alexandra Park took place, a 25 mile scratch race with the following results:



J Horn (Richard Upwitch) 1h 25m 50s, A Tailing (Mr Jinks) 1h 27m 25s, S Kemp (Mr Miller) 1h 27m 50s
Second and third men received gold medals for doing the distance in less than an hour and a half.

S Kemp (Mr Miller) joined the club in March 1877 his address then being 2 Wood Street Square, London EC. Wood Street runs from Cheapside through London Wall to Moorgate. By 1933 he was living at Rose Lodge, Hythe Kent. Do we have a member from that area who can say whether the house still exists?

He is last recorded as a member in the 1948 handbook, by which time he would have been a member for 71 years.

It is not known whether the medal won by Mr Horn was solid gold as was by no means uncommon. Gold medals are frequently silver gilt, but Mr Kemp's medal which is in our possession appears to be silver, and there is no indication of it ever having been gilded. The writer will obtain the views of a friend who is an antique valuer and auctioneer.

Hopefully the medal will be treasured by the club forever

Another meeting was organized by the club at Alexandra Park on 9th July 1881. In the 3 mile handicap for club members Mr Miller, with a handicap of 30 yards was first in his heat, beating A T Hunter (Mr Cripps), starting on 339 yards. In the final he and Mr Hunter tied for first place in a time of 9 minutes 55 % seconds, which is simply calculated as a little over 18 miles per hour which seems a very fast time on machines of the period which, whilst they might have been the latest and most sophisticated model, were still of the type known nowadays as penny farthings.

The proposed meeting at Alexandra Park in 1882 was called off because the club showed an early concern for 'health and safety' as there were no railings around the track causing danger to riders and spectators.

The 1883 meeting took place at Crystal Palace track where Mr Miller triumphed in the 25 miles event with a time of 1 h 28m 50¹/₄s an average of nearly 17mph.

There is no reference to the 1884 meeting in the club history. However it includes the following sketch of the event; did our historian miss it out or is the sketch wrongly captioned?



My wife and I were very pleasantly surprised, indeed delighted, to discover, when a friend and neighbour, who had called in for tea and a chat, mentioned that her brother had been a prominent cyclist in his younger days. She said that he had won many trophies when they lived near Bournemouth. I was intrigued to discover more and concluded that he had been a member of the Bournemouth Arrow Cycling Club. Contact with the club and a request for information from their archives resulted in some exciting research by their members, especially those who had known Ron, for his name is RON STACY.

Ron is the Senior Brother in the Hospital of St.Cross in Winchester. Now a sprightly 95 years of age, he was pleased to have been reminded of his earlier days with the B.A. and very excited at meeting PBC member Mr.Brooks and companion. Are there any of our members who belonged to the Bournemouth Arrow or who remember him?

Alan McRae, of the Bournemouth Arrow, researched the club records together with George Bolton and sent the following details which we publish as a unique account of a most entertaining and colourful character.

Ron Stacey - A Life in the Pre-War Bournemouth Arrow

It is not possible to look back at Ron's exploits when he joined the Arrow without setting it into this context of cycling at that time. The "Reflector", the Club magazine of the day, and the list of trophy winners covering each year's time trials reveals the fruits of Ron's endeavours.

Prewar racing for Arrow members meant an early Sunday morning start after many had worked on a Saturday, few had cars so it was a question of catch the train and/or just ride to the race. Most members had just one bike with a double sided fixed for swapping round to the smaller sprocket for the race after taking off the mudguards, and only the few had special wheels carried on the front forks.

In January of 1937 Ron joined the Club alongside Charlie Geall and the brothers Fred and Ernie Mason. The Club was clearly the place to be that year, for the cycling of course, but for other attractions as well. Speak to many who were young blooded males at the time and ask "What was the attraction of the Arrow" a red mist descends, you get a blank look and a whispered "Marguerite" comes the reply.



The blonde bombshell that was Marguerite Wilson went on to turn professional for Hercules in 1939 setting many National Records Place to Place records had started riding in the Arrow in 1935. By 1937, when Ron joined, Marguerite had taken the Club Women's 10 mile record down

n to 27mins 23 secs and the Women's 25 mile record to 1 hour 8 mins 47 secs. This was real pressure and Ron's friend Bill Foster, who had joined around the same time as Ron, clawed some male respect back by getting the Men's record below 1hour 5 mins that year.

Ron first experience in the Club had been the Hill Climb in October 1936 but it was his interest in touring and club runs that laid the foundations for success at longer distances. A touring article in the Club magazine in July 1937 reflected this but the strengths of Bert Saunders and Bill Foster over the shorter distances proved an early obstacle. Bert in particular had been dominant for some time, winning the Club 30 every year from 1933 till 1938 and, for the most part, going quicker every year. Bill too had made an immediate impact since joining the Club by winning the Club Championship over 50 miles, 100 miles and of course 12 hours, getting the better of Don Chalmers whose 12 hour ride of 220.375 miles had provided a real challenge.

By 1938 though, Ron's performances started to show through with a record 1 hour 7 mins 4 secs in the Club Scratch 25. Fighting off Don Chalmer's winning 218.25 miles in the Club 12 that year, Ron did enough over the shorter distances to win the Club Championship over the 3 distances at an average speed of 20.457 mile per hour, not only a fraction quicker than Bill's win the previous year but also a new Club record.

By 1939 Ron was fully engaged in Club life taking over as Editor of the Club magazine but still finding time to top Don Chalmer's 12 hour distance the previous year to win the Club 12 hour with 218.75 miles. This was just the platform for Ron to take the Club Championship improving to 20.475 miles per hour, again a Club record.

September 1939 signalled all change courtesy of Adolf Hitler and in Ron's life too things were changing. In February 1940 the Reflector was wishing "All the best" to Ron Stacey and Miss Marion Clegg and its records of Ron's rides stop in May 1940.

In a remarkable period of just over 3 seasons, Ron competed in 56 events, achieved 20 personal bests, broke 3 Club records, won 2 Club Championships in events that almost half of which were 50 miles or over.

They were made of strong stuff back then.

Acknowledgements

This has been a labour of love for me since many of these events and people formed a major part in my Dad Jack's life in prewar times. I am indebted to George Bolton the Arrow's archivist for providing the detail you see above.

Alan McRae

25th Sept 2012

A very comprehensive list of events and achievements accompanied this document, for which we are indebted. The lists covers some 59 events from February 1037 up to and including the first half of 1940, from club Rough Stuff to 12 hrs. And club BAR Championships. They are available to view on request.

When I received the following item from our “Keeper of the club sobriquet histories”, Joseph Smiggers Esq.,P.V.P.M.P.C, I was curious to find out more about this very prominent member.

Colonel Sir William Charley DCL, QC, DL, MP (1833 - 1904). He was MP for Salford 1868 - 1880, and Judge and Common Sergeant of London 1878 1892, a strong supporter of Disraeli, Honorary Colonel of the 3rd Battalion The London Volunteers and President of the Pickwick Bicycle Club. With his brother-in-law he founded the well known charity Royal United Kingdom Benevolent Association. He had two daughters.

This is what a quick search discovered:

Sir William Thomas Charley (5 March 1833 - 8 July 1904) was a British judge and Conservative Party politician.

Charley was born in Woodbourne, County Antrim in the north of Ireland in 1833, and was the youngest son of Matthew Charley and Anne Roberts. He was educated at Elstree House School, Lee, Kent and St John's College, Oxford from where he matriculated in 1856. He enrolled as a law student at the Inner Temple, was called to the bar in 1865, and received a Doctorate in Civil Law in 1868.

He became involved in Conservative politics in the 1860s, and was elected as member of parliament for Salford at the 1868 general election. In parliament he advanced his protestant views on social matters and worked for the protection of children. He was defeated at the 1880 general election, and was an unsuccessful candidate at Ipswich at a by-election in 1883 and the 1885 general election.

In 1878 he was elected as the senior legal officer of Common Serjeant by the Corporation of London. The appointment caused controversy, as it was felt to be purely political, and that there was a large number of better-qualified lawyers who should have been considered. As a result, the Local Government Act 1888 removed the right of the city corporation to choose the serjeant, which was vested in the Crown.

In spite of criticism of Charley's performance of his duties, he remained as Common Serjeant until 1892, and was knighted and made a Queen's Counsel in 1880. He became a judge of the Central Criminal Court, and of the Mayor's Court.

He held a commission in the Volunteer Force, eventually reaching the rank of lieutenant-colonel, commanding the 3rd Volunteer Battalion, the Royal Fusiliers.

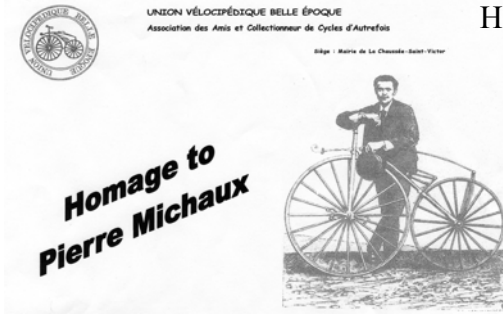
Charley was the author of a number of books on law, religion and the constitution in which he defended the status quo. These included *The Real Property Acts* (1874), *The Judicature Acts* (1875), *The Crusade Against the Constitution: An Historical Vindication of the House of Lords* (1895), *Mending and Ending the House of Lords* (1900) and *The Holy City, Athens and Egypt* (1902).

He married Clara Harbord in 1890, and they had no children.

Charley was an enthusiastic cyclist, and collapsed and died following a cycling trip in East Grinstead, 71.

Joe The Fat Boy.

Here are the details referred to on page 17



Everybody agrees to say that Michaux family, whose father was called Pierre, were the inventors of the pedal.

Pierre was born in Bar sur Ormain on 25th of June 1813 and served his apprenticeship as a locksmith at Bar Le Due.

In 1861 Pierre attached rotary cranks and pedals to the draisienne.

2013 will be the bicentenary of his birth and we have to celebrate it. We think this gathering should be appreciated as an historical event: Organizing a big event that would bring together the largest number of Michaux velocipede worldwide.

This event should also welcome whatever results from this improvement around the Velocipede. Therefore all cycles (draisienne, Michaux, Big be, chainless, beam, frame cross, tricycle etc... could participate to celebrate this event

Velocipediquem ent votre

L'Union Velocipedique de la Belle Époque

Hommage à Pierre MICHAUX
Avec L'UVBE France

PROGRAMME

Manifestation des Cycles Anciens
28.29.30 Avril et 1er Mai 2013

Jacques.boisseau3@orange.fr
martinezrobert@orange.fr

UVBE
Mairie
41260 La Chaussée St Victor
Tel : 02 54 55 40 40

LA CHAUSSEE SAINT-VICTOR

Programme for the Pickwick BC. Visit to Blois Michaux Celebration

Sunday 28 avril 2013

From 2.00 pm Arrival of entrants
(Centre d'Accueil)

7.00 pm Dinner (Centre d'Accueil)

Monday 29 avril 2013

9.00 am Start Rally

12.00 am Lunch

3.00 pm Parc des Mées

Animations jeux de vélos

8.00 pm Dinner

Animation (Centre d'Accueil)

Tuesday 30 avril 2013

9.00 am Cycle jumble

12.00 am Lunch

(Centre d'Accueil)

2.00 pm Concentration Michaux
Chambord

8.00 pm Dinner de cloture animation
(Centre d'Accueil)

Mercredi 1st mai 2013

12.00 am Picnic and games

La Boissière Cellettes

5.00 pm Return

Lunch at 12 am ?!

And what games at
12 am?

Wish we were French !

(My Red highlighting -
Ed.)



The Routes

Much has been written about the early days of cycling and of bicycles and there are examples of these fascinating machines that may be seen at events such as the annual Benson Rally. Indeed, a few of our members can be seen at the event riding a variety, and in particular, Mr Brooks on his Yellow 1869 Coventry Boneshaker.

The earliest enterprises of note in connection with the manufacture of cycles were started in Coventry. With the trade in woollen and worsted materials in this city slowly declining due to the considerable growth of ribbon manufacture which, itself, was later depressed, due in part, to foreign competition (yes, it never ends, does it!), there was a strong pressure to develop new industry. The attraction of the bicycle created a good deal of interest which was taken up by James Starley, among others, and soon Coventry became known for the excellence of its machines.

Many developments followed and interesting variations were produced. James Starley was noticeable in the several inventive designs he produced and, in 1868, he saw a bicycle for the first time. This was a French-made machine, brought by a nephew of Mr J. Turner, the manager of the Coventry Machinist Company who wished to place an order for a number of the machines. Thus was the foundation of the vast cycle trade carried out by the company.

Starley soon put to work his inventive faculties on the new machine and he soon produced a number of improvements. He was not alone in this work for also in Coventry was a Mr. William Hillman of the firm Hillman, Herbert and Cooper. The demand for the machines grew and the Coventry Machinist Company, already manufacturing sewing machines, took up the business very keenly. Other firms in Coventry and elsewhere took up the work. Essrs Haynes and Jeffries worked on the wheels and the Beeston, Nottingham firm of Humber and Co. (Mr. Thomas Humber) concentrated on what was regarded as the racing machines. In Wolverhampton, Daniel Rudge's business was transferred to the Coventry firm of Rudge and Co. (Limited) following his death.

Messrs George Singer and Co., of Coventry, established in 1875 started to specialise in producing racing machines in 1885, after turning out all types of road machines, bicycles, tricycles velocipedes and so on, a truly remarkable range and output.

With the rapid development of the trade through the increasing demand, it was fostered and encouraged by some noteworthy results in the sport that had earlier manifested itself. These were usually took the form of long distant road rides. One of the first of these was undertaken by the Middlesex Bicycle Club from London to John O'Groats. Messrs C. Spencer, Hunt, Leaver and Wood set out on 2nd June 1873. That took some 15 days to achieve, a remarkable feat on what were ungainly and heavy machines, by our standards, and rough-surfaced roads, not so far removed from our current pot-hole surfaces !

There were undoubtedly a large number of healthy and prosperous clubs in those early days, with a great deal of racing, but it is difficult to know which club was the first formed. Certainly, the PBC is the oldest in continual existence anywhere in the world, but it will be of interest to find the date of the first UK established club. In 1871, the Amateur Bicycling Championship, held at Lillie Bridge, under the auspices of the Amateur Athletic Club, was over a distance of four miles and won by H.P. Whiting, A.A.A. in 16min. 30 sec.

Other, later clubs, included the London BC, 1874; the Stanley CC, which promoted many cycle shows each year; the Surrey BC, 1871 and the Civil Service CC 1877. There were others, of course, some, like the Finchley TC of 1880, catering for tricycles. And, of course, there was the NCU as the sport's governing body. Oxford and Cambridge Universities competed against each other from 1874 up until 1885 when they ran out of suitable men !

Joe The Fat Boy.

Recipes *from the past....*



After the awful cold and wet and, perhaps miserable, weather, we could give some thoughts to the experience, in similar conditions, to Mr.Pickwick. He was prevailed upon to stay at the Saracen's Head in Towster. Out of the question,sir," to go on tonight, remarked Sam Weller, "it's a cruelty to animals, sir, to ask 'em to do it. There's beds here, sir," said Sam, addressing his master, "everything clean and comfortable. Wery good little dinner, sir, they can get ready in half an hour – pair of fowls, sir, and a weal cutlet; French beans, 'tateurs, tart, and tidiness. You'd better stop vere you are, sir, if I might recommend. Take advice, sir, as the doctor said."

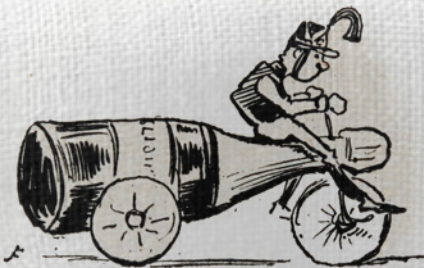
Later: "I never wait supper for anybody."

"Excellent rule, that," said Mr.Pickwick, "admirable."

STEAK A LA SOYER

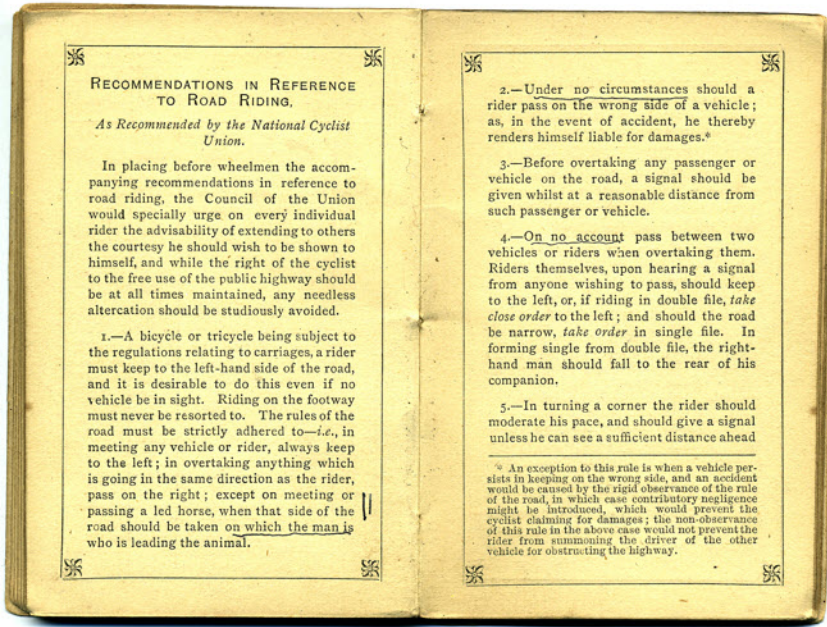
The rump-steak to be broiled and to be dressed with pepper, salt, cayenne, and flour, all in a dredge-box together; keep constantly turning the steak and dredging it; chop up one small shallot, put it in a stew-pan with a little ketchup, when a steak is sufficiently done add a little buttert to it, strain the sauce through a small sieve, and serve up very hot.

Châteauneuf-du-Pape.



From the Archives

Here are the remaining pages of the very rare club handbook of 1885, so kindly lent by our Colleague, *Welps*. The first six pages were reproduced in the issue of December last, Volume 9, Issue 3 . 2012.



RECOMMENDATIONS IN REFERENCE TO ROAD RIDING.

As Recommended by the National Cyclist Union.

In placing before wheelmen the accompanying recommendations in reference to road riding, the Council of the Union would specially urge on every individual rider the advisability of extending to others the courtesy he should wish to be shown to himself, and while the right of the cyclist to the free use of the public highway should be at all times maintained, any needless altercation should be studiously avoided.

1.—A bicycle or tricycle being subject to the regulations relating to carriages, a rider must keep to the left-hand side of the road, and it is desirable to do this even if no vehicle be in sight. Riding on the footway must never be resorted to. The rules of the road must be strictly adhered to—*i.e.*, in meeting any vehicle or rider, always keep to the left; in overtaking anything which is going in the same direction as the rider, pass on the right; except on meeting or passing a led horse, when that side of the road should be taken on which the man is who is leading the animal.

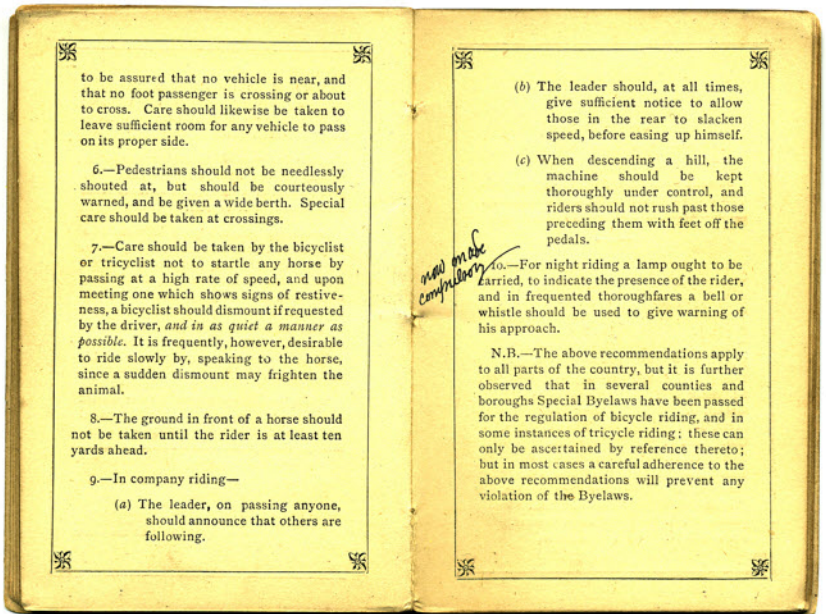
2.—Under no circumstances should a rider pass on the wrong side of a vehicle; as, in the event of accident, he thereby renders himself liable for damages.*

3.—Before overtaking any passenger or vehicle on the road, a signal should be given whilst at a reasonable distance from such passenger or vehicle.

4.—On no account pass between two vehicles or riders when overtaking them. Riders themselves, upon hearing a signal from anyone wishing to pass, should keep to the left, or, if riding in double file, *take close order* to the left; and should the road be narrow, *take order* in single file. In forming single from double file, the right-hand man should fall to the rear of his companion.

5.—In turning a corner the rider should moderate his pace, and should give a signal unless he can see a sufficient distance ahead

* An exception to this rule is when a vehicle persists in keeping on the wrong side, and an accident would be caused by the rigid observance of the rule of the road, in which case contributory negligence might be introduced, which would prevent the cyclist claiming for damages; the non-observance of this rule in the above case would not prevent the rider from summoning the driver of the other vehicle for obstructing the highway.



to be assured that no vehicle is near, and that no foot passenger is crossing or about to cross. Care should likewise be taken to leave sufficient room for any vehicle to pass on its proper side.

6.—Pedestrians should not be needlessly shouted at, but should be courteously warned, and be given a wide berth. Special care should be taken at crossings.

7.—Care should be taken by the bicyclist or tricyclist not to startle any horse by passing at a high rate of speed, and upon meeting one which shows signs of restiveness, a bicyclist should dismount if requested by the driver, and in as quiet a manner as possible. It is frequently, however, desirable to ride slowly by, speaking to the horse, since a sudden dismount may frighten the animal.

8.—The ground in front of a horse should not be taken until the rider is at least ten yards ahead.

9.—In company riding—

(a) The leader, on passing anyone, should announce that others are following.

(b) The leader should, at all times, give sufficient notice to allow those in the rear to slacken speed, before easing up himself.

(c) When descending a hill, the machine should be kept thoroughly under control, and riders should not rush past those preceding them with feet off the pedals.

now made compulsory

10.—For night riding a lamp ought to be carried, to indicate the presence of the rider, and in frequented thoroughfares a bell or whistle should be used to give warning of his approach.

N.B.—The above recommendations apply to all parts of the country, but it is further observed that in several counties and boroughs Special Byelaws have been passed for the regulation of bicycle riding, and in some instances of tricycle riding: these can only be ascertained by reference thereto; but in most cases a careful adherence to the above recommendations will prevent any violation of the Byelaws.



The Membership List is shown, as corrected by the handbook owner, Mr. Raybourne.

LIST OF MEMBERS.		MEMBERS. SOBRIQUETS.	
SAMUEL PICKWICK, Esq., to be the sobriquet of the Captain during his year of office, his own sobriquet remaining in abeyance.			
MEMBERS.		SOBRIQUETS.	
Maverly, W. E.		Sam Weller.	
Bryant, J. (Life)		Tracy Tupman.	
Yeoman, L. C. B.		Sergeant Busfuz.	
Boyle, J.		Dr. Slammer.	
Fussell, S.		Count Smortloch.	
Nixon, J.		Lieut. Tarpington. <i>resigned</i>	
Beningfield, J. W.		Grummer.	
Sarvines, C. T.		Jonas Snudge. <i>resigned</i>	
Gillett, F.		J. Sniggers. <i>resigned</i>	
Mess, C. F.		Sir Thos. Clubber.	
George, G. T.		Ben Allen. <i>resigned</i>	
Robey, G. D.		Dr. Payne.	
Twining, Arthur.		John Snuggles.	
Bradley, H.		Rev. Mr. Shiggins. <i>written off</i>	
Johnson, H.		Solomon Bell.	
Jacobs, H. A.		Wilkins Flasher.	
Ballett, R. N.		Job Trotter.	

MEMBERS. SOBRIQUETS.	
Kemp, S.	Mr. Miller.
Sloughgrove, J.	Hon. Wilmot Snipe.
Long, W.	Mr. Dowler.
Scrivener, H.	Mr. Prose.
Miss C.	Mr. Miss. <i>expelled</i>
Hill, H. C.	Master Bardell.
Thorp, E. E. (Life)	Brother Mordin.
Shiny, W. G.	Shiny Villiam. <i>resigned</i>
Hunter, A. T.	Master Cripps. "
Horn, J. W.	Mr. Gosau.
Horn, J.	Mr. R. Uptwich.
Thompson, E. P.	Mr. Pruffle.
Richer, O.	Brother Tadger. <i>made a life member by club 25th Aug 1887</i>
Boulter, T. J.	Mr. Noddy.
Atto, J. (Life)	Nathaniel Pipkin.
Smith, A. J.	Mr. Water. <i>Hon. Mr. Lupton</i>
Tatum, E. J.	Justice Starleigh.
Herbert, A. W.	Mr. Podder.
Cassidy, W. M.	Mr. Mivins.
Hollands, E.	Mr. Blotton.
Gumby, W.	Joe the Fat Boy. <i>resigned</i>
Duesbury, H.	Mr. Jingle.
Mess, A. O.	Mr. Wardle.
Wheeler, T.	Mr. Jack Hopkins. <i>resigned</i>
McLaren, James	Angelo Cyrus Bantam.
Johnson, B.	Sir Thomas Blazo.
Turner, A. H.	Mr. Snodgrass.
Price, J. W.	Mr. Winkle.
Cole, C. H.	Mr. Smangle.

MEMBERS. SOBRIQUETS.		MEMBERS. SOBRIQUETS.	
Nixon, G. B.	Bob Sawyer.	Daint, R. E. G.	Mr. Joe written off books
Wales, R. H. H.	Jack Hammer. <i>resigned</i>	Tatum, H. W.	Mr. Dumkin.
Anstey, A. F.	Sir Geoffrey Manning. <i>resigned</i>	Hollands, E. R.	Hon. S. Slumkey.
Botterill, W. R.	Mr. Nambly.	Hudson, J. R.	Mr. Geo. Nupkins.
Williams, A. J.	Gabriel Gubb. <i>resigned</i>	Wood, G. M. Muir	Mr. Daint. <i>Shiny Villiam</i>
Hawkins, J. A.	Prince Bladud.	Nicholson, F. J.	Mr. Eddin. <i>resigned</i>
Turner, W. T.	Mr. Perker.	Biale, W. E.	Hon. Mr. Crumbold.
Widd, D. H.	Mr. Shumston. <i>expelled</i>	Amason, A.	John Smascher
Docking, W. C.	Bill Stumps.	Amason, J. H.	Colt. Puddler
Wheeler, W.	Mr. Raddle.	Brook, A. C.	Tom Milspark
Smith, H. V.	Dismal Jemmy.	Pennell, Joe	Mr. Mill
Mann, H.	Mr. Dodson.	Edwards, E. J.	Mr. Whistlers
Gowland, W.	Anthony Hamer. <i>resigned</i>	Edwards, E. J.	Mr. Snuggles
Rusdell, F.	Mr. Peter Mogum.	Edwards, E. J.	Mr. Snuggles
Raybould, J. W.	Mr. Sergeant Snubb n.	Hirshman, H.	Mr. Tom Cummins
Bradley, Wm.	Tom Wildspark.	Penny, J. C.	Mr. Wally. <i>resigned</i>
Carpenter, H. E.	Marquis of Filletville.	Rople, C. B.	Gabriel Gubb
Pullen, J. H.	Tom Roker.	Edwards, A. C.	Frank Sumner
Clarke, R.	Mr. Tuckle.	Combs, H. A.	S. Sumner
Field, W. S.	Colonel Deider. <i>resigned</i>	Pittard, P.	Mr. Grogg
Zeaman, P. E.	Frank Sumner. <i>resigned</i>	Bailey, C. B.	Mr. Winkley
Nicholl, E. H.	Jinkins.	Coyle, A. G.	helps
Nicholl, A. W.	Tom Cummins. <i>written off</i>	Gaiffiths, J.	
Brown, G. R.	Mr. Tynadle.	Nicholls, W. J.	for letter.
Clark, H. L.	Mr. Nockemorf.		
Gowland, F. B.	Tom Simas.		
Randall, M. W.	Dan Boland. <i>resigned</i>		
Hunter, W. J.	Captain Boldring. <i>resigned</i>		
Green, P. E. U.	Mr. Snicks. <i>resigned</i>		

This completes the handbook scans

Edwards, J. A.	Joe the Fat Boy
Combs, J. H.	Mr. Lotts
Edwards, B. J.	Sir Geoffrey Manning
Chubb, W. R.	Don Polanso Higgins
Rich, W. A.	Captain Boldring
Field, J. J.	Ben Alden
Hunt, A. G.	Tom Smart
Combs, R. E.	Rev. Mr. Shiggins
174 Osborne R. A.	Joe the Fat Boy
Edwards, S. H.	

MR. CHARLES DICKENS, the eldest son of the celebrated author of "Pickwick," has been elected an honorary member of the Pickwick Bicycle Club. Mr. Dickens, sen., himself was a bicyclist, having learned to ride at Snoxell and Spencer's gymnasium, in Old Street Road, many years ago, at the same time that Mr. Joe Parkinson, who wrote that pleasant article "Health upon Wheels" in "All the Year Round," acquired the art.