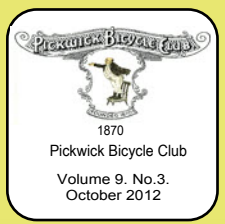


# PICKWICK BICYCLE CLUB,

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

Established 1870



Pickwick Bicycle Club  
Volume 9, No.3,  
October 2012

# MAGAZINE AND NEWSLETTER

EDITOR: JOE, THE FAT BOY



The Veteran riders with their assorted mounts

News - Reports

Sobriquet Histories

Caption Competition

Letters

Archival stuff

Lots from Mr. Brooks  
and just a few more bits



Why is she on here, you say -  
Why not, sez I, t'was the Olympics. (See page 26)

## Editorial

At the time of writing for the July issue of the club magazine 2012 was shaping up to be a really bumper year. So many good events had been our good fortune to enjoy. The superb President's Luncheon and several of our members attending Dickens' commemorative events including our President's meeting the Queen and others at the Mansion House Banquet.

But then, disaster: only a very poor support for the annual Mr Pickwick Goes To France excursion to visit the final two stages of the TdF and the cancellation of the Dickens Memorial Races, sponsored by our club, due to lack of entries.

Final disaster was the very sad result – for the UK – of the Olympic Men's Road Race. ALMOST, for the track proved that Britain is THE BEST!

But now - very little input for this publication. Are you interested? Response to this magazine is most disappointing! An occasional letter on a suitable topic will be appreciated!

## The Captain's Orders:

Oh what a void left after the years  
cycling sensations  
And Dickens' birth remembered by the  
many nations  
Our club uniquely embracing both  
these extremes  
Enjoyed a feast of success covered  
by all regimes  
The Yellow jersey, Gold Medals and  
civic reverie  
Becomes now a realised dream or  
distant memory  
But hey! look to the future for more inspiration  
Rally to clubs imminent events without hesitation  
And in order to enjoy them and our company to savour  
Ensure you and your guests attend on best behaviour



The Captain  
(Dismal Jemmy).



Purpose-built Special. A rare Ladies' Hobby Horse on display at the Hampton Court Revival Ride and photographed by Frank Simmery (aka Helmut Stibal).



## *Secretarial Report from the President.*



### **Secretarial Report from The President**

Well the months that purported to be summer have passed and I trust all members survived the dreadful weather. As I am writing this most of the country is again in deluge and I do hope that all members of the Club are secure and not suffering from the horrors of flooding.

I was disappointed that only the "regulars" joined us to ride at Benson this year. This is an invitation open to the whole Club and whilst the rally itself is for cycles pre-1929, other club members are always welcome to ride along and join is what is usually an enjoyable day. I do hope that more members will perhaps join in next year. The event is always held at the village of Benson, just south of Oxford on the first Sunday in July.

Personally, the year has been extremely busy and memorable. In my last report I gave details of the Dickens celebrations, since when I have been to Australia for a month to celebrate my daughter's wedding, organised a second wedding reception for my daughter for relatives in this country. She brought her new husband to visit the family at the beginning of August.

No sooner had she returned down under than with the local Solent Veteran Bicycle and Tricycle Club I became heavily involved in organising the 56<sup>th</sup> Annual Rally of the National Association of Veteran Cycle Clubs. This was a full weekend's entertainment with the rally ride on Sunday morning, but included a cycle jumble and a very well attended, well supported, cycle auction.

A number of complete machines were sold, including a Victorian tricycle that realised £4,400, two Dursley cycles, one needing complete restoration that achieved over £1,000 each and a modern Moulton A7 that achieved £800. A large number of cycling posters and pictures were also sold together with a number of Patterson books and prints. We were extremely grateful to our Club member, Dr Slammer (Peter Card) for his considerable assistance in making the auction an extremely fun afternoon.

I hope that there is a good turn out for the Hampton Court ride and no doubt this will be fully reported elsewhere.

Arrangements are well in hand for the Garden Party on 6<sup>th</sup> December 2012. Would members please note that we are back to the first Thursday in the month as we have had in the past.

Continued



Trumpeters and speaker are arranged for what will be a traditional garden party and there is the possibility, I have been told, that some of the successful Olympic Cyclists may well be invited as guests.

The principal speaker will be Gary Richardson who is a well respected and, I am advised, funny comedy, after-dinner speaker.

I was extremely grateful to receive an invitation to address the Pedal Club at their meeting in July and would like to thank all members of that Club for the hospitality offered during my visit.

I do know that the Dickens Celebrations Sub-Committee still have one or two possible suggestions and no doubt Jack Martin (John Mist) will provide further details elsewhere in this magazine.

Members are reminded that tickets for the Garden Party will be strictly limited to 6 in total, including the member and will be issued on a first come first served basis. Applications should be in the post shortly. Any application for over 6 tickets will have to be dealt with on the basis of 6 tickets only initially, with further tickets available if, by the closing date, all 600 tickets have not been allocated.

The last two years we have gone over 600 and it is becoming extremely difficult to accommodate more than that number in the Connaught Rooms.

I look forward to seeing as many of you as possible at the December function.

Samuel Pickwick  
President

---

Bailley Mac Something and Mr. Brooks awaiting Delivery of their unicycles at the Olympic TT.



## Benson Veteran Cycle Club Annual Rally

The 52<sup>nd</sup> running of the Benson Veteran Cycle Club Rally took place on Sunday 1<sup>st</sup> July.

Although rain was forecast and there were a few clouds overhead, the day was fine although a little on the cool side with at times a stiff wind, but the temperature helped the ride generally.

The ride followed the usual route, including a morning pit-stop at a large, luxurious private house where soft drinks and beer was served which all riders need after climbing the hills around Benson RAF Base.

There then followed a ride through the local countryside, including one or two switchback hills which are fine for those with pneumatic tyred bikes with gears, but somewhat of a struggle for those on solid tyres, fixed wheels, no gears, etc.

Lunch was taken at the usual stop and then a gentle afternoon ride back on less undulating roads back to Benson for prize giving, raffle, etc.

The Club was represented by 5 members; Bailie Mac riding a Raleigh from 1928, Bulman riding a Dursley Pedersen of 1913, Alfred Jingle on a Sunbeam safety of 1928, Mr Brookes riding a Clincher wheeled safety of 1893 and Samuel Pickwick on a French Chamaret safety cycle of 1899. Bailie Mac's wife, Diane joined us riding her Raleigh of 1925.



It is a pity that more club members do not join this most enjoyable day in the Oxfordshire countryside. Whilst to enter the rally, all bikes must be before 1929; there are a number of other cyclists who join in and enjoy the camaraderie.

Report by Samuel Pickwick, Esq., Photo by Di. Morris (aka Mrs. Bailley Mac Something).

# 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

## CLEVELAND STREET WORKHOUSE

From: Ruth Richardson

I am writing because you were kind enough to sign the petition to help save the Cleveland Street Workhouse.

I have two bits of good news to share:

First: the extraordinary history of the Workhouse you helped to save, and the four+ years of Charles Dickens's life only a few doors away, has been researched and written up in book form and published by Oxford University Press: <http://ukcatalogue.oup.com/product/9780199645886.do#.T-9bCPW8GSo>

You are included in the book's dedication. Please do ask for it at your local library, and take a look!

Second: Camden Council has been applied to for planning permission and listed building consent for the erection of a blue plaque on Dickens's old home on the corner of Tottenham Street and Cleveland Street, now No. 22 Cleveland Street. The text on the plaque has been agreed, the house's owners are very happy, we have sponsorship for the cost of it, and we are hoping there will be bubbly on the day. I will write again when there is a firm date for the unveiling. Kindest regards -  
**Ruth Richardson, historian.**

## A Paralympics Volunteer

Hi there Stan - thought I would attach the pic showing myself at the Paralympic Cycling @ Brands Hatch as one of the 70000 volunteers. Not allowed to wear anything other than the official uniform so guess a fine could be in order!!



At least the club was represented even if in camouflage. Amazing people the Paralympians, they all deserved medals for their commitment, and an amazing time was had by the volunteers.

Were any other Pickwickians part of the Volunteer force I wonder?

Not sure who the guests will be for the December luncheon but names such as Jody Cundy & Mark Colbourne, both medallists might appreciate a bit of post-Olympic recognition.

Certainly these Paralympics puts faces to names and some became as well known as the Olympian participants.

Anyway .....best wishes

Mr Winkle Senior  
(Aka - Roger Warwick).

### From Your American Correspondent.

In the last “FYAC”, I reported on Dickens’ brief sojourn in the Cincinnati area. One month prior, he was in the North East, and making the journey from Philadelphia to Washington. Now, in 2012 this is a brief (but for the horrendous traffic) drive on the freeway system. Not so for “Boz” however, since at that time there was no rail transport available in the first part of the journey, so it was a case of “Steamboatin’” down the Delaware River to Wilmington, then a train to the Susquehanna River where a boat ferry was required to cross the water to Havre de Grace, Maryland. There the journey resumed by rail. A stop was made for dinner at Baltimore; and it was there, a Mr. Putnam, recounted the following incident:

“On reaching Baltimore the carriages stopped while in the market place. In a couple of minutes word had passed that ‘Dickens was aboard the train’. Instantly the windows were darkened with faces, and all sorts of comments – but mostly kind and respectful – were made upon his looks and general appearance.

“A market woman nearby, seeing the crowd, came up close to the windows, but she could not make out what all the excitement was about, and calling to a friend who was standing by, she loudly asked, ‘What’s the matter? What is this all about? Say, John, what is it?’ ‘Why,’ answered the man, looking over his shoulder, ‘they’ve got Boz here!’ ‘Got Boz,’ said she ‘What’s Boz? What do you mean?’ ‘Why,’ said the man, ‘it’s Dickens. They’ve got him here!’ ‘Well, what has he been doing?’ said she. ‘He ain’t been doing nothin’” answered the man; ‘he writes books.’ ‘Oh!’ said the woman indignantly, ‘is that all? Why they should make such a row about that for, I should like to know?’”

Cincinnati Public Landing – circa 1842 Cincinnati Public Landing – July 7th, 2012

That lady’s ignorance certainly doesn’t fit in with how several American literary historians described Dickens; as a “Victorian –era rock star”! indeed, there have been (and continue to be ) various celebrations this year – though strangely, few, if any, at the various ‘Portsmouths’ in the States – believe it or not some States can have two! Normally an event such as this would warrant at least a Dickens Cook Out, but perhaps the occasion of his birth is better known than the place.

The Dickens Society of America holds its annual symposium the weekend of 13th – 15th July, and a few of the cities that he really enjoyed (and enjoyed him) such as Boston are going to town in the suburb of Lowell. There, the University of Mass Lowell and its partners are throwing a seven month bash which started on March 30th and includes performances, speakers, family programmes and an exhibition exploring Dickens’ life, work and travels in America.

Staple.

Held over from July issue.



## A Matey Meeting

On a recent holiday in Corsica, I (George the Father) met up with old friend Klaus Peter Thaler (Tom Smart) and we went out on several enjoyable rides together.

One ride took us over the 1200 metre Col de Bavella, from sea level, but the attached photo was taken at the entrance to Porto Vecchio, where the prologue of the 2013 Tour de France will take place.

Tom Smart and I inspected the course, before retiring to Tom's villa for a pastis or two...



Spotted in the London underground and snapped by Gina Marks, friend of the Editor.



**The following article is from the Summer 2012 issue of the London Metropolitan Archives (LMA) online newsletter and was originally published in the newsletter for volunteer indexers working on the Place in the Sun project, which is creating an online index to 18th and 19th century Sun Fire Office insurance records at LMA, searchable at [www.nationalarchives.gov.uk/a2a/](http://www.nationalarchives.gov.uk/a2a/) and [www.lma.gov.uk](http://www.lma.gov.uk).**

It is reproduced here by kind permission of **Mrs Philippa Smith** *Newsletter Editor and Principal Archivist (Collections and Systems Management)*, London Metropolitan Archives, 40, Northampton Road, London EC1R 0HB

## **CHARLES DICKENS, SUN POLICYHOLDER**

**A Place in the Sun volunteer Brenda Griffith-Williams writes about Charles Dickens' time at 48 Doughty Street, now his only surviving house in London.**

It seems especially appropriate, in his bicentenary year, to discover that 'Charles Dickens, gent.' insured the contents of his home at 48 Doughty Street (now the Dickens Museum) with the Sun Insurance Office. Aged just 25 and married for less than a year, Dickens moved to Doughty Street on 25 March 1837 with his wife Catherine (née Hogarth) and their baby son (another Charles). He had taken the property on a three-year lease, at £80 a year, and lived there until December 1839. His policy (no. 1250620 in CLC/B/192/F/001/MS11936/564) is dated 17 May 1837. In addition to the standard cover for wearing apparel, printed books and plate, he insured his musical instruments for £50 and china and glass for a further £90.

Dickens was already a popular author on his arrival in Doughty Street, and his literary career had entered a productive phase to which the Sun's designation 'gent.' (often a euphemism for 'unemployed') hardly does justice. He had been working as a journalist since 1828, and publishing short stories since 1833. Serialisation of his first novel, 'The Pickwick Papers', began in April 1836, followed by the first monthly instalment of 'Oliver Twist' in February 1837. By the end of that year, Pickwick had come out in volume form, and a third novel, 'Nicholas Nickleby', was published in 1838-9.

The Dickens family experienced both tragedy and happiness at their home in Doughty Street, where Catherine's 17 year old sister, Mary Hogarth, died suddenly on 7 May 1837. Dickens was reputedly so grief-stricken that he was unable to complete the next monthly instalment of either 'The Pickwick Papers' or 'Oliver Twist'. But on a happier note, Charles and Catherine's first two daughters were born in the house: Mary, known as Mamie, in 1838, and Kate in 1839. The expanding family then moved into more spacious (and expensive) accommodation at 1 Devonshire Terrace, near Regent's Park.

48 Doughty Street is now Dickens' only surviving house in London. It was saved from threatened demolition by the Dickens Fellowship in 1923, and opened to the public two years later. Dickens's

200th birthday, 7 February 2012, was marked by a visit to the museum by the Prince of Wales and Duchess of Cornwall. It is currently closed for refurbishment until December 2012.

**Sources:** The Oxford Companion to English literature (4th ed., 1985); [www.dickensmuseum.com](http://www.dickensmuseum.com); The Oxford Dictionary of National Biography (online edition).

## **THE SUN EXTENDS ITS REACH**

Since 2004, the index to the Sun Insurance Office fire policy registers (reference CLC/B/192/F/001/MS11936), resulting from the *A Place in the Sun* project, has been available on The National Archives' 'Access to Archives' (A2A) searchable database.

LMA is now in the process of extending the reach of the Sun index by putting the completed files on its own online catalogue, thus increasing the chances of an internet search picking up a reference as well as being more accessible to searchers on site. You can try this for yourself by doing a keyword search either at LMA or [online](#) (you can if you wish narrow the results down to the Sun material by adding 'insured' to the search terms). A great advantage of the LMA catalogue is that a search presents the whole entry, and results appear in a logical order rather than apparently at random. Another is that, in future, each Register's file will be added to the LMA system soon after the checking process is finished, whereas the files will continue to be uploaded to A2A in batches, at irregular intervals of up to a year.

Charles Dickens



# Recipes *from the past.....*



## HOT BUTTERED TOAST

The fire was blazing brightly under the influence of the bellows, and the kettle was singing gaily under the influence of both. A small tray of tea-things was arranged on the table, a plate of hot buttered toast was gently simmering before the fire, and the red-nosed man himself was busily engaged in converting a large slice of bread into the same agreeable edible, through the instrumentality of a long brass toasting-fork. Beside him stood a glass of reeking hot pine-apple rum and water, with a slice of lemon in it; and every time the red-nosed man stopped to bring the round of toast to his eye, with the view of ascertaining how it got on, he imbibed a drop or two of the hot pine-apple rum and water, and smiled upon the rather stout lady, as she blew the fire.

*The Pickwick Papers Ch XXVII*

What can be more relaxing than toasting slices of home-made bread in front of an open fire as darkness descends outside and the cold of winter approaches, the toasted slices buttered and set aside to absorb the coating as the next slice is prepared.

Each is a delight as it is but may often be enhanced with additions that vary with personal preferences. In Dickens times, a favourite was the varieties of anchovy coatings. These would be potted anchovies, anchovy paste and anchovy butter. Now, more often simply the addition of marmalade or jam is used, although perhaps as a breakfast item.

To try a tasty and delicate Anchovy Paste, here is a suggestion, it really is quite simple:

125g Good quality butter

8-10 Anchovy fillets, or from a small can, drained.

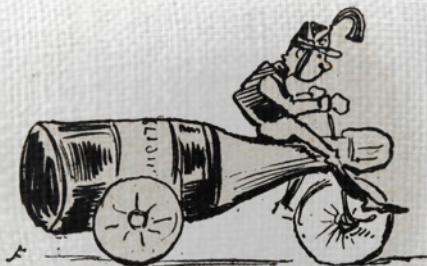
A grind of Black Pepper

Cayenne.

Hot Buttered Toast (of course).

Make a paste of the anchovies by pounding in a bowl or mortar. Heat the butter to soften (not too much that it runs) and add to the anchovies. Add cayenne and pepper to taste and mix well. Place in fridge for half an hour to firm up.

The taste may be varied with such additions as nutmeg or mustard to personal choice. Why not try



## 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 the available history of your soubriquet please contact Joseph Smiggers at [steve@stephenbullen.com](mailto:steve@stephenbullen.com) and you will have this information by return.

### Mr Prosee – an eminent counsel at Mr Perker's dinner party:

*“Mr. Perker had had a dinner-party that day, as was testified by the appearance of lights in the drawing-room windows, the sound of an improved grand piano, and an improvable cabinet voice issuing therefrom, and a rather overpowering smell of meat which pervaded the steps and entry. In fact, a couple of very good country agencies happening to come up to town, at the same time, an agreeable little party had been got together to meet them, comprising Mr. Snicks, the Life Office Secretary, Mr. Prosee, the eminent counsel, three solicitors, one commissioner of bankrupts, a special pleader from the Temple, a small-eyed peremptory young gentleman, his pupil, who had written a lively book about the law of demises, with a vast quantity of marginal notes and references; and several other eminent and distinguished personages.”*

Hayter Scrivener	1877 to 1925	President 1919; Captain 1882; VP (1910,17); Sub-Captain 1882; Life Member.
W G Adie	1937 to 1937	
Austyn Reynolds	1938 to 1959	
D. Rapoport	1961 to 1971	
W J Lyes	1974 to 1976	
E A John Day	1977 to 2001	Owned bicycle shops in Palmers Green, Winchmore Hill, Potters Bar and Chingford.
Gerhard Noske	2004 to present	

No photo available

### Smangle - a prisoner with Mr Pickwick- room-mate with bushy whiskers:

*“Well, you're a trump, and I like you all the better for it,' said the Zephyr. 'Now jump into bed again, or you'll catch the rheumatics. No malice, I hope?’ said the man, extending a hand the size of the yellow clump of fingers which sometimes swings over a glover's door. 'Certainly not,' said Mr. Pickwick, with great alacrity; for, now that the excitement was over, he began to feel rather cool about the legs. 'Allow me the H-onour,' said the gentleman with the whiskers, presenting his dexter hand, and aspirating the h. 'With much pleasure, sir,' said Mr. Pickwick; and having executed a very long and solemn shake, he got into bed again. 'My name is Smangle, sir,' said the man with the whiskers.”*

W T Wilkinson	1875 to 1878	Committee
W G King	1880 to 1888	
Edward Hill	1891 to 1914	Secretary (1893 to 1909)
John Baker	1916 to 1925	
G W Pamment	1926 to 1944	Auditor (1938)
Philip A Day	1961 to 1992	
Mark James	2008 to present	

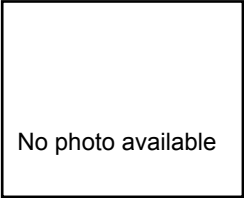
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**Smithers**

*'That's all right,' replied Mr. Perker's clerk; and then seeing Mr. Pickwick's eye wandering curiously towards the table, he added, 'will you join us, for half an hour or so? We are capital company here to-night. There's Samkin and Green's managing- clerk, and Smithers and Price's chancery, and Pimkin and Thomas's out o' doors--sings a capital song, he does--and Jack Bamber, and ever so many more. You're come out of the country, I suppose. Would you like to join us?'*

W E Rootes	1924 to 1932	
Alex Fraser	1938 to 1957	
G Grubb	1960 to 1971	
E B Mervyn Grubb	1972 to 1997	President (1983)
David Lincoln	1999 to present	



**Red-nosed Mr Stiggins - Reverend. The deputy shepherd:**

*"He may be, or he may not," replied Mrs. Weller, buttering the round of toast which the red-nosed man had just finished. 'I don't know, and, what's more, I don't care.--Ask a blessing', Mr. Stiggins.' The red-nosed man did as he was desired, and instantly commenced on the toast with fierce voracity. The appearance of the red-nosed man had induced Sam, at first sight, to more than half suspect that he was the deputy- shepherd of whom his estimable parent had spoken. The moment perceived at once that if he purposed to take up his temporary quarters where he was, he must make his footing good without delay. He therefore commenced proceedings by putting his arm over the half-door of the bar, coolly unbolting it, and leisurely walking in."*



H Bradley	pre 1881	
Sydney Fortescue	1896 to 1905	Life Member. Committee 1901,2,3
Frank A Black	1924 to 1930	
R F Burton	1937 to 1941	
Commander Campbell	1944 to 1948	
Gerry (Gerald) N Burgess	1950 to 1999	President (1969). Major supplier of brakes to Raleigh. 1959 Monte Carlo Rally winner in a Ford Zephyr
Trevor Bevan	2001 to present	

**Our esteemed colleague, and Past President, Joseph Smiggers, Esq. P.V.P.M.P.C. has gone to considerable lengths to provide members with the history of their sobriquets. It is a sad state of affairs when members show such lack of interest when asked to provide suitable portraits that they do not respond, even with an apology or excuse. Publishing a portrait photo next to the sobriquet serves the purpose of recognising the holder, particularly those whose connection to cycling and / or Dickens may be somewhat tenuous.**

## Hampton Court Revival Ride - a report from Pruffle.

Thursday 27th September saw 30 cyclists gather at Imber Court Sports club in Surrey for the 5th running of the Pickwick Bicycle Club's Hampton Court Revival ride. The weather was favourable and stayed dry. The group split with twelve mounted on vintage cycles being led by Hunt on their usual route to Hampton Court Palace then along the Thames towpath to Kingston and a circumnavigation of the interior of Bushy Park before dropping into a hostelry in Hampton High Street. Revived by ale and victuals they then returned to Imber Court to prepare for lunch.



The other eighteen Lycra clad cyclists on modern machines took a ride out through Esher and Cobham. They cycled some of the roads used for the Olympic cycle road race and this was apparent by the graffiti on the road surface still remaining supporting mainly Team GB. A perambulation through the Surrey lanes led them to their morning coffee stop at a garden centre in West Horsley. Refreshed they also made their way back to



Imber Court to shower and dress for lunch. I am pleased to report that neither cycling group suffered any mechanical mishaps. I must express my gratitude to Mr. Malcolm Rooke ( guest of Pruffle)for driving behind the "moderns" as mechanic and "sag wagon"



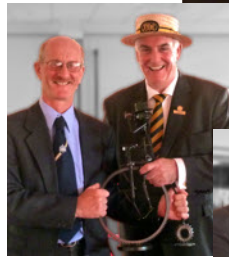
Forty members and guests sat down to an excellent lunch comprising of a pate starter, chicken main course and Eton Mess dessert . We all received a fine vintage cycle print from Peter Magnus and he has our gratitude for his generosity.

Everyone present at lunch also received a medal struck by the Pickwick Bicycle Club as a memento of their participation .

We were entertained after lunch by Julian Parker (guest of Brooks) who gave an excellent and

informative speech on the design and construction of one of his vintage bicycles. We also heard from Martin Guest ( guest of Pruffle ) on his recent charity cycle ride from London to Toulon France. He raised over £6000 for Cancer Research UK and the charity collection at lunch raised another £400 to go to his fundraising effort.

There were a number of trophies awarded, the Highgate bowl was won by Hunt for his efforts in looking after the veterans (Ancients) over the last five years. Graham Brown ( guest of Hunt) won the Dr. Payne trophy for allowing himself to be bullied into riding the veteran route. Brent Skinner (guest of Pruffle ) was awarded the Peter Magnus trophy for the work he does teaching all ages but predominantly young people how to cycle safely on the road.



The President Samuel Pickwick ( Stephen Downham) after the loyal toast thanked members and guests for their attendance and thanked the staff at Imber Court for hosting the PBC so well and providing a good meal. In true Puxkwickian fashion a number of members and guests retired to the bar to continue their revelery. My thanks goes to all those members who supported this club event by attending and bringing guests.

A special thanks to Frank Simmery (*Helmut STIBAL*) for travelling from his home in Frieburg Germany to participate and taking the photographs of the proceedings.

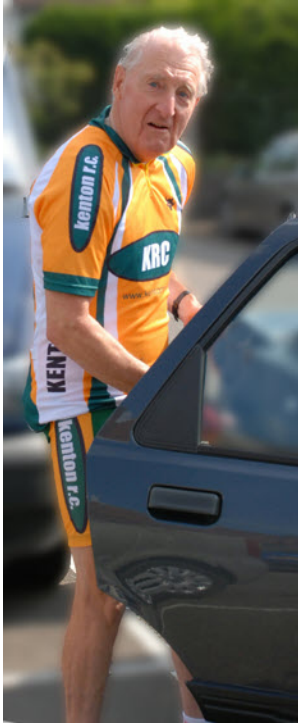


And, finally:  
Hoping to see many more members with guests in 2013.  
We really do need more support, both for the rides and for Lunch

Pruffle (*Aidan Hegarty*)

Frank Simmery, pictured here left, took these photos and there are many more available of this event.





## October Caption Competition

This months picture features Mr.Smithie who was 'caught in the act' after a Hampton Court Ride

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 August



## July Caption Competition

The Winner is:

Joseph Smiggers, Esq. P.V.P.M.P.C.

With the following Caption:

*'Wot - no cleats'*

*Past President Mr. Staple (aka Chris Tyler)*



## 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 Secretary.

### Coasters

The club has a few spare coasters which are available for purchase. Four of the previously issued designs may be obtained in sets of four. These are as shown below, namely:

Samuel Pickwick Esq.,  
Joe, The Fat Boy,  
Dismal Jemmy  
Mr. Dumkins.

Priced at £1 each plus 50p post for up to 4 coasters.

Enquiries to: Samuel Pickwick, Esq. At:

**Stephen Downham <SDownham@hughesellard.com>**



### 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



A boy went to war in 1914 and left his bike chained to a small tree. He never made it home, and his family left the bike by the tree in his memory. This is that tree today.

## SHARE

this if it's one of the best monuments to our fallen soldiers that you have ever seen.



**Eight 'mad men' take on Ultra Duathlon challenge** Eight men from 33 (Engineering) Squadron at RAF Brize Norton are organising a John O' Groats to Land's End charity event with a twist. Each team member will complete an Ultra Duathlon every day for 12 days on their journey, consisting of a 15 mile run, 62.5 mile cycle and a 7.5 mile run. In total covering 1000miles.

## Extracts from “The Boys Own Paper” 1880

### BICYCLISTS AND BICYCLING

#### 7 – Past and Present

In the summer of 1867, English tourists returning from the International Exhibition then being held in Paris brought back accounts of an extraordinary species of velocipede, which was then to be seen in considerable numbers on the boulevards of the gay capital.

The writer well remembers how a relative of his described to him his astonishment at seeing a man mounted on a velocipede consisting of only two wheels, one behind the other, and propelling the machine at a good rate without any visible means of support.

The novelty was soon imported into England, and during the early part of 1868 Mr. Mayall, the well-known photographer, succeeded in riding one of these bicycles, as the new invention was called, from London to Brighton, the time taken on the journey being about twelve hours – a remarkable contrast to the present day, when the same distance has been covered in three hours and a half.

The labour of driving one of the old-fashioned bicycles was enormous. Owing to the position of the saddle, it was impossible to apply the driving power properly, and the iron tyre giving no hold on the roadway made it equally impossible to drive the machine up hill. Bicycles were also so badly made that twelve miles on an ordinary turnpike road would have knocked them to pieces. Accordingly, it is not surprising that, after the novelty had worn away, bicycling, for a time, fell into disrepute.

Bicycles at that time were looked upon more as toys, to be ridden about in a covered ground, than the great means of locomotion they have since become. The idea of bicycling had in it, however, too much practical value to be thrown aside. Inventive minds were at work; the old iron tyres were discarded, and rubber ones substituted. The old wooden spokes gave way to steel; Mr. Starley, of Coventry, invented the step, which invention, though apparently trifling, tended much to increase the popularity of bicycling, for hitherto riders had been compelled either to mount in an ignominious manner with the help of a friendly kerbstone, or else to vault into the saddle, which, to people with rather weak nerves, was a somewhat trying operation. So by degrees the bicycle began to assume its modern shape.

In 1871 the first race for the Amateur Bicycle Championship was held at Lillie Bridge. The distance was four miles, and the time sixteen minutes, twenty-five seconds. This was considered a wonderful performance at the time. Last year the same distance was covered under thirteen minutes. The Championship Race in 1871 was won by Mr. H P Whiting, who was again victorious in 1873. The distance was the same, and the time on this occasion fourteen minutes thirty-five seconds, thus showing a great improvement.

Bicycling generally may be considered to have improved in the same ratio during the interval. In the opinion of the writer, an event which conduced more than anything else to popularize the use of the bicycle, was the performance of David Stanton at Lillie Bridge, on October 19<sup>th</sup>, 1874. Some time previous Stanton had claimed to have ridden from Bath to London, 106 miles, under the eight hours and a half. The subsequent performances over the same road have proved that Stanton's claim to have ridden the distance in the time had in it nothing unreasonable; still his story met with some discredit. Stanton offered a second time to accomplish the feat. On this occasion, however, he arrived several hours behind time at the winning post. He gave as a reason for his failure to accomplish his task that he had been attacked by some roughs near Maidenhead, who knocked him over and disabled his bicycle.

This story was not universally believed, which led to Stanton's undertaking to ride the same distance at Lillie Bridge (106 miles) within the time (eight and a half hours). This test, however, was certainly not a fair one, as the two tracks, one a level path and the other an ordinary turnpike road, could not be considered in any respect alike. However, the match came off, and Stanton covered the distance in one minute five and a half seconds under eight hours on the "Flying Horse" bicycle, manufactured by the Coventry Machinists Company. This was considered at the time a most wonderful feat. In the words of the "Standard" newspaper, "it was the most extraordinary performance on record of any man, animal, or Machine."

We may here observe that many members of the London Bicycle Club have since ridden the same distance over the Bath road considerably under Stanton's time at Lillie Bridge. This must not be considered as disparaging in any way to Stanton's performance, which well merited the approbation bestowed upon it by the Press.

Public interest in bicycling being thus aroused, the sport began to make rapid strides. Clubs were soon formed in all parts of the country. It was about this time that the leading bicycle club, "The London", came into existence. Among the many and great improvements which the art of bicycling has witnessed since 1874, is the perfection which has been attained in hill-riding. In 1874 there were probably not more than two men in England who could have ridden up the hill in High Street, Guildford. In 1876 John Keen claimed to be the only man who had ever ridden up Reigate Hill. No average club-rider would now think of walking up Guildford High Street, and the hill at Reigate has been ridden up by so many men that the feat, for it is really a feat, has lost any claim to be considered remarkable.

Improvement in the art of bicycling is perhaps more prominently brought before the public on the racing path. We have already noticed the difference between the time of the championship race in 1871 and 1874. The average time for a mile in professional races was three minutes twenty seconds. Today a professional would have small chance of winning a handicap who could not accomplish a mile in three minutes. This improvement in speed is in a great measure attributable to the splendid manner in which bicycles are now finished. There is as much difference between the bicycle of 1869 and Humber's last fashion as between a modern locomotive express-engine and the old "Puffing Billy" of George Stephenson.



We give sketches showing the bone-shaker of 1869, a racing bicycle of 1874, and the latest fashion of the present day. Contrasting the first two, it will be noticed that the ugly old-fashioned spring of the bone-shaker, which of necessity compelled the manufacturer to make both wheels the same size, had given way to the modern style of spring. This at once enabled the hind wheel to be much reduced in size. At the present time manufacturers are inclined to make the back wheel, if anything, rather too small. This does not so much matter in a racing bicycle, which is only intended to travel over a smooth surface, but an ordinary roadster, if the hind wheel be too small, it will not run easily over the various inequalities in the road, producing a kind of jerking motion to the backbone of the bicycle not at all pleasant. Twenty-two inches should be about the proper diameter for the hind wheel of a fifty-inch machine.

There are probably few bicyclists who have not, at one time or another, felt an inclination to try their fortune on the racing path. To those uninitiated in the difficulties of racing, it seems so easy to win a prize. As a matter of fact, it is not so. Much practice and training are required before a competitor can hope to hold his own in a handicap. To be a good rider is not the only qualification necessary to make a man successful on the path. No man whose nerves are at all weak, or who is not possessed of a considerable modicum of what is generally termed "pluck", can expect to find his way into the front rank. The racing season of 1879 was marked by an extraordinary series of accidents to all our best riders. Mr. Cortis, the present amateur champion, came to grief more than once. Mr. Wadham Wyndham, an ex-amateur champion, was seriously injured in the Brighton Bicycle Club Races. Mr. East, the vice-president of the Surrey Club, fell during a race, and was so much hurt that he has decided never to race again. Intending racers might, therefore, be asked to consider whether, to use a French expression, "the game is worth the candle"; for if those accomplished riders whose names we have mentioned have been so damaged, it is more than possible that a tyre might come to greater grief.

The speed at which races are now ridden is so tremendous that a fall becomes a very serious thing. It is certainly remarkable, however, that men falling during a race are not more hurt than they are. It is a constant occurrence to see one of the competitors in a race fall over and remount apparently not much damaged by his sudden and violent contact with mother earth. To any one wishing to race, plenty of opportunities are afforded. Every Saturday afternoon during the season there are bicycle races in which valuable prizes are offered for competition. The entrance fee is always 2s. 6d.. We should advise intending competitors not to think of racing unless they have gone through a certain previous amount of training. Without this training they can scarcely hope to win. We can positively assert that if a man be possessed of average strength and nerve, he can, by dint of training, expect to do very well on the path, and to such we would call to mind those well-known lines –

"If at first you don't succeed,  
Try again."

This is the last of the series,

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

## Some Club History from Mr. Brooks

I have long been confused by the fact that at the first meeting of the club on the 22 June 1870, it was resolved "that the club uniform be simply a white straw hat with a black and amber ribbon". Our colours are now black and gold but, on pictures of the club outings that I have seen dating back to the 1880s the members are never wearing straw hats.

Unfortunately the club records are incomplete and thus I do not have the old minute handbooks to refer to. I have been through handbooks from 1881 to date that have survived in our possession, and find that there have been many changes as follows.

The roots of the Pickwick Bicycle Club arose in early 1870 when "a few friends" residing in the northern suburbs of London, full of the freshness of youth, and eager for "travel and adventure" embarked upon the pursuit of the coming popular pastime (riding a Boneshaker) and arranged outings together for their mutual enjoyment and good fellowship. A few such excursions as these soon led the friends to form the idea of associating themselves still more closely by forming a club ..... with this end in view a meeting was held on the 22 June, 1870, at the Downs Hotel, Hackney Downs. The first resolution passed was that a club should be formed and the club uniform be as aforesaid. It was also decided that the Downs Hotel should be the rendezvous for biweekly excursions on Wednesdays and Saturdays.

A further meeting was held on the 6th July 1870 when it was agreed to name the club "The Pickwick Bicycle Club" and it was further agreed that each member should be known by a sobriquet selected from the characters in the Pickwick Papers and be addressed by that name at all club meetings; the Captain always to be Samuel Pickwick, Esq., during his tenure of that office.

In October 1872 it was agreed that a club photograph be taken and a copy of the rules supplied to each member.

The oldest known photograph of the club is headed A Club Run 1870 and the only machines in the picture are Boneshakers. Those in the picture are D S Metcalfe, Jack Bryant, J A Johnson, W E Mabley, C B Yeoman, and Keith Yeoman. Four of them are wearing what may be described as bowler hats, Jack Bryant is wearing a straw boater with a black band and Keith Yeoman, is sitting on the ground with a hat in his hand, which does not appear to be a boater, or to have a black and amber ribbon.



Around May 1872 Mr W H Grout joined the club. He is remembered as the inventor of the "Grout Tension Wheel" which was a means of building a cycle wheel akin to that in the cycles which are now known as Penny Farthings but, instead of having individual spokes with some form of nipple for tensioning them, there was a bar across both wheels with what might simply be described as a spoke which could be tightened up to put all the other spokes in tension.

A somewhat similar design was patented by Mr J K Starley later of the Ariel Bicycle Company. In May 1874, our member Mr H Stanley Thorpe (Tom Smart), rode from Hertford (leaving at 3.40 am) to Coventry, covering the 82 miles in 9 hours 40 minutes, including stoppages. The return journey commenced at 2.45 pm and he arrived home at 2.55 am the following morning, having ridden the total of 164 miles in 23 hours 15 minutes. His machine was a 50 inch Ariel weighing 66 lbs.



The road surface in those days (pre tarmac) were awful being continuously broken up by the combined efforts of horses, horse driven vehicles and the weather. The night journeys with ineffective lighting must have been frightening. There is no reference in these early years as to what uniform the members wore but it was customary for cyclists of the period to dress in a formal style with tight trousers, a box jacket and pillbox hat. It is unlikely that they would have ridden in races or embarked on a long distance ride such as that undertaken by Tom Smart, wearing a straw boater.

The first reference in the club history to a badge is recorded in March 1876, when the Committee ordered that two dozen badges with the monogram PBC in gold on a cloth back, should be purchased. Essentially they are similar



Original Badge from The Brooklands Museum In Silver wire on cloth

to those we now provide. An original is in the Harold Scott collection in Brooklands museum.

The earliest example of the club rule book which is in our possession is undated but, by a process of elimination, bearing in mind the name of the officials printed therein, it seems clear that it was published in 1881. There is no longer any reference to the straw hat with the black and amber band, but the club uniform is described as

“dark blue diagonal cloth single - breasted jacket, vest, and knee breeches, dark - blue stockings, and black polo cap with gold embroidered initials. It continues... - the club buttons to be worn on the jacket and vest”. (The word vest appears to be that now used by Americans in describing a waistcoat).



The second oldest rule book in our possession is dated 1910 and firstly, under paragraph 3 iii(c) it states “members taking part in official runs, or tours, shall wear the cap or button badge of the club.”



Paragraph 12 however states “ members are allowed to use their own discretion as to riding costume, it being imperative only that in all runs they wear the official cap or button badge.

Unfortunately we do not have a button badge in our possession but Old Nobs (Don Booth) has kindly let us have a photograph of one in his possession. The reference to the colours of the club are reinstated as, quite simply, “the club colours are black and amber”; it is unclear where one would wear the club colours except, possibly in racing, but the club was never very much involved in racing, although in its early days it had some useful riders, together with some silver trophies which, regrettably, are no longer in the possession of the club nor is it known what happened to them.

Continued

By 1924 there had been an attempt to tidy up the rules with the result that, under paragraph iii ©, it again states that the members taking part in official runs, or tours should wear the cap or button badge of the club. (In the 1910 handbook, shall was used instead of should).

In the 1927 handbook there was an additional paragraph “for the purpose of road rides the club may be divided into two sections, one for the north and one for the south side of the Thames and

For the 1933 handbook all references to club rides uniform and colours had been deleted, and the only reference to uniform is in paragraph 3 (iii) b. under the subheading badge: members taking part in official runs, or tours, should wear the cap or button badge of the club.

The last provision remained in the handbooks for 1941, 1942, 1945, and 1948. The clubroom closed in 1951 and the next handbook in our possession after that date is for 1955, wherein there is another change in the rules as follows:

“Badge and Uniform. Members taking part in cycle runs or tours should wear the official club uniform: straw hats with black and gold band, and cap badge.” It is not known to what cap badge the rule refers. Reference in 2012 to our oldest member (Barry Brandon) showed that he was unaware of any cap badge that was in existence. The club had silver button hole badges made with a hallmark of 1941, but they showed a boneshaker in the middle of the badge, compared with the figure of Samuel Pickwick in the current badges.

Rule 3. (ii)( b). Continues in the 1957, 1962 and 1966 handbooks. The handbook for 1976 changes in that, instead of cap badge, it states lapel badge, and that continued in the 1984 and 1991 handbooks. Although for many years the club did not organise cycle runs or tours.

With effect from 1980 we were invited to join the Benson Veteran Cycle Club on their annual rides. In 1992 the club, through Bailie Mac Something (John Morris) organised a weekend in France to commemorate the trip to France made by the club in 1889 and recorded both in the Press and an etching as, Mr Pickwick goes to France.

The 1995 handbook contains a further amendment.

“Badge and uniform” members taking part in all club events shall wear the official club uniform: straw hat with black and gold band, black and gold tie and lapel badge. Here again, according to our oldest member, members had been recommended, or advised, to wear the straw hat with black and gold bands. Hopefully some of our old Minute books exist which can explain when the changes of rules came into effect.

Compare the headgear and uniforms on the two photos on the next page. They are the Easter Tours of 1886 and **1900. Note that many of the caps in the latter photograph show the club badge sewn into the front.**

**Mr. Brooks**

PICKWICK BICYCLE CLUB.  
EASTER TOUR 1886.



J. W. RAYBOULD. T. J. BOWLER (Capt). H. KIRKHAM. C. E. DOYLE. W. E. MAVERLEY. E. HOLLANDS.  
J. PENNELL. A. AMADOR. H. MANN (Capt). D. H. KIDD. J. ATTE.  
H. V. SMITH. H. I. CLARKE. O. RENNIE.  
J. M. PULLIN. H. W. TATUM.



*Lyngsalmes  
1900  
Drinks*

Tintern Abbey. — EASTER TOUR. — 1900.





**This photo is thought to be competitors ready for the start of the 1908 Olympic Road Race.**

**Apart from the interesting machines, the clothing has just small variations.  
Cap badges abound.**

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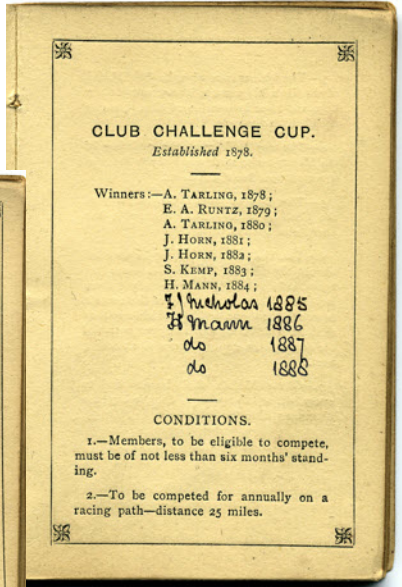
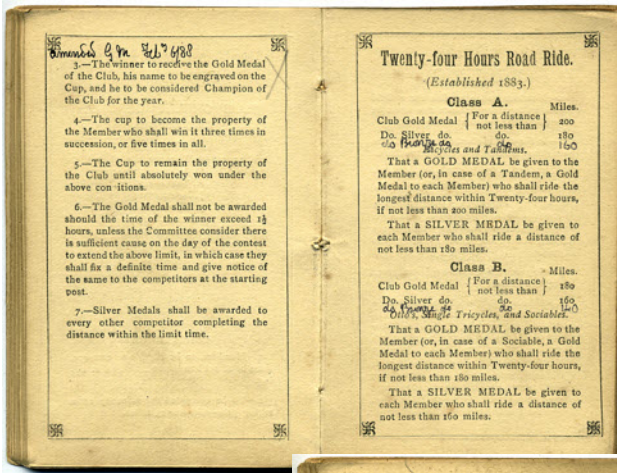
Could this be the finish  
as seen by the  
French artist?



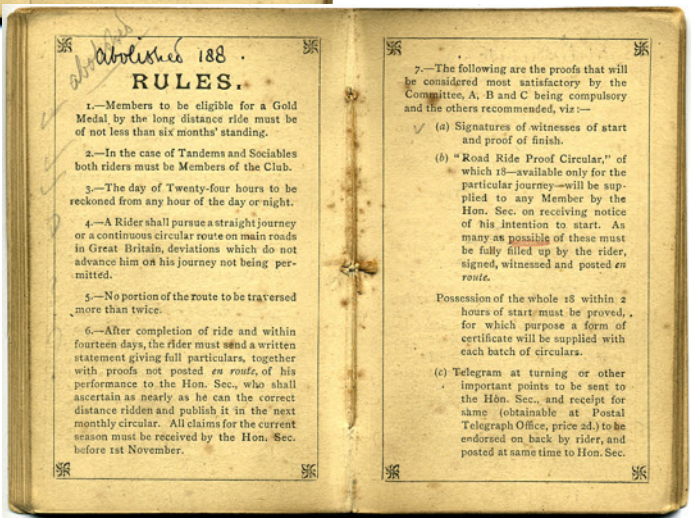
# From the Archives

Here we have more pages from the very rare club handbook that is in the possession of our colleague Welps. He kindly offered to share the contents through scanned images for the magazine.

We showed the first nine pages of the book, which is dated 1885, in the July issue. It was the property of Mr Sergeant Snubbin (aka *J.M. Raybourne*) who meticulously kept the contents up to date for the next three years, to 1888, altering and adding rules, addresses and new members' names and sobriquets. Included there are the names of the Gold and Silver medal awards of which a silver went to Mr. Raybourne in 1883 for his 180¼ miles in 24hrs – but on what machine?



Measuring just 7cm x 10 cm (2¾inx 4in) the tiny handbook's cover is a faded yellow with inner pages in age-faded white. The pages are all gilt edged. Our July issue showed the outer pages - front and back, together with a scan of the inner two. These were followed with scans of the





pages containing the Rules and the 'Regulations For Club Runs', the latter making for some very interesting instructions including Bugle and Whistle signals.

Nine scans were shown in July and there are a further six scans here with the balance to follow in March. The list of members, corrected by Mr Raybourne, will be shown in the next issue in March, 2013.

WINNERS OF SILVER MEDAL.				WINNERS OF SILVER MEDAL.			
Year.	NAME.	Class.	Distance.	Year.	NAME.	Class.	Distance.
1883	J. W. RAYBOULD ...	A	Miles. 180 1/2				
1884	G. T. CLOUGH ...	A	197 1/2				
"	H. W. TATUM ...	A	189 1/2				
"	W. J. HUNTER ...	A	180				
1885	W. J. Tatum	A	216.7 fm				
"	W. J. Hunter	A	210.3 "				
"	C. G. Cole	A	206.7 "				
1886	J. J. Boulden	A	187.4				
"	C. G. Doyle	A*	163.4				
"	MR. Bickerton	B					
1887	none						
1888	Hunter W.	Tri	198.2				
	A. G. Hunt	Tri	183.4				
	F. J. Field	Tri	181.4				

*NB In 1885 was not until 1885 that Gold medal was awarded for 24 hour competitors.*

*mm*

WINNERS OF GOLD MEDAL.			
Year.	NAME.	Class.	Distance.
1885	J. J. C.	A	222.4 fm
1887	Smith A. J.	A	207
1888	Boulden J.	Subj	218.6
	Doyle C. G.	Tri	202.6

WINNERS OF SILVER MEDAL.				WINNERS OF SILVER MEDAL.			
Year.	NAME.	Class.	Distance.	Year.	NAME.	Class.	Distance.
1883	J. W. RAYBOULD ...	A	Miles. 180 1/2				
1884	G. T. CLOUGH ...	A	197 1/2				
"	H. W. TATUM ...	A	189 1/2				
"	W. J. HUNTER ...	A	180				
1885	W. J. Tatum	A	216.7 fm				
"	W. J. Hunter	A	210.3 "				
"	C. G. Cole	A	206.7 "				
1886	J. J. Boulden	A	187.4				
"	C. G. Doyle	A*	163.4				
"	MR. Bickerton	B					
1887	none						
1888	Hunter W.	Tri	198.2				
	A. G. Hunt	Tri	183.4				
	F. J. Field	Tri	181.4				

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