

The Pickwick Magazine

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

Founded in 1870



"Poor Mr. Pickwick! He had never played with three thorough-paced female card-players before"

Editor: Mr Winkle Snr

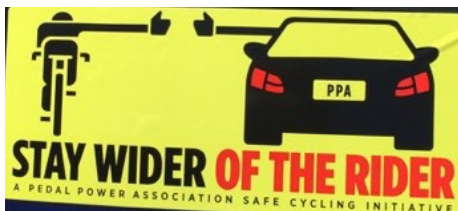
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More Editorial Ramblings.....

Well fellow cyclists, what a wonderful summer we had this year - I trust you all made the most of it out on your bicycles. And add to that, what a great summer for British cyclists sweeping the board and winning the three major tours? Congratulations go to Chris Froome, Geraint Thomas & Simon Yates. Congratulations also go to all the cycling medallists at the European Games.



There are now many cycling events catering for everybody, experienced or not- which is great for our sport, but with it come problems, and some of our own making. I try not to use this editorial page as a soap box, so later in the magazine I have written a letter to the editor (myself) about such problems. In the meantime, I would just draw attention to the pic seen here, which serves yet again to highlight the need for us to share the road sensibly.



A recent chance meeting over dinner in a local hostelry, I found myself talking to an 'elderly' gentleman, who enjoyed watching the Tour de France on TV, as much for the wonderful scenery as for the cycling, which brought back memories of his travels in that country over the years. He also told me about riding his bike back in the days of the BLRC and the NCU, which made me look up the background of these two bodies, and wonder how it impacted on the cycling activities of many older Pickwickian members. Later in these pages you will find more information about the saga between the two organisations, and if anybody has any memories of riding under their regulations, I would be glad to hear from you.

So... I look forward to seeing you all at the December Garden PartyMr.Winkle Snr/Editor

Closing Date for the next issue - January 16th 2019

A Secretarial Report from Sgt Buzfuz

email:sdownham@vailwilliams.com



Another busy summer and I am now working part time although you wouldn't think so as I am as busy as always and in the office most days, when not in Court. Most of you will have received a note of my new e-mail address (sdownham@vailwilliams.com). My old firm has merged from the first of June. My telephone numbers remain the same. It was great to see British success in the major tour events and on the track. I was invited to attend the Revival meeting at Herne Hill and some of you may have recognised me firing the start gun at the off for the world record one hour on an Ordinary (Penny-farthing) attempt. Great to see the British Record go but the world was just elusive by yards. It was good to see a number of members their some as visitors some as exhibitors. An excellent event, which I recommend to members and would hope to see more there next year. Watch this space.

Looking at membership records it is pleasing to see that we now have electronic communication facilities for all but 11 members or retired members. The e-mail makes it so much easier to keep members informed quickly of events happenings, news etc. If you have such communication available and would like to receive club news quickly and easily please let me know.

One aspect of membership that is worrying, is the number of members with relatively poor attendance records. Club protocol requires attendance at least once in three major lunches. Failure to attend on this basis may be deemed a resignation. Illness and unforeseen circumstances are of course accepted. Luncheons are now on regular dates so excuses are limited. The dates are the second Thursday in May and the first Thursday in December. If you cannot attend please let me know why, if you have an excuse or are ill. For those members who struggle there is the retired membership class available for those with over 20 years membership of 15 years if over 70 years of age. Past Executive officers are also eligible. You will still receive the newsletter, can attend luncheons, attend and vote at the AGM but pay no subscription. The word retired is added to your sobriquet, which becomes available for potential new members. If you are interested and think you qualify please let me know.

You will receive with this magazine, an amendment sheet for your handbook. Please remember to keep me informed of any address/telephone or email changes as soon as possible to ensure we can always contact you.

Finally I look forward to seeing, as many of you as possible at the December meeting and remember to have you photograph taken if not already caught, and check the existing prints to ensure you are correctly identified.

Buzfuz

Your Captain Says.....

Fellow Pickwickians,

Firstly a thank you to all members and guests for making May such an excellent lunch, by arriving on time and getting your drinks pre-ordered - this does make a huge difference. As you know we follow a tight schedule during our lunches, so your help is essential so that we can stick to the timings to ensure we and our guests have an enjoyable time.



We are now coming up to the biggest Luncheon of the year—Christmas on Thursday 6th December and this as usual, coincides with our AGM. Please can I remind all members that the wine ordering stations will be open from 10.30 so you can order your wines before the AGM and also afterwards too; please also make sure that you and your guests are all properly attired, jackets, ties and Club Uniform and seated by 1pm sharp, so that lunch can start on time. All bars and wine ordering will cease at 12.50pm sharp, However, after 1pm you will be able to order wine from your tables.

I do hope to see many of you at the Hampton Court bike ride as well and hope fellow Pickwickians, you have enjoyed the lovely Summer we have had.

I send you Pickwickian greetings

Your Club Captain
Dr Payne of the 43rd

What does Mr. Pickwick do at the weekend???

Gentlemen, my involvement in cycling stretches back to my first bike for Christmas at the age of nine. A present from Santa on Christmas morning, straight out the door and I rode the 10 miles to my grandmothers house without the knowledge of my parents. Needless to say strong words were administered on my return, with the threat of my new independence being denied for a period of time. Cycling consumed me in my youth, At school I had a trade off with my French teacher; I was excused his set homework in exchange for translations of *Mirror des Cyclisme* and other French cycling magazines I read, to better my knowledge of the Continental scene. My sports teacher excused me cricket in the summer months and permitted me cycle training rides during my school PE lessons. My sixth form classmates stated with accuracy, that the only suit I owned was a Tracksuit... They were correct.

As a schoolboy and Junior I raced with limited success and enjoyed myself making great friends and being eternally grateful to parents who transported me and my mates to races all over the country and abroad. I joined a team that was professionally sponsored and was sheltered from the cost of owning and maintaining a racing cycle. A big thank you to my coach and mechanic for making life easier for a poor youngster. All good things come to an end... The start of my working life, I joined a profession that was not conducive to serious training, disruptive sleep patterns, eating at the wrong time of the day and not enough time to get quality training miles banked. Nothing to do with females or alcohol !!!!

I have to express gratitude to a couple of members of Pickwick Bicycle Club for my reintroduction to cycling after many years of not competing. Firstly Stan Rose "Joe the Fatboy" who saw me compete in a triathlon and suggested that if I wasn't interested in being competitive I should consider becoming a cycle race referee (Commissaire), he introduced me to Charles Messenger, former organiser of the Tour of Britain and a formidable commissaire in West London. Charles was also a member of PBC and held the soubriquet "Smooch". Chas took me under his wing and gave me a good grounding in my early years as a commissaire. For all that he did for me, his knowledge and guidance I will always be grateful.... I know a few riders who fell foul of his policing races may not feel the same!!!



Our President's New Bike

I would also like to mention another Pickwickian " Justice Stareleigh " Ron Grey, who guides a maverick cycling club "Group Sportive Lantern Rouge" and gave me membership to this great bunch of cyclists, who encompass all that is good about riding a bicycle in the company of like-minded individuals. To further my refereeing career I became a commissaire at local level before more exams to move to National level and beyond into the big wide world. I have been fortunate to referee races from local, up to National and International level. I have had the enjoyment of being on races in Australia, New Zealand, USA and many other spots around the world. I take particular enjoyment in being involved in Junior races as it allows me to watch the progress of many talented young men and women who go on to be very successful at International and professional level.

So What do I do at the weekend? If I am appointed as a chief commissaire to a road race by British Cycling I will get notification some months prior to the event. I will make contact with the organiser and discuss any issue that is relevant to the promotion of the event. I ensure that they have put procedures in place to promote the event safety and that it is compliant with racing regulations. I will make contact with the other appointed commissaires and ensure they are ok with the roles they have been appointed to. On the day of the event I will arrive at the race headquarters at least one hour before the start. I will oversee the riders signing on and producing their racing licences; if necessary gear checks will be conducted on youth and junior competitors. Marshals who control the road junctions will be briefed and despatched to their allotted positions on the course. They will also be told which radio channel to monitor and communicate on. If there are teams with support vehicles who wish to follow the race it may require a draw to establish what place they take in the race convoy.

All drivers, lead vehicles, service cars, commissaire drivers, medical, team cars and motorcyclists will be briefed as to their role and conduct whilst on the race. About 10 minutes before the start the riders will be briefed about the event, the state of the roads; the number of laps; where they can accept feed bottles from the side of the road and any laps that carry extra prizes for first across the finish line. I speak to the riders about their conduct with regard to traffic signs and conduct on public roads. I will do a visual check to ensure that riders numbers are correctly displayed for a photo finish and that no rider has cameras or unnecessary equipment on their cycles. As the race moves off I will conduct a radio check with all the vehicles in front of and behind the riders. Whilst following the race I will make notes of the riders in the lead, those who suffer mechanical mishaps and ensure via radio that they are being attended to and keep note in my clipboard those riders who have been outpaced and dropped by the other riders.

I will use race radio to speak to the other commissaires and conduct time checks to give me a good picture of how the race is progressing, allowing me to position service cars so that all riders have mechanical support. If it's a good day without riders crashing at the end of the event, I will return to race headquarters and hear any protests, administer any fine to riders and await the result from the finish judges. My final job of the day is to complete the paperwork for the race and submit it to British Cycling. And thank all those volunteers who made the event possible, then head for home, very often many miles away.

I give grateful thanks to my family for allowing me the time to do something I get immense pleasure from. Aidan Hegarty (Pruffle) Samuel Pickwick 2018.

Mr. President, We thank you for this wonderful insight into your passion for your past time. Ed.

Events News.....

The Annual Hampton Court Ride report will be in the next issue of the magazine.

Don't forget the final gathering of the year - the 148th Annual Garden Party on **Thursday 6th December**. Details will follow from Buzfuz in due course.

Advance notice of 2019 events:

The Spring Luncheon - will be held on **Thursday 9th May**.

The Annual Golf & Cycle Ride will be on **Thursday 6th June**.

The 2019 International Veteran Cycling Association Rally will be held from **29th May to 3rd June** at Burton Constable Hall in the East Riding of Yorkshire. Contact Mr Watty at stuart.elliott@elliots.uk for more information

A visit to the Brooklands Motor Museum in Surrey next year is being considered, where several items of PBC memorabilia, are held. Details will be notified in the usual way by Buzfuz,

May 2018 - President's Spring Luncheon

The Spring Luncheon availed itself of one of the rare dry days in early May, (yes, we have all forgotten that it really was a very wet and cold winter and spring, as I write this report, challenging 1976 for the hottest summer on record). The usual pre-amble was added to by the addition of the official photographer taking portrait pics' for our member's 150th anniversary commemorative book which will be published in 2020. (Remember - if you haven't had your picture taken, the last opportunity will be at the December Garden Party!)



Our Club Captain managed the order of service with military precision and succeeded very well as it was only his second time as Master of Ceremonies. After the usual fanfare from our regular trumpeters, the President arrived with his guest in the usual manner and proceedings continued. The 'oldest member' was welcomed by The Captain, and Slum duly welcomed our guests to the luncheon.



The Punch Bowl ceremony was a very different affair this time, - not so much of the 'Boys' of the Old Brigade, but no less big news, as we welcomed our very first female Chelsea Pensioner! Everyone was delighted to see Sgt Marjorie Cole WRAC jointly wheel in the Joseph Atto Punch Bowl to take wine with the President and she was warmly welcomed by members and guests alike. And the toast was - "The Toast of Prosperity to the Pickwick Bicycle Club" as defined by our benefactor whose 100th anniversary of his death is in June of this year.

Sgt Buzfuz our erstwhile Secretary, then sprang to his feet to welcome four new members to our Club, who made the expected suitable noises when given their soubriquets. They were: Michael Gruetzner - **Mr Gunter**; Richard Jack - **Whiffers**; Sascha Kaltwasser - **Henry Beller**; Simon Panter - **Mr Price**. They were warmly welcomed by the ensemble, and it is hoped that they will give much time to the club activities in the future.



Our Captain then welcomed our guest speaker Jed Stone. Jed is an old visitor to Club functions, and is well known for his hilarious delivery and is eminently watchable. An avid football fan(atic), his aim is to work at all 92 football league clubs in some way or other. He kept us suitably amused for some time before concluding with the toast to the "Immortal Memory of the Club".

Your President, then rose to his full height-he is tall, and thanked everyone for the privilege of being elected to hold the mantle of Samuel Pickwick and hoped that he could maintain the high standard of office during the remainder of his tenure. Members were then requested to raise their glasses and toast the guests.



The food was once again very good, as it has been now for a few years, following that very disappointing period of hit & miss offerings. The service was also much improved, so a vote of thanks must go to the new management and staff for their efforts.

As the newly appointed Vice Captain, I feel I need to remind everyone of the dedication required to make these events happen, and happen so well by your Club Captain, Dr Payne and Club Secretary, Sgt Buzfuz. In addition the non-member volunteers who put in many hours of their time to make sure these events run smoothly - as your Vice Captain I have only been able to see this since my appointment. I therefore urge you to give them your appreciation, and when things don't go quite to plan you allow them your understanding, since they rely heavily on the volunteers and the (ever changing) staff & management at the Grand Connaught Rooms to provide the event for us. I doff my boater in their direction!

The final act of the afternoon was the singing of 'Auld Lang Syne', before adjourning to the ante-room for photo opportunities, and in particular, for members to have their requisite photo for posterity.

Mr Dumkins/Vice Captain (aka Paddy Green)

Letter to the Editor

Dear Editor

I wonder if any of your readers can advise on a puzzle that I have inherited.

My great-grandfather George Spencer (no relation to the aristocratic Spencers and Princess Diana) and his family firm, Snoxell and Spencer (an earlier Snoxell supplied Dickens with white spring roller blinds for Devonshire Terrace), were leaders in popularising and marketing the velocipede, a primitive form of bicycle, in 1869 and 1870.

They 'boomed' the machines across the country with 'flaming posters', huge energy and an occasionally casual attitude to the truth.



George Spencer and velocipede (c.1869)

When interviewed by the *Muswell Hill Record* fifty years later, in 1909, George Spencer is reported as saying, 'Our first customers were stock exchange men, who went in for the new sport keenly. Charles Dickens, too, was one of the buyers and he was immensely pleased with his purchase. He said it diverted his thoughts to ride around the country on it.'

But did Dickens ever buy or ride a velocipede? Hundreds were sold so it is not improbable. But I have no evidence either way from sources available to me. I hope very much that your knowledgeable community will be able to help.

Nicholas Peacey

A recent communication from Frank Simmery (Helmut Stibal) asks the question:

"Was Charles Dickens one of the early bicyclists?"

It maybe a sensational discovery. I received the attached from Malcolm Andrews, who is the editor of the 'Dickensian', and Emeritus Professor, School of English, at the University of Canterbury. Malcolm was a guest of mine at one of the luncheons a few years ago.

The Annual Golf Day

Smithers relates that "Our Annual Golf and Cycling Day" took place at Harpenden Common Golf Club on Thursday 7th June in splendid conditions, with blue skies and warm temperatures. To say it was a golf and cycling day is really a misnomer as there were no cyclists on the day. The absence of Mr Justice Stareleigh, taking a well earned holiday, and his organisational skills was a significant factor, and so I sincerely hope the cycling turnout will be better next year.

Harpenden Common Golf Club once again provided a welcoming and charming setting for the day. There was a minor incident when a member was asked to remove his hat by a new bar staff member but this was quickly rectified by the ever helpful golf club secretary, Terry Dunn. The afternoon proceeded with members wearing full club uniform although permission for jackets to be removed during luncheon was given due to the warm temperatures.

As usual we dined well with an excellent repast of butternut squash soup, smoked haddock au gratin and roast lamb followed by profiteroles and coffee provided by Martin and Tina and their team. For those of us not driving there were real ales and a good selection of wines. I would recommend members, even if they do not wish to play golf or cycle, that they come and dine as the food is excellent as is ,of course, the company.



All of the Players

Turning to the golf, we couldn't have had better conditions either with the weather or the course which was perfect for a society day. The fairways were dry with plenty of run and the greens fast and true but tricky. The first half of the course has a linksy feel to it with very few bunkers whereas the second half is more parkland. It is like playing two courses for the price of one. The third hole is a novelty with a cricket pitch in the middle of the fairway, which is obviously quite wide, the wicket itself is GUR. Divot holes on a length would not be a good thing! Golf club members miss this hole out at the weekend when matches are being played. The golf turnout was better than last year with seventeen golfer in all with five members playing. I am most grateful to our guests and those two members who came just to dine and support the day. A big thank you to Mr Dumkins who, despite being hors de combat, dined and was official photographer.

Now to the important bit, the results, **Smithers**

The Namby Cup (member best Stableford)	Serjeant Buzfuz
The Winkle Cup (member nearest the pin) (actually in the bunker nearest the pin!)	Mr Wicks
The Crandyke Cup (guest best Stableford)	Dave Patten (guest of Mr Dumkins)
The Boz Cup (guest nearest the pin)	Robin McNabb (guest of Smithers)
Jinkins Balls (worst member score)	Baillie MacSomething



Some of the Winners



Vice-Captain, Mr Dumkins adds his comments;

"A warm but overcast day saw the 'usual suspects' turn up for the annual Pickwick Golf Day at Harpenden Golf Club. After fuelling up with hot coffee and bacon butties, we duly tee'd off at 5 minute intervals, in a pair, a threesome, and three 4balls. The amazingly well kept course and immaculate fast running greens proved to be as challenging as ever, but fun and banter was rife. Unfortunately there was no parallel cycling event this year due to only riders showing interest and the absence of Justice Stareleigh - but it is hoped it will be better supported next year. After a great day on the course we repaired to the bar for refreshment, and convivial conversation about the shots that got away, and then to enjoy as usual, the exceptional 5-course luncheon, followed by the presentation of trophies before heading for home"

Mr Dumkins/Paddy Green

The Front Cover - Chapter XXXV

In which Mr Pickwick thinks he had better go to Bath; And goes accordingly.

" You're a sweet pet, my love," replied Mrs Colonel Wugsby, tapping her daughter's cheek with her fan, " and are always to be trusted. He's immensely rich, my dear. Bless you!" With these words, Mrs Colonel Wugsby kissed her eldest daughter most affectionately, and frowning in a warning manner upon the other, sorted her cards.

Poor Mr. Pickwick! He had never played with three thorough-paced female card-players before. They were so desperately sharp, that they quite frightened him. If he played a wrong card, Miss Bolo looked a small armoury of daggers: if he stopped to consider which was the right one, Lady Snuphanup would throw her -self back in the chair, and smile with a mingled glance of impatience and pity to Mrs Colonel Wugsby; at which point Mrs Colonel Wugsby would shrug her shoulders, and cough, as much as to say she wondered if he would ever begin. Then, at the end of every hand, Miss Bolo would inquire with a dismal countenance and reproachful sigh, why Mr Pickwick had not returned the diamond, or led the club, or roughed the spade, or finessed the heart, or led through the honour, or brought out the ace, or played up to the king, or some such thing; and in reply to all these grave charges, Mr Pickwick would be wholly unable to plead any justification whatever; having by this time forgotten all about the game.

Baillie Mac Something Celebrates his 30th Charity Cycle Ride



Sunday 24th June, saw Baillie Mac Something set off on the 30th annual 30 mile charity ride, along with 30 other riders on a fine sunny day. This year's event was to support 'The Thames Valley Adventure Playground' at Taplow near Maidenhead in Berkshire. Starting at the usual venue, The Plough at Winchmore Hill, the route took them down through Penn and Beaconsfield passing Cliveden Hotel, to a lunch stop at Huntswood Golf Club in Taplow after 15 miles. They then cycled through the edge of Burnham Beeches back to Old Beaconsfield to stop at 'The Greyhound' for refreshments. Finally, back up to 'The Plough at Winchmore Hill' to finish the ride

The usual BBQ was then held at Ballie Macs and Diana's home at 'Wildhatch' ,with Mr Justice Stareleigh (Ron Gray) attending to the barbie as ever. Forty or so ate and drank in the summer sunshine, relaxing after all their hard riding. And we have raised £2,900. A wonderful day with good weather, high spirits and ambience. **Baillie Mac Something**



Pilgrimage to the grave of Joseph Atto on the 100th anniversary of his death aged 84 on 30th June 1918



Joseph Atto's Grave at Chingford Mount Cemetery

Joseph Atto was a famous cycling character and celebrated member of the Pickwick Bicycle Club which he joined in 1878 and of which he was elected president in 1913.

His obituary in "Cycling" of 11th July 1918 reported that he was ever ready to work hard, play hard or ride hard; in 1890 he won the club's silver medal riding 198 1/4 miles in 19 1/2 hours and when 60 years of age he won the gold presentation medal of the club riding 281 miles in the North Road "24" Open. On his 70th birthday he rode from London to King's Lynn (108 miles) in the day. Nathaniel Pipkin was a celebrated cyclist and a great servant of our Club.

In his will, Joseph Atto left a significant bequest to the club ultimately manifest in the very splendid silver punchbowl paraded by the Chelsea pensioners at the President's Lunch and the annual Garden Party. "Cycling" reported that Nathaniel Pipkin was escorted to his last resting place, Chingford Mount Cemetery, by a bodyguard of fellow members of the Pickwick Bicycle Club.

Mr Brooks (Michael Radford, Past President and sometime Club Historian) was of the view that the club should recognise his passing on the centenary and thus it was that a small group of members attended the grave (it having been located by Bill the Turnkey: Don Keen) on Saturday 30th June 2018 at noon.

Apologies had been received from the President, Samuel Pickwick (Aidan Hegarty). In attendance were four Past Presidents, Mr Brooks (Michael Radford), Jack Martin (John Mist), Bullman (Brian Vandervilt) and Alfred Jingle (Ron Beale); together with Mr Tuckle (Roger Gibbons), Mr Smithie (Gino Goddard), and guest Doug Cannings, a VP of The Kenton Road Club.

In accordance with the club tradition, the members wore their soubriquet badges inverted. Mr Brooks laid a wreath on the grave stone; Jack Martin read an extract from Joseph Atto's will insofar as it related to the Club, and in particular the terms of a bequest in the sum of £1000, to fund the expense of an annual toast to be known as "Past President Joseph Atto's Toast of Prosperity to the Pickwick Bicycle Club", which toast continues to this day.



There were a few moments of quiet contemplation, some pondering as to the current value of £1000 in 1918 and the rather poor condition of the gravestone and whether the club might explore the possibility of some modest remedial work. With a hearty three cheers for the life of our eminent Past President, our ceremony concluded, and we adjourned to a local hostelry for refreshment.

Mr Tuckle proposed a toast to the "Immortal Memory of Mr. Samuel Pickwick and the Pickwick Bicycle Club", and as ever when members meet, those present turned their attention to the objects of our club, as settled in 1870, and a happy hour or so was spent in "Dickensian fellowship and the Pickwickian art of being happy by communicating happiness". The time passed all too quickly, and with some reluctance the members went their separate ways but safe in the knowledge that one of the greats of the PBC had been properly remembered.

Jack Martin



{Photographs were taken by Bullman. (Alfred Jingle was absent by then)}

Miscellaneous Items..... 1

Too late to be included in the last magazine, was the news of a "Barn Find". Such finds are usually found to be classic cars, but this wasA BICYCLE.

A bike enthusiast claims to have found the "holy grail" of collector's items after discovering what he believes to be Britain's oldest bike dating to 1819. Glynn Stockdale couldn't believe his luck when he received a call about a long-forgotten bike in a disused barn.

He recognised the bicycle as a rare example of a "hobby horse" and has now displayed the cycling relic in his penny farthing museum in Cheshire. The bike was discovered during a building demolition in Beaconsfield, Bucks, but how long the bike has been hidden away remains a mystery.

Mr Stockdale said: "I have been a bike enthusiast for 40 years and so to come across this, really is the holy grail for me..



"The bike was found in a barn and I got a call. I knew from the description it was a Hobby Horse." The 199-year-old bike was originally made by Denis Johnson who registered a patent in 1818. He made 320 of the machines in 1819, with only 12 known to be in existence today. Mr Stockdale believes his is the oldest of the remaining machines, as unlike the others it has no frame number, suggesting it predates them. Glynn has given the 199-year old bicycle pride of place in his penny farthing museum in Cheshire.

(courtesy of the Daily Telegraph)

Miscellaneous Items 2

Did you know that from 1870 onwards, the military were quick to realise the advantage of that new contraption - the bicycle? In 1888 the first British unit consisting only of bicyclists, was formed as the 26th Middlesex (Cyclist) Volunteer Rifle Corps, divided in troops by Ordinaries, Safeties and Tricycles.

Mr Pickwick goes to France..... 2018

The base for our trip this year was St Jean De Luz. Ballie Mac, Mrs Baillie Mac and two friends of the club Brian and Pam Tadman, flew from Gatwick to Biarritz on 26th July. Making our way by cab to the Hotel Donibane in St Jean De Luz where we were staying, we found Jackson (Ron Norman) and Jackie had arrived after a long car journey over the French Alps. As had Mr Brooks (Mike Radford) and Rosemary who had come via Plymouth / Santander. We all enjoyed a well-earned aperitif in the pretty gardens of the hotel before an enjoyable dinner.

The following day was Ballie Macs' birthday, which was celebrated in true Pickwickien style in a restaurant at the Port of St Jean De Luz. Two other friends, Ken and Catherine Daniels joined us for dinner having come from their house in France, for the Tour De France Time Trial. We had an early start 6.30am the next morning to beat the road closures to the Hotel Bergara in Souraide where we had booked breakfast and lunch.



The ensemble a la dejeuner

We had been told the way to come into Souraide by the owner of the hotel, as the route we had hoped to follow was closed from 5am. With Jackson leading we followed him on a long route to get into the village and fortunately we got through without any problems parked the cars just by the hotel and sat down for a well-deserved breakfast at 07.45am. Well done Jackson!



We had a really good position to see the Time Trial and it was great to see Geraint Thomas seal his Tour victory with a super Time Trial ride coming close to winning it by all accounts. Chris Froome taking a 3rd in the T.T. and with 3rd place overall on the Tour.

Mr. Brooks, Rosemary, Jackson and Jackie all then made their way to Brittany and The Alps on Sunday morning, whilst we watched the final stage into Paris on the TV at our hotel. The rest of the party enjoyed exploring the area and the food and wine, before leaving Biarritz for Gatwick on the Monday.

It was a good trip - Mr. Pickwick **did** go to France. We hope for a better tour route for us next year with not so much travelling. **Baillie Mac Something**



Left
Mr Brooks & Rosemary



Right
The Caravan passes

Cycling Achievements.....

It has been brought to my attention that Wilkins Flasher (aka Edward Legg) completed the rather wet Prudential Ride London-Surrey 100mile event this July. And he raised over £2500 for MacMillan Cancer Research. According to my information he is only the 3rd Pickwickian to complete this ride, after our soubriquet historian Joseph Smiggers & myself, both of whom rode back in 2014. Has anybody else ridden this event? If so why not write and tell me?



The said Wilkins Flasher would like to know if there are any other Club members who would like to join forces and participate in other organised events in the UK or Europe?
Let me know - Editor



Who Were Your Early Namesakes? Researching Your Ancestors

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

Alfred Jingle - disreputable actor of No Hall, Nowhere

"We are about to partake of a plain dinner at the Blue Lion, Sir: we hope you and your friends will join us.' 'Of course,' said Mr Wardle, 'among our friends we include Mr.—;' and he looked towards the stranger. 'Jingle,' said that versatile gentleman, taking the hint at once. 'Jingle— Alfred Jingle, Esq., of No Hall, Nowhere.' 'I shall be very happy, I am sure,' said Mr. Pickwick. 'So shall I,' said Mr. Alfred Jingle, drawing one arm through Mr. Pickwick's, and another through Mr. Wardle's, as he whispered confidentially in the ear of the former gentleman; - 'Devilish good dinner-cold, but capital-peeped into the room this morning -fowls and pies, and all that sort of thing -pleasant fellows these-well behaved, too -very.'"

J A Johnson	1870 to 1877 (First Chairman of the Club)
H Duesbury	1879 to 1913 (Hon Secretary{1884-9}; VP (1910); Comm. (1883)
Ernest H Godbold	1916 to 1932 (President 1927; Committee 1924)
H D Drysdale	1935 to 1939
L Hartwell	1940 to 1953 (Committee 1944)
E D E Andrewes	1957 to 1972
P P Trotman	1972 to 1977
Ron W Beale	1984 to present (President 2017)

Boffer - an expelled stockbroker

"I see there's a notice up this morning about Boffer, observed Mr. Simmery. 'Poor devil, he's expelled the house!' 'I'll bet you ten guineas to five, he cuts his throat,' said Wilkins Flasher, Esquire. 'Done,' replied Mr Simmery. 'Stop! I bar,' said Wilkins Flasher, Esquire, thoughtfully.

'Perhaps he may hang himself.' 'Very good,' rejoined Mr. Simmery, pulling out the gold pencil - case again. 'I've no objection to take you that way. Say, makes away with himself.' 'Kills himself, in fact,' said Wilkins Flasher, Esquire. 'Just so,' replied Mr. Simmery, putting it down. . "'Flasher-- ten guineas to five, Boffer kills himself.'" Within what time shall we say?' 'A fortnight?' suggested Wilkins Flasher, Esquire. 'Con-found it, no,' rejoined Mr. Simmery, stopping for an instant to smash a fly with the ruler. 'Say a week.' 'Split the difference,' said Wilkins Flasher, Esquire. 'Make it ten days.' 'Well; ten days,' rejoined Mr. Simmery. So it was entered down on the little books that Boffer was to kill himself within ten days, or Wilkins Flasher, Esquire, was to hand over to Frank Simmery, Esquire, the sum of ten guineas; and that if Boffer did kill himself within that time, Frank Simmery, Esquire, would pay to Wilkins Flasher, Esquire, five guineas, instead. 'I'm very sorry he has failed,' said Wilkins Flasher, Esquire. 'Capital dinners he gave.'"

A E Bennett	1912 to 1919
J Mackenzie	1923 to 1932 (Committee 1927)
N G Tyson	1937 to 1941
C R Jordan	1946 to 1980 (President 1964)
Charles O Messenger	1981 to present

Daniel Grummer - the elderly constable in top-boots

"Mr. Pickwick had a great deal more to say, which he would no doubt have said, very little to his own advantage, or the magistrate's satisfaction, if he had not, the moment he ceased speaking, been pulled by the sleeve by Mr. Weller, with whom he was immediately engaged in so earnest a conversation, that he suffered the magistrate's inquiry to pass wholly unnoticed. Mr. Nupkins was not the man to ask a question of the kind twice over; and so, with another preparatory cough, he proceeded, amidst the reverential and admiring silence of the constables, to pronounce his decision. He should fine Weller two pounds for the first assault, and three pounds for the second. He should fine Winkle two pounds, and Snodgrass one pound, besides requiring them to enter into their own recognisances to keep the peace towards all his Majesty's subjects, and especially towards his liege servant, Daniel Grummer. Pickwick and Tupman he had already held to bail."

Colonel Jack W Beningfield 1874 to 1902 (Life Member; Chairman 1883; President 1891; Vice-President 1890,1897,1900; Captain 1880, 1882,1883,1884,1891; Sub-Captain 1876,1877; a forceful personality)

Nigel J Hewitt	1926 to 1932
Alfred Adams	1938 to 1949
R J R Fry	1955 to 1973
L S Stallwood	1973 to 1992
Noel Moore	1993 to 2004 (Died 2004)
Darren Upton	2007 to present

Solomon Lucas -Jew in the High Street, Eatonswill. Costumier

"Mr. Leo Hunter had not exaggerated the resources of Mr. Solomon Lucas. His wardrobe was extensive--very extensive-- not strictly classical perhaps, not quite new, nor did it contain any one garment made precisely after the fashion of any age or time, but everything was more or less spangled; and what can be prettier than spangles! It may be objected that they are not adapted to the daylight, but everybody knows that they would glitter if there were lamps; and nothing can be clearer than that if people give fancy-balls in the day-time, and the dresses do not show quite as well as they would by night, the fault lies solely with the people who give the fancy-balls, and is in no wise chargeable on the spangles. Such was the convincing reasoning of Mr. Solomon Lucas; and influenced by such arguments did Mr. Tupman, Mr. Winkle, and Mr. Snodgrass engage to array themselves in costumes which his taste and experience induced him to recommend as admirably suited to the occasion."

William S Argent	1920 to 1928
A W Stone	1936 to 1939
Stanhope Shelton	1941 to 1944
Leslie Grose	1948 to 1958
A H Ashmore	1958 to 1976
R C Vander	1976 to 1991
Alan J Wellan	1991 to 2015



The British League of Racing Cyclists & The National Cyclists Union

After the 1932 Olympic Games cycle road race which was run as a time trial, it was announced that in future it would be a massed start event. However the British authorities the NCU, had banned all 'open' road racing since the end of the 19th Century-concerned that the police would simply ban all cyclists from the roads. In 1894 there was a timed race on the Gt North Road-a race of about 50 riders competed along with pacers — and around 60 miles from London, they passed a woman in a horse & carriage, whereupon the horse panicked, some riders fell off and the woman complained to the police, who indeed banned all cycle racing on the road.

At the time, the NCU controlled both road racing and track racing, and directed that its clubs should move all races off road onto tracks. The early form of velodromes. They also licensed riders to compete in road events abroad, but the riders argued the need for comparable condition races, so these had to be held on airfields and motor racing circuits. Percy Stallard was a competitive cycle racer and had been competing for GB in international races during the 30's, and had ridden the World Championships in 1933-34-35. Stallard was concerned that the NCU ruling restricted riders from learning how to ride massed start events on open roads. By 1941 with petrol rationing and very few cars on the road, Stallard complained to the NCU, that the UK was the only country in Europe where such cycle races were not permitted on open roads. They ignored him. So he decided to organise a 59mile event from Llangollen to Wolverhampton (his home town), with sponsorship from the Wolverhampton Express newspaper. He asked the NCU & RTTC not to suspend the participants. There was strong opposition both, and all the cycling establishments, and they banned Stallard before the race began. The race still went ahead, with the consent of the Chief Constables of Denbighshire, Shropshire, Staffordshire and Wolverhampton. Some 34 riders including several Dutchmen took part and finished in front of a big crowd lining the streets of Wolverhampton on the Sunday afternoon, with police controlling the crowds.

There was even a police motor-bike leading the riders through the streets to the finish. George Herbert Stancer speaking on behalf of the NCU and RTTC explained that the race had been banned by both organisations, and although there had been no incidents, all the riders and others involved were expelled from the NCU, and Stallard was banned for life. Stallard did not give up - stating that he thought the NCU would accept the point that the race had been a success and it was all above board. And since the police had never seen such a race he convinced them that this type of racing was normal on the continent. Subsequently further races were organised by regional groups.

In the summer of 1942 he encouraged these groups to form into the British League of Racing Cyclists in direct competition to the NCU. The founding meeting consisted of 24 individuals in a hotel room in Buxton during November '42. There was however still a problem, since many clubs were concerned that many of their younger members were away fighting in the war, and the older members didn't want to risk damaging their sport, so they maintained the line set down by the NCU/RTTC. They weren't against the BLRC, but wanted to safeguard their sport until the war was over.

The BLRC kept to a rigid position of not making any statements to the police, denying any accusations of wrong-doing and trying not to antagonise the public. In 1943 they (BLRC) promoted the first British National Road Race Championships in Harrogate, and later the Brighton to Glasgow stage race (a pre-cursor to the Tour of Britain in 1951). Many BLRC clubs sent teams to race in Europe, although not formally recognised by the UCI (Union Cycliste Internationale), but by private arrangements. In 1943 the BLRC sent a team to the Peace Race - Warsaw-Berlin - Prague.

1952 saw Ian Steel win the Peace Race and Britain take the team prize. This resulted in the UCI recognising the BLRC, but the NCU argued against it on the basis that there was no rule allowing temporary affiliation of the UCI. Regardless the BLRC then prepared to send a team to the 1955 Tour de France for the first time. The NCU suddenly realised their problem - they couldn't turn down the Tour de France, and yet they wouldn't select BLRC riders. However leaving them at home, would mean selecting a weakened team and upsetting the UCI. The BLRC couldn't officially select a team since as yet they were still not formally recognised by the UCI. The solution was that a panel of newspaper journalists selected the team!

The administration of the BLRC was frenetic partially because Stallard was an abrasive character, never accepting that he was wrong. Having finally achieved his aim, which was for the NCU to bring road racing onto the open roads, he wouldn't accept there should be just one organisation, and continued to promote the BLRC first. Finally however, the two organisations merged in 1959 to form the BCF (British Cycling Federation) - as much due to their failing financial status as to their original motive of open road racing.

Percy Stallard remained bitterly unhappy about the merger and the NCU, and even the BLRC which he founded, for the rest of his life. He believed that the formation of the BCF was just to present the NCU under a different name. He died in August 2001.

(Footnote - the 1933 UCI World Championships were organised byChas Messenger.)



Letters to the Editor



Remember, your contributions are always welcome. Write to the Editor at:

'Taverners' Warninglid Lane, Plummers Plain, W.Sussex RH13 6NY or email: pickwick2610@hotmail.com

Dear Mr Editor

Can I ask What is happening to Cycling in the UK?

It seems that at a time when there are more cyclists on the road than ever before, we are becoming targets for criticism and demands for us to be more regulated. The very sad, and unfortunate death of a pedestrian caused by a maverick bike rider has put the media spotlight on all of us. Complaints about 'hooligans in lycra' etc., etc., are becoming all too frequent. A senior motoring lawyer is calling for cyclists to take a road test (cycling proficiency test I hear many of you recall); have an MOT on their bikes, and for all bikes to have number plates. To balance his view he does think that motorists should be required teaching on how to pass cyclists. That hardly sounds like a balanced view, but let's leave that.

As both a cyclist and motorist, like many of you, I see faults on both sides and trying not to be biased, more so on the part of the latter! However, I do question 'where has our cycling etiquette gone?' Whilst there was significantly less motor traffic back in the 50's & 60's, cycling groups had an unwritten rule about behaviour on the road, separating into smaller groups and single file when necessary. These days I see many groups riding two even three abreast, and ignoring tailbacks of frustrated motorists.

Events such as the Tour de Yorkshire and Ride London-Surrey have popularised a number of roads in both areas to the point where cyclists are becoming a problem to other road users and police alike. Already the police have intimated they may stop cyclists using some of the Tour de Yorkshire roads to ease traffic problems. In the south, local residents are becoming increasingly angry over the number of events that require lengthy road closures thus trapping them in their homes. The same must apply countrywide, and whilst these events are great for us cyclists we do have to consider the wider picture.

Apart from suggesting cyclists should be licenced - and being reminded that 'we don't pay road tax' - this all conflicts with the ideals of cycling by reducing pollution on the road, and promoting a healthier life-style.

Do we want to be cast as the villains of the road?

Do we want to go back to the 'dark days' of the NCU rulings? No, so what can we do?

A start would be to remember that we have to share the road, and therefore moderate our group riding accordingly. Of course motorists need to be reminded of the same need. It is also incumbent on organising bodies to ensure that local residents are involved in the planning of "big rides" so that they **support** the events rather than protest about cyclists.

No doubt other members of the PBC have views on this, so perhaps they would like to comment via this magazine?

A Concerned Mr Winkle Snr.

To All readers, don't forget you can share stories or voice opinions in this part of the magazine; without your contributions there will be no letter's page. Editor

To All those Dedicated Followers of Fashion....

As you should all be aware by now, (even new members if you've done your Pickwickian history!), 2020 is when we will be celebrating the 150th Anniversary of our inimitable Club. There is more to follow in this issue of what Samkin and his team have been working on to help us make that a memorable occasion.

It was therefore suggested to me that a timely reminder to all members to consider their sartorial elegance for that year, would not go amiss. You all have your boaters and ties, but some have Club waistcoats, and others Club blazers, in fact some have a complete wardrobe of Club apparel.

So, those of you that desire such elegance, should contact **Mr. Dumkins**; provide him with your measurements, and order said waistcoat and/or blazer and be ready for 2020. Contact Mr Dumkins on: dumkins@pickwickbc.co.uk

Passing of more Friends.....

We have had a sad year in 2018 with a number of Club members joining the Bicycle Club in the sky. Here we record the passing of three more:

Club member, **Old Nobs (Retired)**/Don Booth sadly passed away in May this year. Secretary Sgt Buzfuz sent Club condolences to his family.

In July, **Mr Green (Retired)**/Monty Young passed away.

Long time friend Justice Stareleigh recalls their long friendship:

Monty passed away peacefully on 20th July 2018 shortly after his 88th birthday. He had suffered from Alzheimer's disease for a number of years, which had worsened over the last few months. He has moved into that Big Bike Shop in the sky where he is still building his famous wheels. Monty founded Condor Cycles in the Balls Pond Road with his brother-in-law in 1948. They soon moved to Gray's Inn Road opposite the present premises as business rapidly increased. Monty was a larger than life, real character - his personality and charisma were fantastic. He was a real gentleman too, who, once he had befriended you, was a friend for life. Nothing was too much for him, and he would help you out whether you were royalty, pop stars (Mick Jagger, Eric Clapton amongst others), MPs or just "Joe Public".

From the 1950's he supported cycle races and events in his Condor van. In the 60's he formed the 'Condor Mackeson' racing team which include Hugh Porter MBE (Jonas Mudge) and Dave Bonner (The Scientific Gentleman) among its members. Amongst other famous riders they helped were former World Champions, Sir Bradley Wiggins and Colin Sturgess. Even now, including Team Sky rider Tao Geoghegan Hart, all were among hundreds of cyclists helped along the way. In the early days, Mont's Condor service car was seen at all home international races including the Milk Race, Sealink International, National Championships, one-day races and on overseas duties in Europe and even the three-week Peace Race behind the then Iron Curtain.

Monty was a great benefactor behind the scenes, to the sport, assisting so many people with various forms of aid, including the supply of two tandems from the Pickwick Bicycle Club to the Manchester Velodrome for disabled riders.

I was very proud to welcome Monty into the Pickwick Bicycle Club, and present him with his membership in 2001. I, along with thousands of friends and customers, will always be able to mention Monty's name with a smile. The shop continues to go from strength to strength in the capable hands of son Grant (Mr Green), and grandson Seb. It continues to carry Monty's original ethos of good service, civility, and customer support, sadly lacking in so many retail outlets today. Monty - we will miss you. Ron Gray/Mr Justice Stareleigh .

As we go to press, it is with great regret that we have lost another member - **Nathaniel Pipkin**/Bob Chicken, but at present have no further details.

In the March issue we reported the passing of **Jack**/Jack Creasey, for whom we had little information other than his time in the Club. Since then a letter has been received from Nathaniel Winkle (Retired) - "*Jack was only a member of the PBC since 1996, but I knew him for 70 years. A Mason for many years, as President and Almoner, and I was fortunate to attend many of his functions as a guest. A most friendly and generous of nature person, he hardly ever missed a Pickwick Dinner, and was very proud to be a member. One of his close friends David Fielding, is on the waiting list to become a Pickwickian member, and will be I'm sure, an asset to the Club. I was proud to attend Jack's funeral at North Watford Crematorium on behalf of the PBC, together with nearly 150 other friends & family.* Yours Sincerely Peter Judd ."

The World Cycling Revival at Herne Hill track in South London, took place on 14-16th June, as a 3-day festival of Cycling, intended to replicate the 1948 Olympic Games held in London. We have limited follow up reports on this event, although we know that Bob Sawyer and several other Pickwickians were present. Our Secretary Sgt Buzfuz was asked to fire the starting pistol for the Hour Record on an Ordinary (Penny Farthing), which unfortunately did not succeed. By all accounts it was a success and may well become a regular event on the cycling calendar, and one that the Club would hope to be associated with.

Eroica Britannia 2018

The 3-day Family Festival with the World famous bike ride at the heart of the weekend in the Peak District. That's what it said on the website. And allegedly "one of the most talked about events in the cycling calendar". This was my first formal introduction to the event, which was about to host it's fifth running of the cycling



jamboree weekend. Some family friends had attended the event in 2017 and thought it would be a great idea for the 'family' to all participate this year. Certain conditions prevailed - bikes had to be pre-1985; hardly old by the standards of our Pickwick Bicycle Club. All ages could ride. Clothing could be worn, nay was encouraged, to replicate the era in which matched your machine. (Helmets were not compulsory). Not compulsory, but camping was encouraged as well -which is what 'the family' did, but Mrs Winkle declined, and we returned each night to four walls and a roof nearby. Having acquired a "ticket to ride" at enormous expense in January, it required only a bit of alternative riding to ensure my 1954 Holdsworth



Hurricane would see me complete my chosen distance of 50km on the day. I say alternative, simply because switching from modern bike technology requires some thought and anticipation. My 'family' connections had chosen to purchase and ride an old Peugeot Tandem, duly restored, along with period rouler clothing.

Come June, and the Saturday saw displays and competitions for the best bikes, from many eras, grouped together to exhibit the 'best of type' for a particular period, as well as best dressed, best guy, gal, dog and even moustache/beard. There was a plethora of tents selling all conceivable bicycle parts from the halcyon days of the 50's & 60's and before.

There were complete bikes, just frames, or wheels, or gears, or maybe just that odd clip or nut&bolt that you had been searching through your spares box for many an hour. Inevitable that one began to add up what those 'valuable' spares were worth in your own collection, if only you had thought to bring them with you! There were some excellent examples of the Holdsworth brand from the 50's, 60's & 70's which was of particular interest to me, and methinks mine was probably the oldest of those present - which helped to match with the rider.



Spares galore



The restored tandem

There were plentiful food & drink purveyors to keep you sustained, and with a mixture of live jazz, and swing music reverberating across the event arena, there was a happy atmosphere, not, unfortunately mirrored by the weather, which chose to be grey and foreboding with the odd downpour. During one such moment I left the family to get wet whilst I attended a talk about the re-birth of the Holdsworth pro-team. (More about them elsewhere in this issue)

Sunday morning saw more than 2500 riders set off in staggered groups according to their chosen distances (50/100/160km) from around 0630hrs, heading for the tracks and by-roads of the Peak District to the east of Buxton, around the Goyt Valley, Hartington, Ilam and Monyash. One member of the family hadn't got a bike, so borrowed one without having seen it prior to the ride. Once underway the groups of course strung out and you found yourself riding with an eclectic mix of bikes, clothing, ages and of course ability. There were as mentioned, many Holdsworth bikes around, and this often lent itself to short chats about their history-bikes & riders, when you passed or were passed by similar steeds. Some quite rugged gravel tracks, the odd bit of road and glorious views of the countryside, made it enjoyable riding. A requirement of having your event passport stamped -no cheating allowed - meant a stop at 26km and for refreshments. Modern science on food & drink intake were not to be seen. A bottle of water-fine, but the sausage roll, the Bakewell tart, the Bakewell pudding, oh and an energy bar only were provided. You could even have a pint of the local ale. Your trusty editor abstained from the alcohol, took advantage of the mobile mechanics to have a gear cable changed, and set off for the second part of the route.



1887 Cross Frame Safety

Leaving Monyash it was straight up a very long hill, and the intake of the heavy carbohydrates suddenly didn't seem such a good idea. Also this section saw us all riding into a strong headwind, and there was no benefit on the long downhill run through the next valley, before a dead turn onto a 1.4 climb past Hartington Youth Hostel.

To make matters tougher, we then left the road onto another gravel track and continued to climb. But the trusty Holdsworth and rider made it to the top, and then it was just 10km of more gentle tracks back to the finish arena.

Heralded up the finish straight by many spectators, and it was off to the signing-off tent for the final passport stamp and the exchange my voucher for a pint of the local brew. Well I had finished the ride now. The tandem duo duly finished without trouble, although admitted that more training would be required before participating next year. And the borrowed bike - piece of cake (well Bakewell tart I suppose).



A Pickwickian Finish



Restored Tandem Duo

(Pictures courtesy of Eroica)



The borrowed bike

Eroica 2018 was very well organised, and very entertaining, buthow come it hasn't had the publicity it deserves to really make it "world" famous and one of the most talked about cycling events? There are many other Eroica or L'Eroica events around the world, which are better known. It did unfortunately clash with the inaugural 3-day historical bike gathering at London's Herne Hill track, and the Heart Foundation London to Brighton ride on the Sunday.

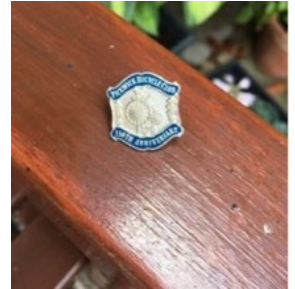
One thought I do have with all of these events though, is that there is no demand for a health check before participating - L'Eroica Italy requires a medical health certificate for all but the shortest distance option. As far as is known, in Eroica Britannia 2018 there were no such issues but.....Will I ride it again next year? Probably.

Winkle Snr.

2020 and the PBC 150th Anniversary Plans Roll On

Samkin and his special committee have been very active in their deliberations for the upcoming celebrations of the Club's 150th anniversary. If you look back at your March issue you will see the list of ideas on page 19.

The commemorative pin badge now exists. As you can see from the picture, this will be a delightful addition to your uniform, to wear with pride.



The Leather bound register to be signed by all members as at June 22nd 2020, is progressing rapidly. A real work of art featuring the stunning bookbinding craftsmanship of a quality which sadly is a rapidly disappearing art form. These pages are intended to 'give you a flavour' so not all will be revealed just yet, but you will see as part of this report, some of the stages of the work process and the intricate detail required to provide the Club with a permanent and long lasting record of membership henceforth.



One of the FlyLeaves

The Leather spine being "offered up" to the sewn book block for sizing prior to manufacture of "the spring"





The book is now bound, after ten days under pressure, and the dowels used to set the joint on the sprung spine are quite visible.

The front panel has been offered up to the joint where the two leathers meet, and the glue applied.



A high degree of accuracy and attention to detail has been an important aspect of this job.

Another key item on the list is the Club Bell. It can be confirmed that this now exists. It was an exciting project, since it has been cast by the Whitechapel Foundry - THE oldest bell maker in Britain, albeit at their new location in Bromley, Kent.

The foundry has an illustrious 500year history, having been established in 1570, during the reign of Queen Elizabeth 1st. Whitechapel Bell Foundry's business has always been, and still concentrates solely on, the manufacture of bells and their associated fittings. The manufacture of large bells for change ringing peals in church towers, single tolling bells, carillon bells, and their complete range of accessories such as framework, wheels, clappers and their assembly in Church towers accounts for approximately four-fifths of the company output. The other fifth of the business lies in the manufacture of hand-bells for tune and change ringing, and other small bells of many shapes and sizes.

Whitechapel's famous bells include the original [Liberty Bell](#) (1752), the Great Bell of Montreal and, probably best known of all, [Big Ben](#) at the Palace of Westminster. Cast in 1858, this is the largest bell ever cast at Whitechapel, weighing 13½ tons. To this day, a cross-section of the bell surrounds the entrance door to the Foundry.

Whitechapel Bell Foundry's long history spans the reigns of twenty-seven English monarchs, and among the royal visitors to the foundry were King George V and Queen Mary, who came to witness the casting of two bells for Westminster Abbey. The Foundry buildings date from 1670, four years after the Great Fire of London, and presumably replaced earlier structures lost to that conflagration. Originally built as a coaching inn called the Artichoke, the lease of the buildings was acquired by Thomas Lester - then Master Founder at Whitechapel - to accommodate the need for extra workshops and space during a time of great expansion in the craft of bell-founding. The business moved there from the North side of Whitechapel Road, and has remained on the site ever since, withstanding the ravages of war and development.



The Pickwick Bell

The Whitechapel premises are now designated as Grade II listed buildings, and as such may not be altered in any way. Thus the frontage remains unchanged on a very busy East London Road amongst many modern buildings. During the Blitz, in the Second World War, many surrounding buildings were hit and destroyed, including the Church of St. Mary, Whitechapel (the 'white chapel' which gave the area its name), just a few hundred feet from the Foundry. During the war years, the Foundry ceased making bells, switching to manufacturing castings for the Ministry of War. In the aftermath of the war, the Foundry was very busy replacing peals lost to bombing raids and fires, including the bells of St. Mary-le-Bow and St. Clement Danes of 'Oranges and Lemons' nursery rhyme fame, in London.

A manufacturer of the clay pipes from past-times, and always a favourite at the two annual luncheons, has been found, with production already underway. Also a specially designed 150th bow-tie has been approved. A brewery has been selected for a Pickwick Beer, and an engraved Victorian beer glass has been sourced. Some potential regional events are also on the drawing board, these include Cycle events, a black tie dinner, brewery visit, etc to name but a few. No doubt Samkin and his team will have more to tell over the coming months, so further updates will follow in the next edition of the magazine.



Some other items include a commemorative flag and banner



Holdsworth News

As mentioned in the Eroica 2018 report, this well know South London Cycle manufacturer has been resurrected. The new owner of the famous marque has opted to use a mixture of modern design whilst still retaining conventional braking systems and frame shape. Russell Downing - a well known pro-heading towards his twilight years has been sign by the team, and was planning to ride the 160km Eroica ride on the Holdsworth Team bike, on which Keith Lambert won the 1974 National Road Race Championship.



They've even managed to retrieve one the original team cars - a bright orange Ford Cortina Mk11, although this may not be used at future events. Great news to hear of another British pro-team, who were due to participate in the Tour of Britain.



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Secretary
STEVE DOWNHAM East, (Serjeant Buzfuz),
28 Rimington Road, Cowplain,
Waterlooville, Hampshire PO8 8UA

PICKWICK BICYCLE CLUB HANDBOOK UPDATE

Further to my previous update I set out below changes to the membership records. Progress is being made which should in time allow members to check and alter their records on line.

NEW ADDRESS

Mike Peel (Anthony Humm)

Flat 1 Woodgrange Court Bourne Way Bromley Kent BR2 7EZ

Tom Dollow (Slumintowkens)

57 Quinnell Drive Hailsham East Sussex BN27 1QN

Ian Dickens (Boz)

6 Solent View Road Gurnard Isle of Wight PO31 8JY

NEW E MAIL

Mike Couzens (Martin the Long Gamekeeper)

Mike.couzens@btinternet.com

TRANSFER TO RETIRED MEMBERSHIP

Roger Dear (Jem)

DECEASED MEMEBRSHIP

Kenneth Lingard (No 20 retired)

Monty Young (Mr Green retired)

Robert Chicken (Nathaniel Pipkin)

CHANGE OF SOUBRIQUET

Nick Tribe was The Cobbler now Old Nobs (family related)

Please advise me as soon as possible of any changes to address, e mail, telephone etc.

Buzfuz