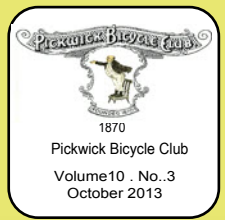


PICKWICK BICYCLE CLUB

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

Established 1870



EDITOR: JOE THE FAT BOY

MAGAZINE AND NEWSLETTER



Benson Rally

Recipe

From the Archives

Items for Sale



Sobriquet Histories

Caption Competition

Letters

Mr.Pickwick Goes to France

And a little more



Editorial

Those members who managed to avoid the temptation of “The Pillars” in preference for the AGM last December may remember that the subject of this journal and my position as Editor was mentioned.

I felt that, having produced three issues each year for the past 9+ years, and, approaching my 81st. birthday a few days later, it was time to pass the work to another. Age and health problems have taken their toll. It has been great fun and I have endeavoured to maintain a sense of Pickwickian ‘good humour and good fellowship,’ which I have thoroughly enjoyed, but, in fairness to the club, I needed to find a new editor. I wanted to complete 10 years – and with this issue I have so done.



Ten years ago I had volunteered to produce a Newsletter on a regular basis, for there was nothing other than an occasional news sheet . What was frequently referred to as the ‘The Newsletter’ I produced were of the A4 size and contained a mix of items many of which carried an additional set of scanned pages from the club history, published in 1904.

In addition to writing and editing I was able to print the desired copies, a little in excess of 200, for each of the three issues annually.. Printing on my own ink-jet printer (a slow process), collating, stapling, stuffing envelopes, usually printing the address labels, and attaching the stamps were all done in my study and on the kitchen table. Our friendly village postman collected the two trays for posting.

Gradually I developed the product on the lines of a magazine, reducing the size to A5, in booklet form thus saving paper, envelope and stamp costs, but continuing to collate, etc. myself. As time progressed it became apparent that we needed to get a colour laser printer and this was agreed. It sits here in my study, a reasonable sized machine, but very heavy! With the increasing number of pages and colour content, and often with separate flyers and booking forms for club events (Golf Day, Hampton Ct., etc.) the printed ran into occasional problems, such as paper jams. Although these were resolved each time, it became apparent that it should be confined to printing short runs of docs. and so the printing, collating and stapling to produce the finished booklet was placed with a very competitively priced printer well known to me. Serjeant Buzfuz supplied the address labels eventually and I completed the assembly and posting.

The magazine runs along a base of standard event reports over the three issues with Letters, Victorian (mainly) Recipes, Sobriquet histories, and so on, in each issue. Always the Secretary’s Report and the Captains Word. Sometimes the President coughs up a few words (!) and something from the archives. Joseph Smiggers, Mr.Brooks, Baillie Mac Something and the Captain, in particular, together with the Secretary have been most supportive and I am deeply grateful to them for their support and input.

The “Welps Interview” has been a little spasmodic, but maybe that can be revived.

Continued...

The latest introduct has been the Caption Competition and is a delight for me as I get to see some inspiringly amusing entries!

So, I have now come to the completion of the last issue as Editor. I had hoped to make this a bumper issue, but it wasn't to be. But nevertheless, I do hope you will enjoy it. I want to thank all the various contributors and especially to the members who have expressed some rather flattering and embarrassing comments. I hope to be able to contribute something of use to the new editor.

Immediately following the closing of the AGM last December, Mr.Winkle, Senior (*aka* Roger Warwick), a former printer himself, stepped forward to volunteer for the job of Magazine Editor. He is well experienced in the media and I am sure that he will take the magazine to great heights in the future. I wish him well and, need I say, that he will continue to receive the support and input that I have enjoyed.

Editorial 2

Apathy. That was the main subject of my editorial in the July issue of the magazine and that has been the talk of too many of our members who put a great deal of effort into organising events for you, our members. But, is it really all apathy, or is there a degree of disinterest? Have we, in the past, accepted so many new members from the ranks of members' guests who, having enjoyed the hospitality of their hosts, desired to become members? I remember, so many years ago, Smouch (Chas Messenger) and I, who between us, knew just about everybody from a particular level, in "cycling", did not recognise any one of the six elected at that particular lunch!

The Secretary brings this very subject to our attention in his report in the next page and it is to the lasting benefit of the club – undoubtedly the world's oldest – that this subject is discussed fully and resolved. The end result may well be an increase in participation in events such as the Benson Rally, the Golf Day and Cycle Ride, Hampton Court Revival Ride, Mr. Pickwick Goes to France and the several other existing and proposed events.

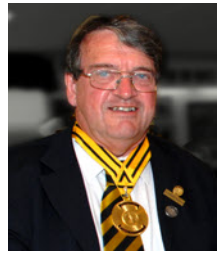
The Captain's Orders:



The Captain
(Dismal Jemmy).



Secretarial Report from Serjeant Buzfuz



Should we alter the requirements for membership?

This is a subject that has been discussed by your committee on several occasions and it is probable that a proposal will be placed before the Annual General Meeting in December. At the same time, a decision will be taken as to whether or not to open the membership list which has been closed for some time.

The concern of some members is that the club is drifting away from some of the requirements from membership that currently reads ...

“ gentlemen desirous of joining the club should as a rule, possess some cycling or Dickensian association”....

The suggestion is that instead of having the words ***“should as a rule”*** ought we consider removing these words. Similarly, it may be proposed that instead of the current position whereby prospective members are nominated and seconded and there is then several years wait before they are interviewed a year or so before being accepted as a member that there be some verification of applications by the Executive when applications are first received. This does not mean that individuals who have no cycling or Dickensian associations will be automatically precluded but these requirements will normally be paramount.

Also at the annual general meeting, members will have had the opportunity of election of officers. I would remind members that any proposals for nomination of candidates for office, who must be members of not less than 12 months standing, must be notified and properly seconded to the Honorary Secretary at least 21 days before the date fixed for the Annual General Meeting. For everyone's diary, the AGM will precede The Garden Party on the 5th December starting promptly at 11.00am. Formal notice and an agenda together with the wording of any potential rule changes will be sent out well in advance of that date but at this stage I am merely giving the members warning of an important discussion that may take place so that those wishing to attend have as much notice as possible.

On the question of attendance, I do hope that as many of you as possible can attend the cycle day at the beginning of October. (more details in this publication) There will be a variety of distances to be cycled for the energetic and not so energetic and also a shorter route for veteran/vintage cycles. There is a good lunch afterwards and the usual Pickwickian conviviality is guaranteed.

As far as the handbook is concerned, there have been delays over the summer but it is hoped that the final proof will be going to the printers shortly and the new handbook should be published before Christmas.

To join the Presil understand this is the last edition of the news letter that Joe the Fat Boy will edit and I believe we all owe him considerable gratitude for his excellent service over what I think is now 10 years. This last edition should therefore be a collector's item.

I look forward to seeing as many of you as possible in October and certainly at the AGM and Garden Party in December.

I remain your honorary secretary

Serjeant Buzfuz
Honorary Secretary
Pickwick Bicycle Club



Wymondham Village Friendly Society in Regalia. The Inn behind is probably the Hunter. C 1900. (See the page of photos From the book: "Victorian and Edwardian Leicester from Old Photographs".)



The Original Member being greeted and invited to join the President's Lunch in May

Members' Letters and Comments

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

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

Editor's Note: Pickwickians - I can't find your letters:  please write - I am lonely!

Or e-mail stan@stanrosefamily.com

Letter from Tom Smart, who spends some time in Corsica, at his holiday villa, here is his comments on the start of the Tour de France:

Hallo Stan,
It was really a Grand Depart on Corsica Island! The organization ASO did a great job. I saw the riders start at Porto Vecchio and passing after 70 km again on the way to Bastia. 2 stage

I went by bike with my son-in-law to the main climb near Vivario. That's where the photo was taken. If you can use it for the PBC magazine you can do that. Working as commentator for Eurosport was not of interest from those people. I don't know why.
Next week Chris Wreghitt will come for week to Corsica. We will ride together a bit.

Best regards
Tom Smart (AKA Peter Thaler)

Mit freundlichen Grüßen
Jutta Thaler



Can We Help?The following request is from a non-member

Dear Pickwickians

I am anxious to know if any of your club members knew anything about the Peel Cycling club that was based in Hackney in the early part of the 20th Century. My Grandfather was a member and won a number of races in the mid 1920s for which I have the gold and silver medals along with 3 silver cups, the larger being kept for winning 3 times.

His name was **James Ernest Gibson** and he lived at 49 Great Cambridge Street, Hackney Road. London.

The Club was the **PEEL CYCLING CLUB**.
Founded in Hackney in 1900 and continued well into the 30's.

>

>My grandfather's successes included the following:

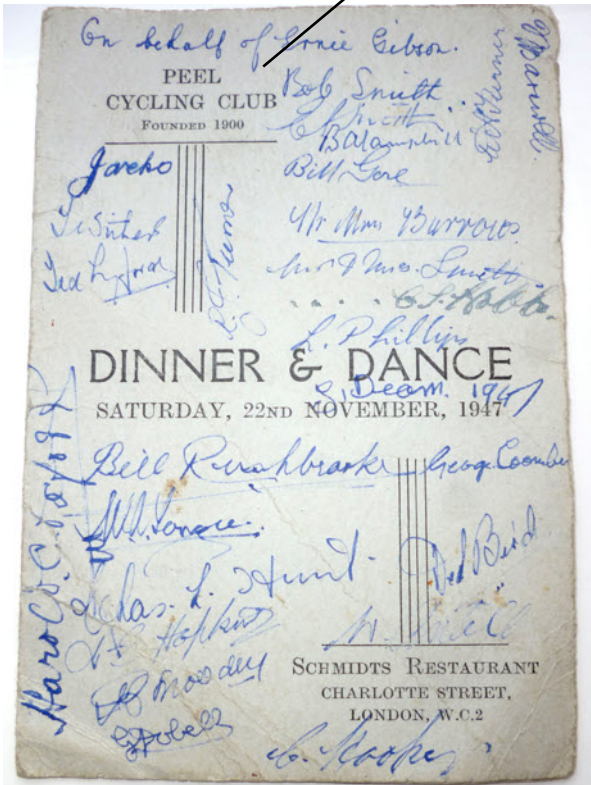
LONDON-BRIGHTON 1926 2:35:19 - >
BRIGHTON '50' 1925 2:38:31
LONDON-BRIGHTON 1927 2:35:45
BRIGHTON '50' 1924 2:42:6
CLUB RECORD '25' 1924 1:8:58
CLUB RECORD '50' NK 2:25:19
STANDARD MEDAL '50' 2:28:50
STANDARD MEDAL '25' 1924 1:10:10
P.C.C FASTEST 1:9:23

I know it is a real shot in the dark but do you or have any of your members any information on the Peel Cycling club or its members?

Always very hopeful Peter Gibson
(See menu scan on next page.)

Can we help Peter Gibson with his search for details of his Grandfather's club?
(See letter on Letters Page).

Are any of these names known to you?





Mr.Pickwick went to France on Tuesday, 9th July. 2013

(Report from Baillie Mac Something and King of the Goblins).

A party of 10 members and guests made the trip with Baillie Mac Something, King of the Goblins and Jackson with his wife, Jackie, who took the tunnel to Calais, leaving Folkestone at 7.20 am. and then drove on down to Dinan.

Samuel Pickwick, The Shepherd and chauffeur Mr Brooks, together with Rosemary Offer, Mrs.Baillie Mac and Celia Simpson (Mrs.King of the Goblins) took the Portsmouth –Cherbourg ferry and drove down the peninsular to Dinan

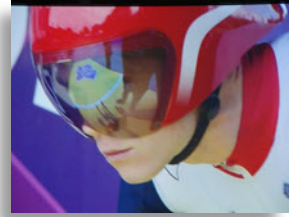
The Tunnel Group arrived first in Dinan when a kindly gendarme allowed them through the road block to park in the car park under the Ibis Hotel Dinan, our base for Mr.Pickwick Goes To France 2013. The hotel overlooks a roundabout through which that day's stage of Le Tour would pass. Crossing to the other side of the roundabout at 2.30, the party took up station at the Café Nero for a late lunch at roadside tables as they waited for the riders to pass through at around 4.30. Then back to the hotel for the stage finish on TV in the lounge.



Taxied from the hotel at half past seven to restaurant La Fleur de Sel – ambience pleasant, food great and a 'trés gentil' patron where we met up with Samuel Pickwick's party who had done a recce of the TT stage for the next day!

Wednesday: early depart to the pre-arranged Hotel le Pommeray in the village of Ceaux, 22 Km into the TT stage, Avranch-e Mont Saint Michel. We had breakfast lunch and a few drinks at roadside watching an 8 hour spectacle which makes up a Time Trial Tour de France.

Chris Froome did the 'Ride of the Day' to form the basis for his overall win. He took two minutes out of his main rivals and second place on the stage to Tony Martin who had the better conditions earlier in the day. We watched the finish on the hotel lounge TV and then drove back to Dinan.



Regrouped in Dinan and used Shank's Pony from the hotel restaurant Chez la Mere Pourcel. Another good King of the Goblins choice for a super meal: Prix Fix Menu of Oysters and Filet Steak Pouv re, Vert. Salad and a Super Desert. Just a couple of bottles of the Red then back to the hotel for yet more drinks, and bed.

Early start again on Thursday, checking out at 08.30, Baillie Mac's party going to the start of the stage in Foug res. Drove around all road blocks barring access, but, with a little jiggling through back streets and a large slice of good luck, managed to park up in a dead-end street with just 50 mtrs. Walk to a caf  with a view of the rolling start. Bar tables at roadside, a few beers and watched the Tour start en route to Tours. Whilst



Samuel Pickwick's party to route verte back to Cherbourg.



Jackson went shopping in Dinan and never made Foug re. All returned safely on Thursday night having left Foug res at 12.30. Baillie Mac's party had a lunch break at 2 o'clock at Bistro du Port on the quayside in Honfleur – Oysters . Food OK but service not so !

Again, a good trip, super company and Pickwickian friendship!

(All photos except Chris Froome, by Diana Morris).

The Benson Veteran Bicycle Rally

Samuel Pickwick, Mr. Brooks, Baillie Mac Something and Serjeant Buzfuz, together with their guests, were the small group from our club attending the Rally. Every year the Benson Veteran Cycle Club extends an invitation to the Pickwick Bicycle Club to take part in the Rally.



Often suitably dressed, participants are mounted on elderly machines, none of which are built later than 1928.

Each year the PBC is honoured to take part and frequently gains an award. But, our entries are small, and this year, smaller than ever, although our members guests did help to swell the numbers a little.

Baillie Mac Something reports that there was a good overall turnout on a sunny day this year. Participants displayed numbers on their machines and each was called forward by the announcer who described the age and type of machine ridden. There were some extremely old and valuable mounts including several boneshakers and various Old Ordinaries ('Pennies') as well as several types of trikes – all dated from the 19th. Century.

The usual route, taking in the RAF Benson complex, headed out towards Chalgrove with a mid-morning break at "The Farm", where the host "Jeff", provided food, beers, wine and water, all free of charge to the cyclists!

Lunch was taken at "The Lamb" in Chalgrove as usual. On this occasion Mrs. Baillie Mac Something had prepared a super Pickwick hamper and a couple of beers.

After a suitable rest, the cyclists resumed their journey, returning through the quiet lanes to the Benson Playing Fields where all finishers received a medal and a welcome 'cuppa' at the Village Hall.

Mr. Brooks had provided some veteran machines to meet the pre-1928 requirements for fellow Pickwickians and these he loaded into his vehicle for use again next year.

Baillie Mac Something commented that it had been a good day, as usual but, more Pickwickians are needed to enjoy this unusual but most enjoyable Pickwickian day out. Mr. Brooks works hard in providing advice, bikes and enthusiasm for this unique Benson Veteran Bicycle Rally, so, make a note in your diary for next year.





Left: Baillie Mac Something Samuel Pickwick Esq. and Mr. Brooks, before the start.



These three photographs and the two on the previous page were provided by Diana Morris. The remaining photos are from previous years by the Editor.



All types - Riders and their mounts



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

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



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

Prince Bladud - son of Lud Hudibras, King of Britain - legend of the sources of waters of Bath:

“Less than two hundred years ago, on one of the public baths in this city, there appeared an inscription in honour of its mighty founder, the renowned Prince Bladud. That inscription is now erased. 'For many hundred years before that time, there had been handed down, from age to age, an old legend, that the illustrious prince being afflicted with leprosy, on his return from reaping a rich harvest of knowledge in Athens, shunned the court of his royal father, and consorted moodily with husbandman and pigs. Among the herd (so said the legend) was a pig of grave and solemn countenance, with whom the prince had a fellow-feeling --for he too was wise--a pig of thoughtful and reserved demeanour; an animal superior to his fellows, whose grunt was terrible, and whose bite was sharp. The young prince sighed deeply as he looked upon the countenance of the majestic swine; he thought of his royal father, and his eyes were bedewed with tears.”



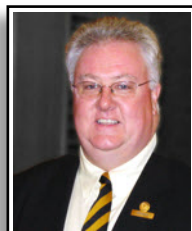
- E. Hearle pre 1881
- J A Hawkins 1881 to 1914
- G B Hemming 1920 to 1923
- C R Willis 1925 to 1936
- H J Brueton 1941 to 1948
- Walter Flory 1955 to 1966
- Chris Tyler 1973 to present

Captain, addressed as Mr. Pickwick, Esquire
President 1980; Soubriquet changed from
Staple by mistake in 1978

Crookey – attendant in the coffee room at Namby’s house:

“Give me a sheet of paper, Crookey,' said Mr. Price to the attendant, who in dress and general appearance looked something between a bankrupt glazier, and a drover in a state of insolvency; 'and a glass of brandy-and-water, Crookey, d'ye hear? I'm going to write to my father, and I must have a stimulant, or I shan't be able to pitch it strong enough into the old boy.' At this facetious speech, the young boy, it is almost needless to say, was fairly convulsed.”

- H A Bishop 1900 to 1915
- Sir Lacy E Vincent 1941 to 1944
- H A Davis 1948 to 1962
- C White 1963 to 1977
- David R Thorpe 1982 to 2004
- Grahame Lovett 2006 to present



Mr Winkle, senior – of Birmingham:

“Taking advantage of these symptoms of indecision, Mr. Perker (to whom, it appeared, the young couple had driven straight that morning) urged with legal point and shrewdness that Mr. Winkle, senior, was still unacquainted with the important rise in life’s flight of steps which his son had taken; that the future expectations of the said son depended entirely upon the said Winkle, senior, continuing to regard him with undiminished feelings of affection and attachment, which it was very unlikely he would, if this great event were long kept a secret from him; that Mr. Pickwick, repairing to Bristol to seek Mr. Allen, might, with equal reason, repair to Birmingham to seek Mr. Winkle, senior; lastly, that Mr. Winkle, senior, had good right and title to consider Mr. Pickwick as in some degree the guardian and adviser of his son, and that it consequently behoved that gentleman, and was indeed due to his personal character, to acquaint the aforesaid Winkle, senior, personally, and by word of mouth, with the whole circumstances of the case, and with the share he had taken in the transaction.”

E H Nicoll	1904 to 1915
C D Terry	1942 to 1949
F W Chance	1955 to 1964
R H Smith	1968 to 1969
Roger A Warwick	1972 to present

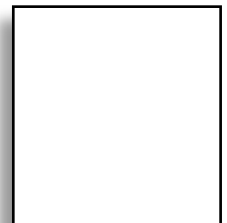


Mr Tuckle - "Blazes". Crimson liveried footman. Flunkey. Chairman at "Swarry":

“Mr. Smauker dovetailed the top joint of his right-hand little finger into that of the gentleman with the cocked hat, and said he was charmed to see him looking so well. 'Well, they tell me I am looking pretty blooming,' said the man with the cocked hat, 'and it's a wonder, too. I've been following our old woman about, two hours a day, for the last fortnight; and if a constant contemplation of the manner in which she hooks-and-eyes that infernal lavender- coloured old gown of hers behind, isn't enough to throw anybody into a low state of despondency for life, stop my quarter's salary.' At this, the assembled selections laughed very heartily; and one gentleman in a yellow waistcoat, with a coach-trimming border, whispered a neighbour in green-foil smalls, that Tuckle was in spirits to-night. 'By the bye,' said Mr. Tuckle, 'Smauker, my boy, you--' The remainder of the sentence was forwarded into Mr. John Smauker's ear, by whisper.”

R Clarke	pre 1881
Lewis V Smith	1894 to 1908
F W Norton	1957 to 1969
R A Richards	1970 to 1972
J D A Hart	1975 to 1989
Roger Gibbons	1993 to present

See Easter Tour 1886 picture
Committee 1902,3,4. Honorary Member





ou, dear readers and brother Pickwickians, are no doubt authorities on the *Pickwick Papers* which you read avidly as you pedal your static bicycles in the gym, or your home rollers. (You do have such things, don't you?) It will therefore be of great interest to you to attempt the following examination paper. Answers will be applauded in the next issue.

IN 1857 C.S. Calverley, a brilliant Cambridge scholar and wit, set an Examination Paper on the *Pickwick Papers*. This is itself so brilliant and witty that it deserves to be immortalized. The two successful 'candidates' in this examination were Sir Walter Besant and Professor Skeat, when both were young men. Could you answer any of these questions?

AN EXAMINATION PAPER

'THE POSTHUMOUS PAPERS OF THE PICKWICK CLUB'

Cambridge 1857.

1. Mention any occasions on which it is specified that the Fat Boy was *not* asleep; and that (a) Mr. Pickwick and (b) Mr. Weller, senr., ran. Deduce from expressions used on one occasion Mr. Pickwick's maximum of speed.

2. Translate into coherent English, adding a note wherever a word, a construction, or an allusion, requires it:

'Go on, Jemmy—like black-eyed Susan—all in the Downs'— ' Smart chap that cabman—handled his fives well—but if I 'd been your friend in the green jemmy—punch his head—pig's whisper—pieman, too'

Elucidate the expression, 'the Spanish traveler', and the 'narcotic bedstead'.

3. Who were Mr. Staple, Goodwin, Mr. Brooks, Villain, Mrs. Bunkin, 'old Nobs', 'cast-iron head', 'young Bantam' ?

4. What operation was performed on Tom Smart's chair? Who little thinks that in which pocket, of what garment, in where, he has left what, entreating him to return to whom, with how many what, and all how big?

5. Give, approximately, the height of Mr. Dubbley; and, accurately, the Christian names of Mr. Grummer, Mrs. Raddle, and the Fat Boy; also the surname of the Zephyr.

6. ' Mr. Weller's knowledge of London was extensive and peculiar.' Illustrate this by a reference to the facts.

22. What seal was on Mr. Winkle's letter to his father? What penitential attitude did he assume before Mr. Pickwick ?

23. 'She's a swellin' wisely.' When did the same phenomenon occur again, and what fluid caused the pressure on the body in the latter case?

24. How did Mr. Weller, senior, define the funds, and what view did he take of Reduced Consol's ? In what terms is his elastic force described, when he assaulted Mr. Stiggins at the meeting? Write down the name of the meeting.

25. ' *Ilpopa ToyvtifAw* : a good judge of cattle; hence, a good judge of character.' Note on Æsch. Ag. Illustrate the theory involved by a remark of the parent Weller.

26. Give some account of the word 'fanteeg', and hazard any conjecture explanatory of the expression 'My Prooshan Blue', applied by Mr. Samuel to Mr. Tony Weller.

27. In developing to P.M. his views of a proposition, what assumption did Mr. Pickwick feel justified in making?

28. Deduce from a remark of Mr. Weller, junior, the price per mile of cabs at the period.

29. What do you know of the hotel next the Bull at Rochester?

30. Who, besides Mr. Pickwick, is recorded to have worn gaiters?

KEY TO THE 'PICKWICK' EXAMINATION PAPER

1. See Chapters IV, VIII, XXVIII, LIV. (a) Chapters IV, XXX (twice), XXXIX; (6) Chapter LVI.

2. Two of Jingle's speeches are here quoted, the first being in Chapter III, and the second in Chapter II. For 'Spanish traveler' see Chapter III, and for 'narcotic bedstead' see Chapter XLI.

'Go on, Jemmy,' is Mr. Jingle's adjuration to the actor whom he has previously designated 'Dismal Jemmy', urging the commencement of the 'Stroller's Tale'. 'Like black-eyed Susan—all in the Downs' has the double application to the stroller's melancholy and the first line of Gay's song of *Black-eyed Susan*—'All in the Downs the fleet was moored'. 'Handled his fives well' of course refers to the 'sparring' of the cabman who wanted to fight Mr. Pickwick.

'Friend in the green jemmy' refers to Mr. Winkle, who, we are told in Chapter I, 'wore a new green shooting-coat', etc. 'Pig's whisper' is slang for a very brief space of time. Bartlett says the Americans have 'pig's whistle' with the same signification.

3. See Chapters VII, XVIII, XIX, XXII, XXVII, XXXIV, XXXV, XLIV.

4. See two several parts of 'The Bagman's Story' in Chapter XIV.

5. See Chapters XXIV, XXV, XLVI, VIII, XLI. \

7. Describe the rebellion which had irritated Mr. Nupkins on the day of Mr. Pickwick's arrest?
8. Give in full Samuel Weller's first compliment to Mary, and his father's critique upon the same young lady. What church was on the valentine that first attracted Mr. Samuel's eye in the shop?
9. Describe the common Profeel-machine.
10. State the component parts of dog's nose; and simplify the expression, 'taking a grinder'.
 - n. On finding his principal in the pound, Mr. Weller and the town-beadle varied directly. Show that the latter was ultimately eliminated, and state the number of rounds in the square which is not described.
12. 'Anythink for air and exercise; as the wery old donkey observed ven they voke him up from his deathbed to carry ten gen'll'men to Greenwich in a tax-cart.' Illustrate this by stating any remark recoded in the *Pickwick Papers* to have been made by a (previously) dumb animal, with the circumstances under which he made it.
13. What kind of cigars did Mr. Ben Alien chiefly smoke, and where did he knock and take naps alternately, under the impression that it was his home?
14. What was the ordinary occupation of Mr. Sawyer's boy? Whence did Mr. Allen derive the idea that there was a special destiny between Mr. S. and Arabella?
15. Describe Weller's method of 'gently indicating his presence' to the young lady in the garden; and the Form of Salutation usual among the coachmen of the period.
16. State any incidents you know in the career of Tom Martin, butcher, previous to his incarceration.
17. Give Weller's theories for the extraction of Mr. Pickwick from the Fleet. Where was his wife's will found?
18. How did the old lady make a memorandum, and of what, at whist? Show that there were at least three times as many fiddles as harps in Muggleton at the time of the ball at Manor Farm.
19. What is a Red-faced Nixon?
20. Write down the chorus to each verse of Mr. S. Weller's song, and a sketch of the mottle-faced man's excursus on it. Is there any ground for conjecturing that he (Sam) had more brothers than one?
21. How many lumps of sugar went into the shepherd's liquor as a rule? And is any exception recorded?
22. What seal was on Mr. Winkle's letter to his father? What penitential attitude did he assume before Mr. Pickwick?
23. 'She's a swellin' wisely.' When did the same phenomenon occur again, and what fluid caused the pressure on the body in the latter case?
21. How many lumps of sugar went into the shepherd's liquor as a rule? And is any exception recorded?

6. See Chapter XX.

%

7. See Chapter XXIV.

8. See Chapters XXV, LVI, XXXIII.

9. See Chapter XXXIII.

10. See Chapters XXXIII and XXXI.

11. See the end of Chapter XIX.

12. Illustrations will be found severally in Chapters XXXIII, XXXV, XLVII.

13. See Chapters XXX and XXXII.

14. See two separate passages in Chapter XXXVIII.

15. See Chapters XXXIX and XLIII.

16. See Chapter XLII.

17. See Chapters XLIII, XLV, LV.

18. See Chapters VI and XXVIII

19. See Chapter XLIII. ' You've been a prophesyin' avay wery fine like a red-faced Nixon as the sixpenny books gives picters on.' The allusion is to Robert Nixon, the Cheshire prophet. See *Notes and Queries*, first series, vol. viii, pp. 257 and 326; and fourth series, vol. xi, pp. 171 and 265. Nixon's prophecies have been frequently published in the form of chapbooks, and were probably 'current at the time with a highly-coloured portrait.

20. The first requisition may be complied with by reference to Chapter XLIII. The following is answered in Chapter X.

21. See Chapters XLV and LII.

22. See Chapters L and XLVII.

23. See Chapters XXXIII and XLV.

24. The first two questions are answered in Chapters LII and LV. The next is answered at the end of Chapter XXXIII; where also is the information lastly required.

25. The illustration required is in Chapter LV.

26. See Chapters XXXVIII and XXXIII '*Fanteeg*, a worry or bustle. Also, ill-humour—*Various Dialects*.'—Halliwell. 'Prooshan blue' probably refers to the colour of dress-coats. 'Which gentleman of your party wears a bright blue dress-coat?' inquires the Boots, in *Pickwick*, Chapter II. Thus Sam Weller's 'Prooshan Blue*' is a finely-dressed fellow of the Pickwick-Weller period.

27. See Chapter XXIV.

28. See the opening of Chapter XXII.

29. See Chapter II.

30. See Chapter XX.

A Conundrum:

We have a rather excellent collection of Dinner menus, tickets and general paper items in the club archives. These date from the very early days of the club, but some can be very misleading in the dates they bear.

For example: The ticket for the 10th Annual Dinner was for the 29th. December 1879. The menu for the 12th Annual Dinner was dated 7th December 1881.

This implies, to our current thoughts, that the first Annual Dinner would have been in 1869, just a year BEFORE the club was founded !

There were, however, Season Opening and Closing gatherings, or Runs, and maybe the first few were considered to be the Annual Dinners – no, I doubt that. Surely it is just possible that there had been two or more Annual Dinners in a year?

Answers on a postcard, please.



Un air de parfaite béatitude
("an air of perfection")

'Mr. Pickwick goes to France' and has done so since 1888, with sometimes more than just a trio.

But, he always enjoys his French food

Surtout, interrompt Dambrois, si un agréable causeur..

("Especially, interrupted Dambrois, if a good conversationalist.")

These photos were found in a book called "Victorian and Edwardian Leicester from Old Photographs", published in 1977. Scanned and sent by Gina Marks, who keeps an eye on early cycling items for your Editor.



Start of race at Aylestone Road
Cricket Ground, 21st. September 1887.



October 2013 Caption Competition

This months picture features

Ben Allen

Talking to Himself ?

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 to:

<pickwick2610@hotmail.com>



Entries close on 15th January 2014



July 2013 Caption Competition

The Winner is:

The Hon. Mr. Crushton
(aka Nick Gritton)

with the following caption

“Lorry Drivers’ Lucozade anyone?
Chap here prefers the Rosé”

Chas Messenger Memorial Bench

A gathering of a hundred riders, officials, friends and admirers of the late Chas Messenger (*aka Smooch*) gathered at Hillingdon Circuit for his son, also Chas (*aka Boffer*), to cut the ribbon on a memorial bench opposite the finishing line.

The inscription on the bench reads: *In Memorium Chas Messenger; 2014 - 2008*
without whom the cycle circuit would not exist: British Cycling Hall of Fame
President BC Central Region

Chas Messenger was famed for many things, including organising the Milk Race Tour of Britain and managing the GB team when Beryl Burton and Graham Webb both won world road championships on the same day. That has never been repeated.

In London however, his most important legacy is his 10 year search, haggling with councils, and eventual success in obtaining the Hillingdon circuit that now operates with events on seven days a week and providing safe traffic free cycling for thousands of riders.

In fact it also caters for any non-motorised sport such as the London Nordic Ski Club which was one of the many organisations, clubs and individuals who contributed over £1,000 to purchase and install the bench

Caption to photos: Chas Messenger Jnr (*Boffer*) sits on the bench, behind which is Tony Gibb, who started his career as a youth rider in Messenger events on the adjacent Hayes by-pass (along with Bradley Wiggins at the same time) which led to the present circuit. With Tony is Bill Butterworth, who rode many Messenger organised events. He is still racing and is also now multiple organizer of BC Masters and, separate, women's races. Both were competing in the race that followed the ceremony. Colin Mann, right, is a regular official at the circuit and raced and officiated at Messenger promotions.



Four members of the Pickwick Bicycle Club attended the ceremony, two wearing the regulation straw boater and two who will be fined for being improperly dressed!



Left to right: Sean Bannister (*aka Thomas*), a member of Chas's Chequers Road Club and a coach of Bradley Wiggins in

his junior years; Chas Messenger Jnr; Stuart Benstead (*aka Mr. Warren*), chairman of the circuit managing Users Group; and Ray Kelly (*aka Mr Mallard*), a regular official for Chas's events and a founder of the circuit's Slipstreamers children's club.

(Report received from Mr. Warren).

As the season heads towards cooler and colder weather, Your Past President, Joseph Smiggers, Esq. P.V.P.M.P.C., has located some suggestions for members comfort from the annals of the Boys Own Paper. Tips for cold weather cycling are offered here, together with an account of the start of Raleigh Industries, an event in which he was well able to assist !

The Boy's Own Paper Cycling for the Month January 1879

Notes and Novelties for the "B.O.P." Wheelman

By Raymond Raife

Cold Weather Comfort

To ensure health-giving and enjoyable cycling during winter, the most important provisions are woollen underclothing for the cyclist, and an ample system of mudguards for his mount; to which may perhaps be added the extra item of tyres of fairly large size, so that the rider may escape unnecessary vibration when the roads are frozen hard. Quite moderate speed in riding is an excellent winter rule; for when pedalling at a reasonable rate the cold air is less forcibly inhaled and exhaled by the lungs than when the cyclist is putting himself to violent exertion. And slower and more gentle respiration means that the air is to a certain degree beneficially warmed as we breathe it, and to that extent the lungs are protected from chill.

A goodly proportion of cyclists, and plenty of young and very active ones at that, suffer more or less from cold hands and feet when riding in "nippy" weather. The other day I chanced to glance through the excellent shilling book, "Cycling for Health, and Points for Cyclists," written by Mr. Frank Bowden, F.R.G.S., and will proceed to quote an instalment of practical advice that is there given upon the subject of cold-weather cycling.

"Keeping the extremities warm is one of the difficulties in winter riding," the author says. "Though no amount of extra clothing will altogether obviate this, it is possible to mitigate the unpleasantness to a very great extent by some little rational protection to the parts affected. A pair of thick closely knitted woollen gloves, preferably without fingers, with long wrists capable of being drawn over the shirt wrists, are the best protection for the hands. They should be put on indoors before the hands get cold, when they will be found more snug and comfortable than anything made of leather. For the feet the ordinary cycling shoe is quite unsuitable for cold weather. Something much stouter – especially in the sole – and very close fitting should be adopted, with a pair of cloth gaiters to protect the ankles – a vulnerable point, by the way, in connection with cold feet. To keep warm on a very cold day it is important to be thoroughly warm before starting."

Some hints are also given that certain sufferers from cold will do well to take note of, even if they fall short of adopting the counsel in its entirety.



Continued:

More Extracts from “The Boys Own Paper” 1880

On the Choice of Machine

Choosing a bicycle, whatever make may be finally decided upon, it is most important that it should be the right size for the rider, so as to allow of its being driven with comfort with the longest throw possible – that is, with the treadle at the full length of the crank.

If the bicycle is too big, a long throw cannot be used, owing to the foot not being able to reach the treadle at its lowest point; and if, on the other hand, the bicycle is too small, the long throw is equally impossible, owing to the rider's knees jamming against the handles when the treadle is at its highest point.

When riding in a hilly country, it is a great comfort to be able to alter the throw of the crank if necessary, for perhaps it need hardly be observed that the longer the cranks are the easier it is to drive the machine up hill. We therefore advise our readers when selecting their bicycle not to choose the biggest wheel they can manage to drive, but get one well within their reach, and not sacrifice comfort to dignity, nor join the ranks of those who are continually advertising their bicycles for sale, as being either too small or too large for the owner!

Very good bicycles may often be purchased second-hand cheaply. Only a few days ago the writer saw a very excellent machine sold for £3.

This, of course, is an exception, but as a rule bicycles, when sold second-hand, can be purchased at from £6 to £8 under the maker's list price, and for the sum of from £7 to £10 one ought to be able to procure a very fair second-hand machine indeed.

Considerable caution is, however, essential in purchasing at second hand. There are great numbers of bicycles specially got up for sale in order to deceive the unwary. Never purchase a second-hand machine built by a local maker; this is not because local makers cannot build good machines, for many of them do, indeed, turn out first-class bicycles, but because in a very short time you are pretty certain to want to get rid of it and go in for a machine built by a firm of reputation.

In buying a machine with a well-known name, you may reasonably be confident that the frame-work of the bicycle is thoroughly sound, and it is only necessary to examine the working parts whether they are in good condition. First see that the steering is thoroughly firm. The driving-wheel should then be overhauled to ascertain if the spokes are at all loose, and if there is any side shake or play in the bearings. The tyres should be looked to, and the bearings of the hind wheel should be taken out and examined to see if they show signs of wear.

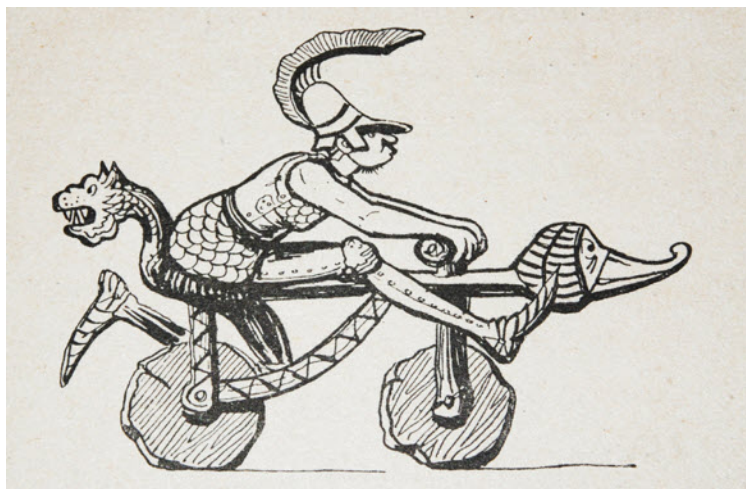
In purchasing a new machine the only difficulty is to select from among the thousand and one makers in the market. It is not of course within the scope of this article to enter into the merits of all the various bicycles sold. To do this thoroughly would require several entire numbers of the Boy's Own Paper. We propose, however, to consider, in the first place, what should be the points of a first-class bicycle and then briefly to describe the machine sold by some of the most prominent makers.

The Boys Own Paper, continued.

To begin with, a good bicycle should possess beauty of appearance. It is not at all an un-pleasurable sensation to hear bystanders remarking, "That's a nice-looking machine," *apropos* of one's bicycle. The handles should be placed as low as possible, the steering should be very rigid, and bearings, both front and hind wheel, should be the very best procurable, the spokes should be numerous, not less than fifty to a fifty-two inch wheel, the tyres should be of the best rubber and indissolubly fixed to the felloe; the spring should be very strong, and yet flexible; and lastly, the machine must be provided with the amplest break-power. These points will all be found in a greater or less degree of perfection in the principal makes now being sold.

The price of a first-class bicycle averages about £14 for a machine with a fifty-two-inch driving wheel – five-shillings an inch, less or more, according to size. If the machine is polished "all bright," the charge is higher, £2 being a usual price extra for a burnished machine. Bicycles polished in this manner look remarkably nice, but they are an infinite trouble to keep clean, and it is not at all pleasant when caught in a shower to think of the amount of elbow grease that will be required to restore the bicycle to its pristine brightness on one's return home.

Bicycles are occasionally electroplated; the extra price is not very great, £4 being the usual addition to the charge for burnishing; the effect is very fine, and the liability to rust is obviated, a pail of water and sponge being all that is required to remove any mud or dirt that may have accumulated in a run.



The finish is, of course, of utmost importance if one is to impress one's fans !

ITEMS 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,

Also available, in the same club colours are bow ties, hat bands, Badges Sobriquet badges, membership certs. etc.

Order from the Secretary :Sgt.BuzFuz

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

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



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

CUFF LINKS

Would you like another pair of the Bicentenary cuff links?



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

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

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

SAMUEL PICKWICK:

BRASS STATUETTE

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



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

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

Taylors Foundry Ltd
Hollands Road
Haverhill
Suffolk
CB9 8PU

Tel: 01440 702870

Recipes *from the past....*



The full menu for the 54th Annual Dinner, held in The Hotel Cecil, Strand on Saturday, 24th November, 1923, includes a gem of an inside page, shown below.

There are some fascinating items listed, together with amusing comments for the first time in these menus. I particularly like the "Faisan en Casserole Alexis". The nearest I can get to the recipe is that published by Auguste Escoffier in his book "Ma Cuisine" This is how he describes it:

Faisan Casserole – Pheasant Casserole.

1 pheasant, salt, 1 tbsp. grated pork fat, 1 strip pork fat, butter, 1 tbsp. brandy, 3 tbsp. fairly thick gravy..

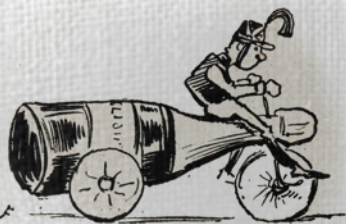
Choose a young pheasant and clean it thoroughly. Sprinkle the inside with a little salt and add the grated pork fat. Truss it and wrap it in a strip of pork fat.

Put it in a casserole with some butter, and cook in a moderate oven, or over a low heat, for about 35 mins. until the pheasant is tender.

Remove from the casserole, untruss, then return to the casserole and pour over the brandy and the gravy.

Alternatively, sit the bird Alexis on your knee!!

Joe, The Fat Boy



Your attention is called to

The Provender provided for the occasion
and to "Dismal Jimmy"

The one is recommended to your Serious Perusal.
The other to your Sympathy.

"Now good digestion wait on appetite."
(Bacon, Shakespeare or Sam.)

<u>Menu</u>	<u>Mottos</u> by D.J.
<p>Huitres Royales.</p> <p>Consomme Jockey Club Creme Pompadour</p> <p>Paupiette de Sole Killarney.</p> <p>Carre d'Agneau Prince de Galles. Haricots Verts de Jersey.</p> <p>Sorbet au Champagne. "For this relief much thanks"</p> <p>Faisan en Casserole Alexis Salade Aida.</p> <p>Poire Glace Fanfreluche. Corbeille Fleurie</p> <p style="text-align: center;">Café "Which makes the Pickwickian wise" <i>(After Pope).</i></p>	<p>The Treasurers. Motto :- "Close as an Oyster." <i>(Anon.)</i></p> <p>The House Committee's :- Motto "In the Soup."</p> <p>The Grouser's Motto :- "Here's a pretty kettle of fish."</p> <p>"Sam's" Motto :- "Meek as a Lamb."</p> <p>The Committee Room Motto :- "Cold as Ice."</p> <p>"Pickwick's" Motto :- "A bird on the knee is worth two on the Plate."</p> <p>Smallcheek's & Quanko Samba's Motto :- "What a lovely pear."</p> <p>"Mr. Blotton's" Motto :- "A joke's a serious thing."</p>

"Think and Thank,"

From the Archives