

The Pickwick Magazine

The World's Oldest Cycling Club
and Oldest Dickensian Society Extant

Founded in 1870



A Well Intended Shot

Editor: Mr Winkle Snr

Volume 16 No.1 March 2019



More Editorial Ramblings.....

Not sure where to start this time.....on another page I have conjured up some more words about becoming President, so will move swiftly on. During the past year the usual events on the calendar, other than the main luncheons, saw representation of the Club by various members, albeit somewhat thinly spread once again.

We do need members to get involved in these 'other' events. The inaugural Revival Meeting at Herne Hill track in South London was by all accounts a great success, as Buzfuz reported in the October magazine, with a number of club members attending, however this sadly looks unlikely to take place this year.

The article about the BLRC & NCU has drawn some interesting response, see later in these pages, as has the mention of the Holdsworth marque revival. I received a letter from Bill Houghton -a stalwart supporter of the Hampton Court Ride, and one from Wiffers (Bill Tonkin) who recently retired from the Club at the grand old age of 93. Bill Houghton's affair with the orange Cortina appears later in these pages, as does Bill Tonkin's working life at Holdsworth, which will have to appear across two issues.

Thank you to those members who have written to me - it helps to fill the pages. The issue of cycling etiquette remains a problem, and each time an incident is reported it heightens the focus on us. In the last year, 30% of cyclists have reportedly been involved in an altercation or accident, so remember, using an adaptation from the well known Ray Winston gambling advert, " Ride Responsibly".

And so, having won the Tour de France, Geraint Thomas and team find themselves looking for a new sponsor in 2020 when Sky withdraw their support. If there's a well hitched Club member out there with a few spare coppers, maybe 2020 and our Club's 150th Anniversary, could not be bettered if the PBC was to sponsor said team! In the meantime more congratulations to Geraint for his OBE in the Queen's honours list, and winning the SPOTY trophy to cap a wonderful year.

Enjoy the summer.....Editor

Closing Date for the October issue is **30th August 2019.**

All contributions are welcome and should be sent to the Editor, by email to:
pickwick2610@hotmail.com

or to: Taverners, Warninglid Lane, Plummers Plain, West Sussex RH13 6NY



A Secretarial Report from Sgt Buzfuz

email:sdownham@vailwilliams.com

Pickwickian greetings to you all. As I write this, the waiting list for future members opened after the AGM in December is now closing. I received a large number (over 50) of requests from members for the application form and the majority of those have been returned with quality prospective members. Over the next few days I will arrange a random selection of the names to produce the waiting list. At the present time the current list has 14 names all of which I hope can be introduced before the celebration dinner in 2020. With a list of this size it is obvious that there will be a lengthy period before some candidates are introduced. Membership can only be offered when there are available soubriquets. These only become available when existing members either move onto that cycle track in the sky, resign or elect to accept retired membership. Members are reminded that they will be deemed to have retired if they fail, without good reason to attend at least one luncheon out of three. Eligible members who think they may find this difficult can contact me to discuss the retired membership requirements.

On a more serious note, the Club was extremely disappointed to receive a complaint from a local hostelry about an incident after the Garden Party in December. There was apparently an altercation, and members of the Club who were present, and identified by their attire, were reported to be laughing. The miscreant was not in Club attire and may, or may not have been a guest. All members are reminded that the Club always expects good behaviour from its members. If the individual was a guest of Club members, it is hoped that he will not be invited to a Club function again.

I am now able to contact the majority of members by e-mail, which saves time and ever-increasing postage costs. If there are members who do not receive electronic communications but have an electronic address the club could use, please let me know by sending me an e-mail to sdownham@vailwilliams.com. Any e-mail will only be used for club matters. Those members who do not have e-mail will still be contacted by post but on some occasions it is necessary to notify matters that will happen in the next few days so contact cannot be made in time. If any member has any issues about the club please contact me or any officer or committee member.

Regards **Sergeant Buzfuz / Hon.Sec.**

The President Says a Few Words.....

AS I mentioned in the editorial, it's difficult to know what to say when writing about one's self - Eric Idle (he of Monty Python fame) said, "It's a mix of therapy and lap dancing; exciting and yet a little shameful!" Having ridden a bike since I was three, enjoyed touring Europe & the UK, and achieved an average level in time trials, as well as organising events, I joined the Pickwick Bicycle Club in May 1972 - hence my second title of 'Father of the Club' since I am also apparently, now the longest serving member. It is nonetheless a great honour to be elected President of such an historic Club.



I recently discovered that I was introduced to the Club by someone 'who didn't exist!' Not quite, as it was my good friend Peter Knottley, who held the unpretentious soubriquet of 'Jack', (who was actually Jackson, a clerk at Dodson & Fogg). I had ridden a number of cycling tours with Peter, when he was also known as Randonneur - a scribe for Cycling magazine. On my day of induction into the Club, I recall being taken to task by the Hon Sec for wearing a rather flowery pink shirt and matching tie - hardly the approved dress code as befits a new member of the PBC - the committee were much harsher in those days. There were a number of known 'faces' running the Club back then, and some were quite intimidating, and it felt a bit like being back at school. It certainly had a more intense atmosphere at the annual dinners, it seemed much more formal, and certainly nobody was ever late on parade.

Great memories nonetheless, of sitting at the same table as Reg Harris, top track champion of the era, who I believe had the soubriquet of Gabriel Grubb. Also the sporting speakers too....Graham Hill, Brian Johnson, Jackie Blanchflower (younger brother of Danny the Tottenham FC player- Jackie was probably cheaper!), and then of course the great Ron Moody who on both occasions he was present, turned the event into a massive singsong, and kept us enthralled way beyond our expected exit time. And then of course, for those new members who will never know the pleasure of 'Gentlemen You Will Smoke' - we all loaded our clay pipes with old shag (accompanied by all the expected bawdy comments associated with the word). 600 plus pipes, originally the long church warden style and then in later years the shorter versions, lead to a smoke haze & coughing permeating the Grand Hall. However times change, and the pipes disappeared with the smoking ban, but it seems that there has been an impetus towards more cycling over the past 10 years, which was after all, what our founding fathers were doing at Hackney Downs back in 1870.

Whilst it still appears that the current active members are 'always the same names', there are a number of opportunities to participate for everyone - just check out the Events on page 15. Remember that these events, like the luncheons, raise a not inconsiderable amount of money for Charity. I will announce my choice of charities at the Spring Luncheon. In the meantime I have already arranged a visit to the Dickens Museum followed by dinner in April-still some spaces available, and will try to arrange other events during the year in addition to the usual list. Once these have been confirmed, your Secretary will notify you of the details. I am very much aware that our membership is spread far and wide, and it isn't always easy to organise these events on a regional basis - but if any of you have ideas for local events and need support, please let me know, and we will see if it's possible to attend.

With 2020 now less than a year away, I would ask all of you, especially those that still ride bikes, to try and attend at least one of the 'other' Club events this year, and provide a springboard for the many events planned for a great 150th anniversary of the Pickwick Bicycle Club next year. In the meantime I hope to see many of you out and about with the Club this year, but whatever you do - have a great summer and above all, enjoy your cycling.

Samuel Pickwick

A Captains Words

Dear fellow Pickwickians, firstly can I ask all fellow members to try to come and support the May, President's Lunch. This is the lunch that does not get as many members as the Christmas Garden Party, so you have a great opportunity to make up table of eight or 10 on round tables. Please do come and support your club, and now the membership list has once again been opened this is also an opportunity for all members to bring along those that they have proposed.



As fellow Pickwickians will now be aware, the Club is to have a black Tie Dinner at Skinners Hall, Dowgate Hill EC4 on Friday 26th June 2020 as part of our 150th celebrations. As Club Captain, I am putting together a working party to help me organise this event and would be pleased to hear from any fellow members who would be happy to join this group, as there is lots to do in order to be ready, for what will be a great Dinner. My thanks to Samkin (Peter Legg) for all his help so far, but with only eighteen months to go, we still need to agree a main speaker and also consider Dickensian readings for that evening, so bookings need to be made soon. I hope the first meeting of the working party to be by end of March.

Hampton Court Ride 2019

Although the forecast was rain, another bright day heralded the annual Hampton Court Ride. Two somewhat smaller groups gathered in the car park at Imber Court awaiting departure instructions from President Samuel Pickwick (Pruffle) and Hunt. Mr P dispensed with his usual harsh words befitting a commissaire but still not everyone was ready. Finally Hunt led off the vets' (bikes of course) towards Hampton Court, whilst the hard-riders set forth to the Surrey lanes led by Bill Houghton. A number of regular faces were missing, but we were once again ready for a great day out.



Getting ready for the off



Hunt now takes up the tale for the 'veterans'.....

The 11th annual running of the Hampton Court run, as always went ahead with some 30 members and guests arriving at Imber Court for a PROMPT 10 o'clock start. As the keen riders (affectionately now known as the 'lycras') set off for the Surrey hills, it was very noticeable that most were wearing old school wool style race kit! Is this a sign I thought, - would they rather be riding with the fun loving, let's stop for a pint half way round veteran section?

As 14 riders set off in the direction of Hampton Court, and the Thames towpath, it came to my attention that one of the team was missing. Past President, "Alfred Jingle" was nowhere to be seen. But despite a car issue the previous day, heavy traffic to get there, and not having a bike to ride, he overcame all the aforementioned, and was waiting for us, complete with appropriate transport, (courtesy of Burt's Cycles) at Hampton Court Bridge, ready for the 8 mile ride on a dry, if a bit windy Autumnal day. It would have been nice to see a few more members make this amount of effort to attend what is the main Pickwick annual cycling event each year.



That saddle looks b... uncomfortable. It is!

Among the riders this year, " The Hon Mr Crushton " had dusted off his 1920s Sunbeam, pumped up the tyres, and was ready at the start, when " Samkin " approached me asking if I had remembered to supply him with a suitable machine for the day. Something I had completely overlooked! The said Hon Mr Crushton , jumped to my rescue offering a Brompton he produced from the glove box of his car to save the day, saving my blushes, and no doubt a hefty ribbing from all assembled. Also enjoying the day was " Mr Gunter on his Ordinary, (nice to see a new member joining us) and Mr Luffey on his Holdsworth. (As a side note, if anyone has a suitable saddle that would fit the aforementioned member's cycle, he would be most grateful, as he's now completed the ride for the last 2 years on only the rear half of the seat. He was overheard saying he was saving for a new one!)



The ride itself, went almost without incident. One lady rider Viv Davies had a problem with her Brompton gearing, making it almost impossible to ride. A few attempts to resolve the matter, including consideration of cannibalising the Hon Mr Crushton's loaned Brompton ridden by Samkin. The veritable lady decided she would make her way along by 'scooting' her machine. This became quite tiresome and she succumbed to walking, whilst the remainder of the group except husband John headed for the feeding stage at the Star Hampton Hill and the usual plentiful supply of refreshments. Just as we were leaving for the final stage, the aforementioned duo arrived, with John having pushed her along to the pit stop whilst she freewheeled.





Food, more Food



As my shop was just across the road, I quickly obtained another machine for her, and left mechanic Mike to see if he could 'fixit'. We headed for Hampton Court Palace - where you have to walk your bike anyway! - for the usual photo shots in front of the Palace.



A Mottley Crew

We were greeted on our return by Mr Pickwick, and after a shower and change, made our way to a restaurant in Hampton Court, for a traditional Pickwickian lunch. When lunch was concluded, the presentation of (some) trophies was made:

Highgate Cup -Wilmot Snipe (Howard Bradbury); Measured Mile/Distance Plate - Joseph Smiggers(Steve Bullen); Peter Magnus Trophy - George Shakespeare(for turning up a week early for the event!) The other trophies were held in abeyance as they slumbered in the cars of past recipients. My thanks go out to Mr Pickwick and all who attended the ride and dinner, for a very enjoyable occasion. See you all again next year

" Hunt".

Hampton Court continued.....

Organiser/President Samuel Pickwick informed me that £365 was raised for his chosen charity "Cyclists Fighting Cancer" and that Mike Gristhenthwaite - CEO of the Charity joined them all for lunch. Another very pleasant day for which we are once again very grateful to Pruffle & Hunt for their organisational skills./ Editor



Hats Off!

An interesting piece I thought might be of interest to fellow members that I found in "On your Bicycle" by James McGurn".

Just as velocipede clubs had been primarily a French phenomenon of the 1860s, bicycle clubs were predominantly a British one of the 1870s and 1880s. One of the oldest clubs was the Pickwick Bicycle Club. The minutes of its first meeting in June 1870, contains a proposal that the club uniform consist of no more than a white straw hat with a black and amber ribbon, an informal precursor of the tassels, braid and badges of later clubs.

Another unmilitary aspect of the Pickwick Bicycle Club was the adoption by members of the names of characters from Dicken's Pickwick Papers, the whole amusement being based on the erroneous belief that Dickens rode a velocipede. By 1874 there were around 29 British clubs, by 1878 there were 189, and by 1882 there were 528, of which 199 were in the London area. An average club might have 30 members.

Looking ahead to 2020, I would like to propose all members riding the Hampton Court meeting of the year to adorn " white straw hat and amber ribbon".

Regards " Hunt ".

The 2018 AGM Held on 6th December

A much shorter affair this year, as Samkin gave his final presentation of the plans for the 2020 -150th Anniversary celebrations. All of the items mentioned in previous issues of the magazine have now been finalised, although the pipe manufacturer still has plenty of work to do to meet the deadline. The Bell was presented, now affixed to a wooden wheel and looked quite stunning.

The outgoing President thanked everyone on the committee for their support during his year in office, including the help to raise such generous funding for his chosen charity. The appointment of officers for 2019, remained unchanged. An outstanding item concerning the attendance of Mrs Bardell at the luncheon was raised, but the Hon Sec, announced that although she had once again been invited, she was unable to attend.

The Hon Sec then announced that there were 23 available soubriquets and that it was thought to be a good idea for these to be allocated in time for 2020. This was agreed by the body. The Treasurer reported that the Club's finances were in good order for another year. He then drew attention to the fact that the Dickens Museum were hoping to raise £180000 to secure an 1843 'lost' portrait of Dickens by Margaret Gillies, which had been found in South Africa. The portrait dates from when Dickens was writing 'A Christmas Carol'. The Treasurer announced that the Club had donated to £2000 to the appeal. The meeting was once again well supported which is important for the future management of the club. The Chairman/President closed the meeting at 12noon.

"Our" pipe maker has sent us a photo that he had come across in their archives which shows Club members smoking their pipes at a luncheon. He is quite keen to find out if current members are able to identify any of those depicted, when and where. Can you help? If so please contact the Editor.



The 148th Annual Garden Party.....



The prior to the AGM usual queue to order wine was observed once again, but with this successfully achieved, the meeting started and finished on time and is reported on the previous page. There was some consternation however, because our Captain, Dr Payne of the 43rds was not to be seen. It therefore fell to Assistant Captain Mr Dumkins to assume the role of Master of Ceremonies. This he achieved with aplomb.

The Household Cavalry gave due warning for departure to those at the Hercules Pillars, then the 10 minute warning in the anteroom at the Connaught, before the bar was closed, and (almost) everyone was in position to welcome our President and principle guest Gavin Hastings. With everyone seated, proceedings began. Mr Dumkins finding the speaker system not powerful enough, seized upon the 'new' Club bell, the sound of which was more than adequate to call for silence.



Dumkins & the Bell

The original member Charles Fitz-Marshall, made his way to take wine with the President, and lunch commenced. We have become quite accustomed to the excellent fayre delivered at our lunches, and this year was no different. A spiced smoked chicken terrine, followed by smoked haddock and salmon parfait, then a turkey roulade plus trimmings, and finally something called a chocolate opera with orange & brandy. (The mince pies were swept up by most as they departed at the end of lunch). Brother Mordlin welcomed the guests, before asking Club members to raise their glasses to our guests. (See pp14 for the list). The President stood to take wine with all Past Presidents, before Mr Dumkins rang the bell to

bring the gathering to order before the arrival of the Boys of the Old Brigade marching steadily to the top table with the Joseph Atto punch bowl. They then announced their regiment(s), rank, number and age before being toasted by the President.



The Boys of the Old Brigade with the Atto Bowl



Buzfuz

Hon Sec Sergeant Buzfuz then rose to announce the seven new members being elected into the Club. Tom Mason-Elliott (son of Watty) will be known as 'Tom'; Allan Hillder as 'Old Porkenham' ; Paul Mace as 'Jack Hopkins' ; and David le Grys as 'The Cobbler'. We welcome them all to the Club, and as usual hope they will help to maintain and continue its traditions.

Lunch continued with the arrival of the Christmas Pudding which seemed to happen without too many guests noticing, maybe it was because it wasn't on the menu! Also another low key affair, without the dimming of the lights again. I don't recall the artificial snowflake lights for the singing of Good King Wenceslas either this year.



It was then the moment for Mr Dumkins to introduce the principal guest, **Gavin Hastings OBE**, renowned Scottish & Lions rugby player. An outstanding player of his generation, he was one of the best. He won 61 caps, 20 as captain, and he toured with British & Irish Lions to both Australia in 1989 and as captain to New Zealand in 1993. A little known fact is that in 1996 he joined the Scottish Claymores, an American Football team in the NFL Europe as a place kicker. Inducted into the International Rugby Hall of Fame in 2003 and to the World Rugby Hall of Fame in 2013. He entertained us well with tales from his rugby career, especially those occurring on the infamous Lion Tours which were - still are - renowned for being quite raucous affairs. A very gentle man and apart from one or two unfortunate bouts of talking from one area of the hall, which he quelled quickly with a positive 'Ssssh', he kept his audience with him throughout. He concluded by asking the guests to raise their glasses to the "Immortal Memory of.....". I do believe however that he remains somewhat mystified by some of our Club nuances.



Gavin Hastings OBE

President Samuel Pickwick / Pruffle standing tall next to our principal guest, replied on behalf of the Club. He re-iterated that he was proud to have carried the honour of President of such an august Club for the past year. He was grateful that through the Club activities of the year he had been able to raise nearly £10000 for his chosen charity "Cycling Fighting Cancer". He then called upon Mr Winkle Snr to step forward and receive the Presidential badge of office for the forthcoming year.



Samuel Pickwick & Mr Dumkins

Mr Dumkins resumed his role, and drew attention to the fact that many members had not had their 'mug shot' taken yet for the Club archives. A photographer was ready and waiting in the anteroom to complete this task, and any other photos that members wish to be taken.

Some mention should be made of the members of the Household Cavalry whose numbers for this particular luncheon had swollen to four. There were two men and two ladies if one can be so bold as to separate them in such a way; they were though of course four soldiers. We should be very proud that we still have such people prepared to join the armed forces for our safety and attend our luncheons.



And of course the older members of the armed forces who have already 'done their bit'. We are glad that they too, appear regularly at our luncheons.



As always the Garden Party concluded with Auld Lang Syne, sung with much gusto this year. Then much frivolity followed in the ante room as mug shots and other pictures were taken.

(Many pictures courtesy Mike Thomas)

Brother Mordlin's guest list was quite extensive.....

and full of some very successful sports and academic names. Matt Barbet TV cycling presenter on ITV & Channel 5 was a guest of Captain Baldwin. Joseph Smigger's guest was Pedal Club secretary Jeremy White, and Past President of the Pedal Club Peter Ruffhead was guest of Mr Smithie. Founder of Cycling Fighting Cancer, Mike Grisenthwaite was making his second attendance at a Club event this year, having been present at the post lunch of the Hampton Court Ride. George Nupkins (Tony Doyle) had brought along Paul Wingrave,

Britain's most successful motor & derny pace driver. Former Arsenal & England footballer, Lee Dixon was the guest of Number 20, as was Simon Wear founder of the Play Sports Group. 1968 National Scottish Road Race Champion George Clare was guest of the Scientific Gentleman. Mr Staple's guest, Brigadier Tim Hodgetts CBE had a long list of credits - Medical Director for the Defence Medical Service; Hon Professor of Emergency Medicine at the MOD; Co-founder of Citizen Aid Charity-teaching people how to deal with terrorist incidents,(low risk at the Pickwick lunch); and as if that's not enough, he is Honorary surgeon to HMQueen.

Our own Mr Grundy (Carlton Reid) Press Gazette transport journalist of the year for 2018, was accompanied by his guest Phil Saunders, organiser of the first Nocturne Penny Farthing races around Smithfield Market.

Finally, Brother Mordlin's own guest was Glynn Stockdale who is an historian of 19th Century bicycles across the spectrum of machines, owner of the Knutsford Penny Farthing Museum, a rider extraordinaire having done the 1000miles End to End in 12 days, 4000 miles across the USA. Glynn was mentioned in a previous issue of our magazine having 'discovered' the 199 year old Hobby Horse in an unusual barn find.

Events for 2019

As always the following list of events are those known about at the time of going to press. There maybe some additional events but these will be notified by email from The Secretary in due course. All events are open to members, friends & family to enjoy whether participating or partaking of good humoured friendship watching others suffer. At the risk of saying the same old thing - these events require a lot of organising, and they usually raise monies for charity, so please give them your support.

2nd April - Visit to the Charles Dickens Museum London - open to members and guests, and there are still spaces available - apply Samuel Pickwick (Editor)

9th May - The President's Spring Luncheon - apply Hon Sec Buzfuz

6th June - Annual Golf & Cycle Ride at Harpenden - see pp 21&22 for details & entry form - apply to Smithers

30th June - BaillieMac Something Charity Ride - see pp25

7th July - Benson Veteran Cycle Ride - details from Mr Brooks

4th July - Mr Pickwick goes to France - BaillieMac extravaganza to watch the Tour de France, and enjoy the hospitality associated with this event - see pp25

10th October - Hampton Court Bike Ride - at Imber Court Surrey. Leisurely riding on 'old' bikes through the Royal Parks and along the Thames footpaths. Or the now famous lycra clad enthusiasts speeding through the Surrey Lanes.

5th December - 149th Annual Garden Party - apply Hon Sec Buzfuz

In addition don't forget:

29th May to 3rd June - International VCA Rally in Yorkshire -for info apply Mr Watty at: stuart.elliott@elliotts.uk
See also - Mr Watty's Mont Ventoux challenge details on page 35

Remember the Club ruling about attending the requisite number of luncheons to maintain your membership.

Jackson Goes For A Ride

Jackson had been promising to write something for the magazine for a while, so imagine my surprise when the following arrived.

Dear Editor, I am not an ex-racer like many Pickwickians, but a humble long distance cycle rider. At our last Garden Party I boasted to my neighbour Joseph Smiggers that Mrs. Jackson and I had done the "End to End," Lands End to John O'Groats ride in my sixties, some ten years ago, in two weeks. Joseph (of a similar age to me) put me in my place when he said he had just done the same trip in five days!

I was then obliged to mention that in my forties I cycled London to Paris in one day for charity (238 miles excluding the channel) and have also done among other trips London to Budapest in ten days, Naples to Venice in six, and Barcelona to Nice in ten days. My journeys have mostly been on Condor bikes and many thanks to fellow Pickwickian, Grant/Mr. Green for his efficient staff who regularly services them at his shop.

I enclose copy newspaper articles from the time for your amusement.

With best wishes

Jackson/Ron Norman

"Off to Wimbledon?" A colleague asked Holborn solicitor Ron Norman as he left the office one Friday night in June 1993. "No, Budapest," he replied.

Seeing homeless people everyday in Lincoln's Inn Fields drove Ron to set out on a sponsored 920 mile sponsored cycle ride. Since his return two weeks ago, Ron has already raised more than £2000 for Father Barry Carpenter's planned de-tox centre-to help wean homeless people off alcohol dependency. Chaplain to the Homeless, Father Barry regularly joins the police and Salvation Army's midnight patrol to count the number of people sleeping rough on the street. Father Barry has come up with a business plan to build a seven-bed detox centre in South Camden.

"The trip was absolutely brilliant!" Ron said. He rode a Dawes Super Galaxy. Accompanied by friends Sandy, Richard and Jeremy, with his wife Jackie and pal Miriam following in a car, Ron averaged 100miles a day on the journey through Germany, Poland, the Czech Republic, Slovakia and Hungary.

Though they met many friendly folk on the way, there were some dodgy moments too. In one Polish town they stayed in a military hotel by mistake, got a parking ticket, and later Jackie was nearly arrested when she reported a smashed car window to the police. Crossing into Hungary turned out to be a bureaucratic nightmare as a bridge had disappeared and the ferry turned out to be just for locals - forcing the group to make a huge detour.

Coping with the languages was also tricky at times. In one town where they wanted breakfast - Sandy's imitation of sizzling eggs falling into a frying pan resulted in the waiter bringing a tray of herbal tea. But Ron's chicken and pig impressions were a great success and they ended up having eggs & bacon, followed by veal escalope.



Jackson on the streets of London before his ride, as reported in
the papers at the time
Did he take his bowler hat to Budapest?

The best moment of the trip came at the end of a baking hot day when they finally cycled over the bridge flanked by two lions, into the centre of Budapest. Meeting Jackie and Miriam in a cake shop in the town square, they enjoyed a celebratory drink and got a local policeman to take their picture. Ron, Jackie and friends made the return trip by car. He said, "This is a vitally important initiative aimed to assist the homeless who have a drink or drugs problem, and it would be sad for it fall through just for lack of funds."

This was Ron's third fundraiser. Two years ago (1991) he raised £2000 for the Child Psychotherapy Trust in a one-day London to Paris ride. When asked what next - he said he was thinking about a marathon Budapest to Istanbul cycle ride!

(Ed-this is an abridged version of the two newspaper reports and pictures, since the quality of the originals would not have reproduced a readable version for this magazine.)



Who Were Your Early Namesakes? Researching Your Ancestors

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 the available history of your soubriquet, please contact Joseph Smiggers at:

steve@stephenbullen.com and you will receive the information by return.

Fogg - Mrs Bardell's attorney

"Freeman's Court, Cornhill, August 28th, 1827. Bardell against Pickwick. Sir, Having been instructed by Mrs. Martha Bardell to commence an action against you for a breach of promise of marriage, for which the plaintiff lays her damages at fifteen hundred pounds, we beg to inform you that a writ has been issued against you in this suit in the Court of Common Pleas; and request to know, by return of post, the name of your attorney in London, who will accept service thereof. We are, Sir, Your obedient servants, Dodson & Fogg."

A Hauxwell	1874	(committee)
T Shaw	1878 to 1901	
William R Clarke	1909 to 1915	(committee 1910)
A S Stewart	1937 to 1939	
F L Cyprien	1941 to 1957	
M F Brandon	1962 to 1970	
F Bliss	1971 to 1973	
Brian J Chapman	1973 to 2009 (retired)	
Jim Gillan	2010 to present	

The Bagman - "Your health, Sir," said the bagman with the lonely eye

'Your health, Sir,' said the bagman with the lonely eye, bestowing an approving nod on Mr. Snodgrass. Mr. Snodgrass acknowledged the compliment. 'I always like to hear a good argument,' continued the bagman, 'a sharp one, like this: it's very improving; but this little argument about women brought to my mind a story I have heard an old uncle of mine tell, the recollection of which, just now, made me say there were rummer things than women to be met with, sometimes.' 'I should like to hear that same story,' said the red-faced man with the cigar. 'Should you?' was the only reply of the bagman, who continued to smoke with great vehemence."

Tony Parsons	1981 to 1999
Simon Fellman	2002 to present

Augustus Snodgrass – poetic follower of Mr P. Member PC

"That the said proposal has received the sanction and approval of this Association. 'That the Corresponding Society of the Pickwick Club is therefore hereby constituted; and that Samuel Pickwick, Esq., G.C.M.P.C., Tracy Tupman, Esq., M.P.C., Augustus Snodgrass, Esq., M.P.C., and Nathaniel Winkle, Esq., M.P.C., are hereby nominated and appointed members of the same; and that they be requested to forward, from time to time, authenticated accounts of their journeys and investigations, of their observations of character and manners, and of the whole of their adventures, together with all tales and papers to which local scenery or associations may give rise, to the Pickwick Club, stationed in London."

J Woolford	1870 to 1875	Treasurer (1874) he was forced to resign in 1875 because he was a professional cyclist and cycle manufacturer
J G Chapman	1876 to 1896	
W H Waddington	1904 to 1915	
W J Welch	1924 to 1938	
C Gilbert Smith	1942 to 1964	
W Lee	1968 to 1978	
R Davis	1979 to 1991	
Michael Ennis	1991 to present	President (2008), Committee

Mr Podder – Muggleton cricketer

"All-Muggleton had the first innings; and the interest became intense when Mr. Dumkins and Mr. Podder, two of the most renowned members of that most distinguished club, walked, bat in hand, to their respective wickets. Mr. Luffey, the highest ornament of Dingley Dell, was pitched to bowl against the redoubtable Dumkins, and Mr. Struggles was selected to do the same kind office for the hitherto unconquered Podder. Several players were stationed, to 'look out,' in different parts of the field, and each fixed himself into the proper attitude by placing one hand on each knee, and stooping very much as if he were 'making a back' for some beginner at leap-frog. All the regular players do this sort of thing;--indeed it is generally supposed that it is quite impossible to look out properly in any other position."

E A Ruentz	pre 1877	Committee (1880)
Robert W A Blake	1913 to 1919	Committee (1917)
G F Peerless	1923 to 1925	
D H Grimsdick	1926 to 1933	
Charles H Bartlett	1935 to 1968	President (1948); VP 1944; Sub-Captain 1957,66.
D Cole	1969 to 1977	
Colin F Houben	1978 to 1998	
David Devine	2001 to present	

The Front Cover - Ch V11 - A Well Intended Shot....

"What are these lads for?" inquired Mr Pickwick abruptly.

"Only to start the game" replied Mr Wardle, laughing.

"To what?" inquired Mr Pickwick. "Why in plain English, to frighten the rooks." "Oh! Is that all?" "Quite." "You are satisfied?" "Very well." "Shall I begin?" "If you please," said Mr Winkle, glad of any respite. "Stand aside, then. Now for it."

The boy shouted, and shook a branch with a nest on it. Half-a-dozen rooks in violent conversation flew out to ask what the matter was. The old gentlemen fired by way of reply. Down fell one bird, and off flew the others. "Take him up Joe" said the old gentleman.

There was a smile upon the youth's face as he advanced. Indistinct visions of rook-pie floated through his imagination. He laughed as he retired with the bird-it was a plump one.

"Now, Mr Winkle," said the host, reloading his own gun. "Fire away."

Mr Winkle advanced and levelled his gun. Mr Pickwick and his friends cowered involuntarily to escape damage from the heavy fall of rooks, which they felt quite certain would be occasioned by the devastating barrel of their friend. There was a solemn pause - a shout - a flapping of wings - a faint click.

"Hallo!" said the old man. "Won't it go?" inquired Mr Pickwick.

"Missed fire." said Mr. Winkle, who was very pale; probably from disappointment.

"Odd," said the old gentleman, taking the gun. "Never knew one of them miss fire before. Why, I don't see anything of the cap."

"Bless my soul," said Mr Winkle. "I declare I forgot the cap!"

The slight omission was rectified. Mr Pickwick crouched again. Mr Winkle stepped forward with an air of determination and resolution; and Mr Tupman looked out from behind a tree. The boy shouted; - four birds flew out. Mr Winkle fired. There was a scream as of an individual-not a rook - in corporeal anguish. Mr Tupman had saved the lives of innumerable unoffending birds by receiving a portion of the charge in his left arm.

To describe the confusion that ensued would be impossible.

The National Cycle Museum in Llandrindod Wells is having a Cycle Jumble & Auction on Saturday 6th April. If anybody has any old bicycles or equipment they would like to offer for charity, then please contact Steve Griffith. Or even better, go along to the Jumble

See back cover for full details

Annual Golf Day, Cycle Ride & Luncheon is on the 6th June 2019



Having suffered with an overall drop in numbers in 2017, it was hoped that they would be back to their usual high level for 2018. To a degree this worked for the golfers, however due to a different date, there was no cycling event as Justice Stareleigh took a break. Since we live in hope, cycling may return to the fold in 2019.

For the golfers, there's the usual selection of Club cups & trophies to compete for. The Harpenden course remains very picturesque, so even if you are not a handicapped player (you know what I mean!), you can always enjoy the scenery if golf isn't your chosen sport.

For the cyclists it's planned to make an **0930hrs** departure, in order that a comfortable morning ride can be achieved and still be back in time for lunch with the golfers. With more riders, there can be the choice of a leisurely ride to coffee & back, or ride the hilly terrain of Hertfordshire; whichever is your choice, it will be an enjoyable day out.

The golf format will be the same as 2018, with a 1045hrs T-off at Harpenden Common Golf Club, Herts, - an entry form is on the next page and this should be sent to Smithers or you can contact him at: davlinc2000@aol.com

The 2019 Annual Golf & Cycle Ride Day Of the Pickwick Bicycle Club

will be held on Thursday, June 6th

Tee off 10.45am @ Harpenden Common Golf Club, Herts

NOTE - Cyclists T-off at 0930hrs

Entry Form

- Please reserve places for golf & luncheon @ £63 each
- places for cycle ride & luncheon @ £34 each
- places for luncheon only @ £28 each

I enclose my cheque for £..... (Payable to the Pickwick Bicycle Club)

I would like Vegetarian/vegan/gluten free meals (Please indicate which)

Member's Name Golf H/Cap.....

Soubriquet

Email/tel number

Guest Name(s) Golf H/Cap

.....

.....

Entries should be sent by email to Smithers Esq – davlinc2000@aol.com or by post to:

Smithers Esq at Keepers Cottage, Church Rd, Sutton, Sandy, Beds SG19 2NB
or tel: 01767 835800

The 200th Anniversary of the Pedestrian Curricule Patent 1818

"A machine for the purpose of diminishing the labour and fatigue of persons in walking, and enabling them at the same time to use greater speed, and which he intends to denominate THE PEDESTRIAN CURRICULE"

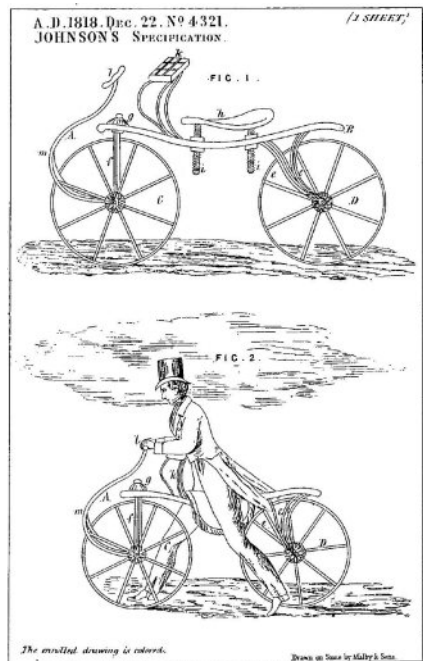
New member Mr Gunter(Michael Gruetzner) advises that - "he and his colleague Simon Garbett rode their Hobby Horses on the actual date of 22nd December, from the British Library-where the patent can be found-to Long Acre (Covent Garden) to celebrate the 200years of the issuing of Dennis Johnson's first British bicycle patent. We included a brief stop at the Dickens Museum. Arriving at the now, Brompton store address in Long Acre, we symbolically handed over a copy of the patent. This was the site where Dennis Johnson made the first Hobby Horse 200years ago, and is now the home of the Brompton Flagship Store - "Brompton Junction". We rode our 'horses' 6miles across London and finished off with some grease for our horses, and a celebratory pint of fine ale. Overall a very good day out."



At the British Library



At Brompton Junction



Original Patent Design

The Pedestrian Curricule or Velocipede progresses.....



A.D. 1818 N° 4321.

Pedestrian Curricule or Velocipede.

JOHNSON'S SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, DENIS JOHNSON, of 75, Long Acre, in the County of Middlesex, Coach Maker, send greeting.

WHEREAS His most Excellent Majesty King George the Third did, by His Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date at Westminster, the Twenty-second day of December, in the fifty-ninth year of His reign, give and grant unto me, the said Denis Johnson, my exors, adiors, and assigns, His especial licence, full power, sole privilege and authority, that I, the said Denis Johnson, my exors, adiors and assigns, during the term of years therein mentioned, should and lawfully might make, use, exercise, and vend, within England, Wales, and the Town of Berwick-upon-Tweed, my Invention of "A MACHINE FOR THE PURPOSE OF DIMINISHING THE LABOUR AND FATIGUE OF PERSONS IN WALKING, AND ENABLING THEM AT THE SAME TIME TO USE GREATER SPEED, AND WHICH HE INTENDS TO DENOMINATE THE PEDESTRIAN CURRICULE;" in which said Letters Patent there is contained a proviso, that if I, the said Denis Johnson, shall not particularly describe and ascertain the nature of my said Invention, and in what manner the same is to be performed, by an instrument in writing under my hand and seal, and cause the same to be inrolled in His Majesty's High Court of Chancery within six calendar months next and immediately after the date of the said Letters Patent, that then the said Letters Patent, and all liberties and advantages whatsoever thereby granted, shall utterly cease, determine, and become void, as in and by the same, relation being thereunto had, will more fully and at large appear.



At Dickens Museum



At Long Acre

Front page of the Patent 4.321 Application by Dennis Johnson on 22nd December 1818

Baillie Mac rides into 2019....

Baillie Mac Something yet again offers his annual Club outings for members and friends. As with most Pickwickian events it's a combination of cycling & eating, and questionable as to which is the prime purpose of the arrangements. Whilst one requires you to ride, the other is very much watching others cycling, and Baillie Mac needs your support for both events.

Sunday 30th June – Charity Cycle Ride 30th Anniversary

The recipe for the 2019 remains unchanged with a ride of some 30miles ride around the Chilterns, starting at The Plough at Winchmore Hill. Lunch will be taken at Huntswood Golf Club, before returning to The Plough. As always the target for Pickwickians will be the Wembley Shield. The usual BBQ at Wildhatch will take place afterwards, with no doubt Justice Stareleigh demonstrating his skills as 'head chef' Baillie Mac Something has raised incredible amounts of money for this annual event so come along and support those Pickwickians taking part, or bring your bike and ride.

4th July – Mr Pickwick Goes to France-well Belgium really

Food, wine, and bonhomie with club members and of course, some high quality cycling is as always the menu for Baillie Mac's visits to Le Tour. The 2019 Tour starts in Brussels to commemorate 50years since the great Eddy Merckx won his first Tour. Details will follow but it should be another amazing trip with the much envied of 5* star living along the way.

Watch out for email communications from Buzfuz or Watty once details are finalized.

If you want to participate in either event, just let Baillie Mac Something know as soon as possible so he can organise the food etc for the Charity Ride, and hotels etc for the trip to France. Get in touch **NOW** and stake your place(s). Contact him on 01494 722611



Letters to the Editor



Remember, your contributions are always welcome: email: pickwick2610@hotmail.com or, write to the Editor at: 'Taverners' Warninglid Lane, Plummers Plain, W.Sussex RH13 6NY

Following mention of the Holdsworth Team and the 'orange car' in the last issue, Bill Houghton writes,

Dear Mr Winkle Snr, thank you for the magazine, packed with interest as usual.

In 1977 I had an orange Cortina Estate on the fleet & proving difficult to sell. Roy Thame's Holdsworth Team were the answer. I agreed to hand it over provided I could drive it in the 1977 Paris-Roubaix! Their number two car obviously, but what an experience! I enclose a picture of the occasion. The Pickwick Club is looking forward to an exciting anniversary, and I wish them well.

Bill



Bill on the right with the Holdsworth team, Les West and the late Roy Thame(Don Bolaro Fizzgig) on the left

BLRC & NCU Feedback

As mentioned in the Editorial, I received some feedback on the above topic, and this letter is a view from Mr Noddy (aka Peter Wilson):

Dear Sir,

Having read the current (October) edition of the magazine, I note your comments on the NCU/BLRC.

As I was a child of those times, here is a quick potted history. In the 1950s I joined the Barnet CC (NCU club), and one of my compatriots was a certain Alf Engers (now Tom Roker). One of my claims to fame is that when entering the Planet CC 25 (held on the very fast E31 course, Southend Road) I was unfortunately responsible for Alf having his entry returned - my entry time was one minute faster than his. (after many years he has now forgiven me).

The Barnet was a predominantly NCU/RTTC club and as such I found it difficult to gain entry in BLRC events, so I resigned and joined the Highgate CC, which contained a few fellow Pickwickians, namely Augustus Snodgrass/The Late Mr Bardell/Old Porckenham rtd, and I used to compete against Thomas The Scientific Gentleman/Namby/George Nupkins/Mr Smithie/Mr Bottom/Baillie Mac Something/Mr Jinks, et al. I cannot say from a rider's point of view that there was any animosity between the two organisations.

I also promoted a lot of events and was a Senior BC commissaire. In later years competing as a veteran I became disillusioned with the attitude of the BC towards veteran racing and so became a member of the League of Veteran Racing Cyclists, finishing up as general secretary and director of it. I have to say that the BC has a negative attitude to veteran racing despite the amount of trophies that LVRC members have won in World Championships. Also, while I am on my soapbox (go for it - Ed) I would denigrate the current crop of riders who whilst clamouring to ride LVRC events, never promote or help marshall events. It has always been my principal that if you get enjoyment from a sport, you should try to put something back into it.

Yours

Mr Noddy

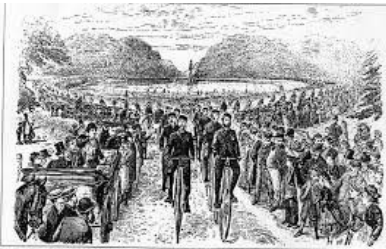
Thank you to both Mr Noddy & Bill Houghton (long time supporter of the Club) for your letters. Ed

2020 Hampton Court Ride

The following missive arrived from Hunt.....

Afternoon Roger, as I am on a roll with my pen, I have put a few words together for the 2020 ride. Could you add a picture of the 1877 Hampton court to the article please? As all members will be aware, the 2020 anniversary plans are well under way. "Pruffle" and myself, "Hunt" have been asked to arrange, what is at this time the only member's cycling event planned for the celebrations. We are looking at an event based around the annual Hampton

Court Ride; we are hoping to recreate the iconic Hampton Court meet of 1877 in Bushy Park, in or as near to that location as possible. We are going to invite every historic cycle club and organisation that would like to attend. We hope to have a vintage cycle ride around the park, of some 5-6 miles, along with a Surrey hills ride of 35-40 miles for the more enthusiastic riders.



Bushy Park 1877

We are also looking into a Guinness Book of Records attempt for the Penny Farthing stack; currently standing at 131 cycles for 3 minutes. Lots of work to do on that part of the day, and lots of help from any Pickwickians with contacts or knowledge, would be gratefully received. We are looking at the first Thursday in October 2020, but have also pencilled in a week either side - there is a lot of planning ahead. I will also be starting a list of Penny owners and clubs for both rides. So anyone who would like to put their hand up to help, with what I think will be the biggest Pickwick cycling occasion any current member will ever attend, we will be glad of the input and help.

We will keep you all up to date via the Club Magazine. With Regards " Hunt".

2020 Anniversary Black Tie Dinner

As already mentioned by The Captain, this is further notification of the event to be held in the wood panelled dining room at the elegant 1670 built Guild House, Skinners Hall, Dowgate Hill EC4 on Friday June 26th. More details will follow.

Passing of more friends.....sadly this page is becoming a regular feature as once again we salute club members who have joined the cycle club in the sky, and Buzfuz informs me that he has passed on the Club's condolences to the families:

Tommy the Waterman / Ron Hutton was a member of the PBC since 1982 and died on the 28th December. There were no funeral details but the family plan to hold a memorial service sometime in 2019.

Thomas Burton (Rtd) / Dennis Healey had been a member of the Club since 1981, and died on 31st December.

Late news as we go to press- **Count Smalltork / Vic Costello** sadly passed away on 29th January. No other details were available at this time.

A brief mention was made in the October issue of the passing of **Nathaniel Pipkin/Bob Chicken**, and **Tom Martin/Cedric Chicken** now remembers his brother:

Uncle Puff-Puff as he was known in the family, might have taken his name from the model trains he loved. That and Everton FC. Once he left school he got into music. He self-styled himself as a mobile disc-jockey. It was as Bubblegum Bertie of Orange Street that he made his mark with gigs at important venues playing all the right music at smart parties. People loved him. Robert had a remarkable memory, recalling hundreds of acquaintance's names. Robert was the life and soul of the party scene.

His memory helped him a lot in his business life. He worked for Walter Flory in 1974 and father Bob obtained the transfer of the Weinmann brake and rim business to Chicken. Tricky times followed at work as the market swung over to ATBs in the 1980s. Chicken had nothing much to offer other than road gear. So keen on the Robsons Border Transport business, Robert bought a number of transport vehicles though the company was short-lived. Stan Robson thought him so special he gave him his personal car number plate.

Our wholesaler in Liverpool received his best attention and duly became our best customer. Robert had his own idea of fun. The Centenary Club and the Pickwick Club were ideal associations. The Penguin and Goldfish Bowl was a star attraction at Chicken's Bisley Works HQ. The canteen turned pub had visits from luminaries throughout the world of cycling.

At the end of 2007 he said of the staff " One of the highlights being their efforts and achievements post fire, that was a remarkable few weeks. I am so delighted the company has really thrived since and I really hope it continues to do so "

By 2008 he was on chemotherapy and radiotherapy and numerous operations followed. Finally, he said " After virtually 40 years with the Company and now in poorish health, I have as you know now retired ". He wrestled with illness manfully for the years that followed, rarely complained whilst faced with ever more intrusive surgery over close to 8 years, losing a lung and undergoing serious throat surgery. He moved to the far reaches of the Connaught Rooms in order to make himself heard. He put up with years of discomfort and went down fighting as had his heroes of the First World War. **Cedric.**

The 2020 Celebration Bell makes an appearance

Already mentioned in a previous issue of this magazine, and used by Mr Dumkins to quieten the diners at the December Garden Party, it was thought that the instigator of this grand piece of Club silverware- Samkin (Peter Legg) should be seen with it, as it is now suitably mounted on the wheel. Thank you Samkin.



Past President, Samkin
with the anniversary bell &
wheel

And now for something different.....as mentioned, I received what can only be described as an amazing story from retired member Bill, or Willie Tonkin. He has written a history of his 20 years working at Holdsworth from 1946 to 1966, finishing his time as foreman of the Cycle Frame Building Shop. It will appear across both March & October issues of the magazine.

The Bike Game

by

Willie Tonkin (Wiffers)

The 'bike game' in my heading is a term that I have not heard used for many years and it applies to anyone who worked in the cycling industry, or more explicitly worked as a bicycle frame builder. I have an interest in local history and the one thing they all moan about, is that they didn't spend longer talking to old people with one foot in the grave, to find out facts that all too soon would be lost forever. Now that I find myself if not with one foot in the grave, at least tottering on the brink, I feel I should speak up before it's too late. I think the important thing is, have I got anything interesting to say that people would want to read? Well I think I have. To start with I have spent a great part of my life as a cycle frame builder and I hope some cyclists are interested in the history of frame building. I suspect there are very few people today who have brazed a bike frame on an open forge using foot bellows. I worked for the Holdsworth Co. for twenty years from its early days until it became probably the largest lightweight firm in the country, reaching the position of foreman of the frame building shop, before I left to start my own business, building bike frames of course, and it was all started by a lady cyclist.

The firm was started by Mrs Holdsworth many years before I started there, and it all came about because both Sandy Holdsworth and Mrs 'Aitch (as she was always called), were keen cyclists and in the beginning Mrs H made Sandy what came to be known as a 'continental sweater' to wear when he went out on winter club runs with the Kentish Wheelers. It may seem incredible to modern cyclists that in the days I am speaking of, there was no such thing as specialised cycling clothing. So it can be imagined that Sandy's continental sweater caused a stir in the club, and when he got home and said to his wife "I could have sold a dozen of these jerseys," the comment did not fall on deaf ears, and the start of the Holdsworth Co., Ltd was born. Mrs H got a few women together, supplied them with wool and a pattern and got them knitting. Her next move was to get some hand bills printed with an outline drawing of a man with his arms and legs spread out and letters of the alphabet scatters round his body for self measurements to be taken. She sent her leaflets around to cycling clubs offering a 'made to measure' Harris Tweed plus four cycling suit with a Norfolk style jacket and plus fours with an extra patch where your seat met the saddle for £3.

She next visited a shoe manufacturer in Northampton with her idea for a cycling shoe. Basically a light leather shoe with a large tongue or flap that extended down over the shoe lace eyelet's to save the rain getting in, and so the cycling shoe was born. I have a 1964 Holdsworthy trade list and by then Mrs H had built up one of the largest cycle wholesalers in the country with a clothing list alone of over 110 items, from ankle socks to training suits. Mrs H cycled to work every day until she retired, Sandy never took much part in the business apart from being a director. I believe he was very high up in the insurance world. He was only seen occasionally if I went in on a Saturday morning to do maintenance work and he would sometimes be there for a directors meeting.

On the cycle manufacturing side her first employee was Arthur Eves who started repairing frames in a kitchen. In the early days of the cycle building trade it was still almost a cottage industry. All you needed was a pair of foot bellows and you were in business. Many small shops replaced the gas stove in the kitchen with a forge and foot bellows. As the firm grew Arthur became foreman then manager and a director. When I started working for them they had been for some years in the old banana factory in Lullington Road, Anerley where they had five small forges and one large forge for tandem work.

I had left school at fourteen in December 1939 and started work in the January as a leather worker at a firm of surgical appliance manufacturers at a wage of 12/-a week, and stayed there for seven years until I was 21 when I applied for and got a job at Holdsworthy's the cycle makers in 1946. I could almost say the next 20 years working at the 'Happy House' as the firm was called by the staff, or to give it its full name 'The Holdsworthy Co., Ltd.' was the happiest time of my working life, but this would not be altogether true, as I am one of those very fortunate individuals who has always enjoyed working. In fact for most of my life I have held down two jobs, my full time day job and various part time evening and weekend jobs. This continued until 1967 when one of my part time jobs was taking up so much of my time I decided to stop working for Holdsworthy and start my own business. Not realising at the time that this would lead to even longer working hours.

When I started at Holdsworthy's at about £6 per week it was a complete change from my previous job. For a start virtually every one employed there were cyclists, most of them keen racing men and there was a wonderful atmosphere in the firm, it was one very happy family. The first hours of every Monday during the racing season, was spent discussing what times had been done on the previous Sunday morning time-trials. For the cycling members of staff it was glory land as each member was allowed one bike a year at half price, and after that any amount of equipment at wholesale prices. I had two frames built, one for fixed wheel and the other for gears. This was followed later by a racing tandem built to my own specification. So you could see why it attracted cyclists. Holdsworthy's had already started to build up the empire they eventually became and were buying up small firms as they came on the market. Grubb and Maclean were two such acquisitions.

Before the war in the late thirties Claud Butler had the finest reputation in the country as a lightweight cycle builder, and their bikes were absolutely first class. When the war started Claud turned to manufacturing war supplies and expanded rapidly. But when peace came they lost their war time contracts and closed, and that was when Holdsworth seized the opportunity and bought the Claud Butler marque which soon established them as the leading quality lightweight cycle manufacturer in the country. In their heyday Holdsworth were turning out about 100 frames or complete cycles each week and the majority of those would have been sold with Claud Butler transfers.

My first couple of years were spent at the bottom of the ladder as a filer. The procedure was after a frame had been shot blasted to remove the scale, the lugs were thinned down with hand files and then polished with the emery stick. This was a thin piece of wood about a foot long and one inch wide by a quarter of an inch thick, that we wrapped a sheet of emery cloth round and used it like a hand file to give a final polish to the lugs.

In those days in the late 40's each hand built frame would have a full day spent on it being filed and the tubes polished, before being sent to the enamellers. Using a file all day was very tiring hard work and you got filthy doing it, which came as a shock after my easy life as a leather worker. Shortly after I started the word came down from Arthur Eves the foreman, that we should not spend so long on each frame but aim to do two a day. As the filers were paid by piece work we adjusted to the new rates. To be honest the excessive filing done on frames was not really apparent after the frame was enamelled and the bike certainly went no faster.

Eventually the happy day arrived when I moved up into the building shop where the frames were brazed on forges. To actually build racing frames had been the height of my ambition for years, and at last I was doing it. Frame building in those days was a very high skilled business. It started with Jock Turner who was the lug cutter and for the most expensive lug cut out it was his job to first drill a series of holes in the blank lugs, the outside edges were then cut off with a pair of hand tin snips and the scrolls were finished off with small files. This was all done by eye and Jock's only other tool if you could call it a tool was a leather glove to protect his hand while drilling the lugs.

The Holdsworth range of frames were named after winds, Whirlwind, Zephyr, Monsoon and Hurricane. The Whirlwind had long arrow head shaped extensions welded onto the lugs and the price for cutting a set was 11/4 (eleven shillings and four pence). I shall use old currency in all the prices as many cannot be converted to our decimal currency. Farthings were still used for costing many frame building operations in 1964, and in case you have forgotten there were 960 farthings to the pound. Monsoon lugs were the same as Whirlwind but without the arrow point were priced at 9/11, while the Hurricane lug which did not have scrolls and just needed trimming were priced at 1/-per set. All the operations in the building shop were done on a piece work system where you were only paid for what you actually did. (Ed - he must have built my Hurricane frame in 1954.)

The process for a hand built special frame started out with the order which was typed in the office. This would give the specification the customer required, head and seat angles, bottom bracket height and length of top tube, seat tube and chain stay lengths, fork blade rake and wheelbase measurement. Also whether 26 or 27 wheels were to be used and if clearance for mudguards was wanted, plus any brazed on parts and position of pump pegs. Then the fun started, as very few cyclists were capable of designing the frame of their choice with measurements that actually worked out. So the builder compromised to get as near the required specification as he could.

The first job was to assemble the forks, brazing in the front ends, setting the fork blades to the required rake, cutting them to length, and assembling and pinning the blades and fork column into the crown. While brazing the front ends the rear ends would also be brazed into the chain stays, done while the nest in the coke on the forge was still red hot. The forks were then clamped to the setting up board, with the ends located on an adjustable spindle and set to the head angle specified. The setting up board was made of wood and measured about three and a half feet by two and a half feet and would be set up in a vertical position slightly angled backwards at the back of the work bench where the builder could easily reach it.

The next step was to mitre the down tube where it joins the head tube; this is done with a hacksaw and file. When the tube is mitred to fit, it is fluxed, and assembled in the bottom head lug with the head tube and pinned. A brazing pin is a short nail about half an inch long without a point but with a slight taper. When the tubes are assembled in the lug a hole is drilled through the lug and tube and the pin is banged home. The purpose of this operation is to hold the lug and tube in position while it is being brazed. While the lug is getting red hot the builder will gently tap the lug close to the tube so there are no gaps after brazing. While the brazed bottom head lug is cooling down the seat tube can be cut to length and mitred. When you are working on piece work rates there is no time to stand idle and wait for a joint to cool.

Near the bottom of the setting up board is a short vertical slot, and moving up and down this slot is a spigot turned to the internal diameter of a bottom bracket shell and the purpose of the slot is so the centre of the spigot can be set at the requested bottom bracket height. When the spigot has been set, the bottom bracket end of the down tube can be measured, cut to length and mitred to fit in the bottom bracket shell. The bottom bracket height is the starting point of designing a frame and the whole frame is built around this measurement.

The next thing is to measure and cut the seat tube to length and mitre the bottom bracket end and assemble the tube into the bottom bracket shell on the spigot. The seat tube is set and clamped to the set up board to the angle requested by the customer. The next job is to cut the top tube to length and mitre both ends. Then the top head lug, seat lug and top tube are assembled onto the parts already clamped to the set up board.

There is a strip of metal screwed onto the set up board about where the top tube will lie and it was always considered important to line the top tube up with this strip to ensure the top tube was parallel with the ground when the bike was on the road. This is a very critical operation and the builder must make sure that when the top tube and lugs are assembled on the frame, that the whole top tube assembly is free to move easily up and down the head and seat tube. If there is any stress at this point it can lead to disaster. The butted seat tube at the seat lug end is only 24 gauge which is almost paper thin. What can happen is the stress can ripple or bow the seat tube as the joint gets red hot. It is sometime possible to put a mandrill down the seat tube and hammer the ripple out if it's not too bad.

There we must leave Willie's fascinating story to be concluded in the October magazine.....

Challenge Adventure Charities- Mont Ventoux Challenge 2019

The charity was set up by Mr Watty (Stuart Mason-Elliott) and Chris Saltrick (Brother Mordlin) in 1996 as a vehicle to raise charitable donations through cycling for other needy Charities. Since then it has raised and donated over £4million with one of its guiding principles being, that every £ raised by riders is donated to other Charities, with no dilution for event costs or administration.

The core event is ridden each year in late September or early October and is to teams of 4 to ride in relay for 3 days over 500 miles, with teams sponsored by their personal or business contacts. Each team has their own support vehicle, and follows an arrowed route, usually through France, on quiet country roads. They pay an entry fee which covers all event costs, subsidised by long-term sponsor Polypipe.

In 2018 there were 51 teams riding the Annecy Challenge, starting in Rouen and on the first day rode 183 miles to Montargis, South of Paris. The second day was 198 miles to Macon, including 3946m of climbing, and finally finished at the top of the Semnoz mountain after 139 miles on day 3, including the 25% climb up the Col de la Grande Colombier! Together they raised £135,426 of which £34,000 will go to both Cancer Research UK and the British Heart Foundation, and the rest to Charities chosen by each team. Pickwick Bicycle Club members taking part were Mr Watty, Brother Mordlin, Angelo Cyrus Bantam, Tom and Old Porckenham.

Pickwick Bicycle Club members may like to take part in the 2019 Mont Ventoux Challenge 2nd – 5th October 2019, which will take teams of 4, riding in relay from Ouistreham to Orleans, Orleans to Macon and Macon to Vaison la Romaine and then on day 4 we will all climb the Mont Ventoux together, once, twice or even 3 times!

If you would like to join 200 other riders on this event please contact Mr Watty at: stuart.elliott@elliotts.uk or look at www.challengeadventurecharities.org.uk



GRAND MID WALES CYCLE JUMBLE AND AUCTION

(INCLUDING SURPLUS ITEMS FROM THE MUSEUM STORES)

Saturday April 6th 2019

The event will take place at **Cefnlllys School, Cefnlllys Lane Llandrindod Wells LD1 5WA (2 mins from the museum). Museum will also be open**

Two minutes from the Museum ,plenty of parking on site

Tables: £7 each inside, £5 outside (set up from 0900hrs)

Public admission: Pre 09.45 £3. From 09.45 £1

Auction of surplus museum cycles at 11.15

For a list of machines for auction and to book a stall, please contact Steve Griffith . mob 07740 923 630 or email

griffith531@hotmail.com

NB- THERE WILL NOT BE DEBIT/ CREDIT CARD PAYMENT FACILITIES ON SITE. PAYMENT IS BY CASH ONLY