

Editorial

by Anne Stott & Richard John

A Year of Change

Well it certainly has been an exciting year! Change has been in the air with Brexit, a new Prime Minister and new US President. You may remember there was a referendum in the Summer – no not that one – about the trading name of the CTC which is now Cycling UK. Read the secretary's report for more details but let's just say that as far as this club is concerned we remain Blackburn & District CTC! But change *has* come to this magazine as Helen Dawson-Smith has stepped down as Editor after eight years. Thanks again to Helen for all her hard work over the years – we have gained a new appreciation for just how much effort it takes!

Tandem Style

Tandems seem to me more and more popular at the moment and certainly are in our Club. So it is appropriate that your magazine is now edited in tandem by Anne Stott and Richard John. Anne is in the driver's seat steering the course and Richard is providing the wattage from the back seat.

Club Spirit

One thing that never seems to change, however, is the spirit and enthusiasm for cycling and for the CTC shown by our members. This has again been in evidence at Club events both on and off the bike – many of which you can read about in this edition. The keystone of our club will always be the Sunday Club Run and you will find the all-important runs list for January to July in the centre pages.

This Year's Magazine

In this year's magazine you will find all the latest Club news, including another excellent Annual Report from the Club Secretary. In the touring section you will be transported and inspired by reports from Britain, Europe and even farther afield. We have also included a fun section to (hopefully!) keep you entertained.

Thank You

Many thanks go to all who have contributed to this year's issue. Thanks also must go to our advertisers – both old and new – that make the magazine possible. In compiling this edition, we have been inspired by looking through all previous versions of the club magazine, right back to the first one in 1982. Anne has put together a brief history of the editors and front covers over the years, so that is our first article We hope you enjoy this year's magazine.

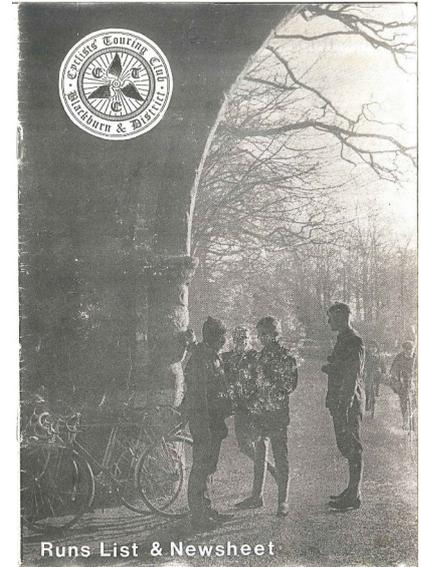
Happy & Safe Cycling in 2017
Anne & Richard

A Brief History of the Club Magazine Covers and Editorials

by Anne Stott

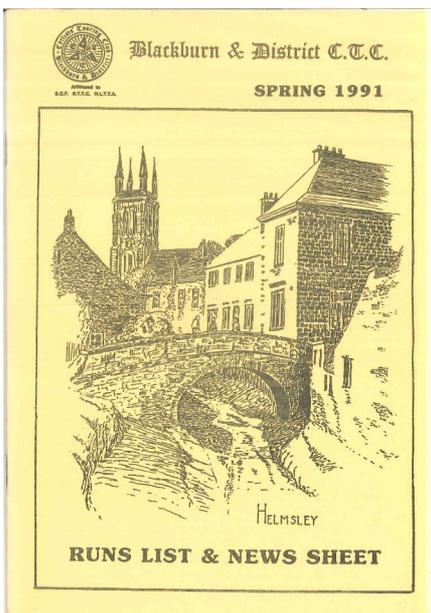
The idea to produce a club magazine first came from Jimmy Boocock, who was a master printer and dedicated cyclist. He asked the local bike shops to sponsor the magazine to cover the costs. One of the advertisements in the first magazine was for Ewood Bikes – and you will still find their advert in this edition of our magazine on page 4!

The first club mag was printed in October 1982 and the founders were John Dewhurst, Ken Hartley and Jimmy himself. The first front cover was a black-and-white print of club members meeting under the arch at Whalley Abbey West Gate for the Sunday club run, which Ken Hartley had taken years ago. The mag comprised of 10 pages, the first page was the runs list and social programme, and the rest was mainly touring articles plus the advertisements. There were 4 editions a year, Spring, Summer, Autumn, and Winter. The first editorials were written in 1988 by the secretary at that time, David Brayley-Willmetts and then later, in 1994, Sam Bidwell took over the task until the Autumn of 1995.



In 1989 cartoon sketches on a coloured background were introduced to replace the Whalley West Gate front cover, and the runs lists and social program were printed in the middle, so you could pull them out for your own use. In 1992 the front cover changed again to black-and-white prints of club riders on tour in the Alps. This only lasted for the year's four editions.

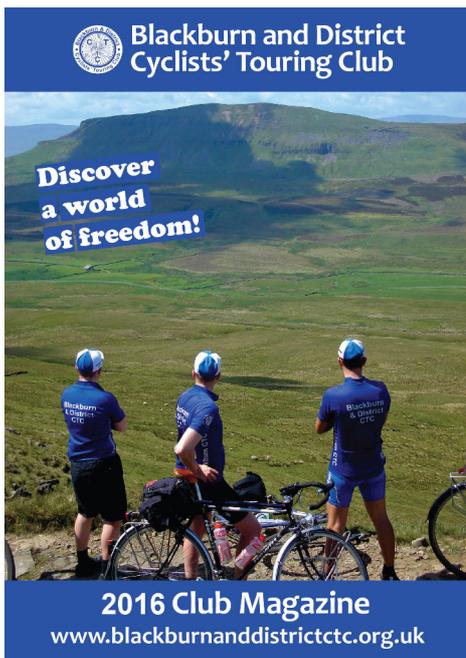
From 1993 until 2002, the front covers were sketches from children, and our good friend Geoff Matthews. Barbara Bell took over the magazine in the summer of 1995, and the editorial slot switched back and forth between “Barbara's Bee Sting” and Tony's “Tiger Spot”.



There were more changes when Ian Stott took over the magazine and the editorial in 2002. He changed the cover back to the original – Ken's black-and-white print of Whalley Abbey West Gate. At the same time, Chris Edmundson took over writing the racing report section from Ken Hartley who had done such a splendid job of it ever since the club mag started.

We moved with the times and in 2005, when Ian Yates designed a new front cover for us, it was more modern featuring four coloured photographs. It showed members racing, touring, camping, and riding on a Sunday club run, and boasted the club logo in centre. It sported everything our club represents. At this time, Dave Collinge took over Chris's racing report section, and continued doing a great job until 2007, when Ian took the race report over again.

In 2007 we went down to two editions. Ian having done the mag for 7 years, was ready for a change and so in April 2008, Helen Dawson became the new editor of the club magazine. The racing report was replaced by news snippets and Helen wrote her great editorials for the next 8 years. We continued having two magazines (Spring and Autumn) until 2012, when there was another big change.



In July 2012, instead of a second club mag, we created a colour leaflet featuring a new design - three boys in blue looking towards Pen-y-Gent with our winged wheel and inspiring words across the front. Inside were the runs list and social program along with pictures of club riders and further colour pictures on the back. It was just what we needed - a refreshing new approach to our club and the club magazine. So we used the front design of the leaflet for the next issue of the mag which came out in January 2013.

This system has been in use for the past 4 years and works very well - one magazine and one summer leaflet a year.

This year, we decided to redesign the front cover again – moving back to multiple photos of club rides on the front cover with a large winged wheel and, yes, even the new Cycling UK logo! We hope you like it.

Thanks to all our advertisers and contributors, especially the editors, for making this magazine so successful for the last 34 years.

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Club News

Annual Report * Superstars * Club Trophies *
Roll of Honour * Riding through Storm Desmond

SECRETARY'S ANNUAL REPORT 1st November 2015 – 31st October 2016.

Membership: 355. 16 members attended the AGM where Ken Hartley stepped down as President after 16 years and David Collinge took over, possibly our youngest ever president. Dave is experienced and enthusiastic, but not new, having been in the club for 35 years (he joined the same time as Paul Smith).

We are Blackburn & District C.T.C. This year the club re-branded to "Cycling UK" without consultation of the total membership. Certainly as Member Group secretary I wasn't consulted, and the changes came in regardless. A petition ensued and to my surprise only 9,000 members voted (13%?) from which there was a 66% majority in favour of the change. Originally, the historical logo "the Winged Wheel", and the more recent "funny bike" logo (introduced about 10 years ago) were scheduled to be scrapped, but it looks like only "the funny bike" has been scrapped now, which must be really annoying to clubs like Burnley & Pendle CTC, whose club clothing is of blue and yellow colour with that logo. Cycling UK has taken the words "Touring" and "Club" out of the CTC. So, where do we stand now? In the same place. We are Blackburn & District C.T.C. with royal blue club clothing emblazoned with the Winged Wheel.



More recently, with the Cycling UK "Board of Trustee" elections 2016, another controversy has arisen. Any candidate must have been a member of the club for at least a year. Of the 10 candidates, 5 are not even members; of the other five, the longest serving has been a member for 4 years. A formal complaint has been sent in, but Dan Howard, Cycling UK Chair of Nominations Committee, has declared the election process is continuing as planned. So, who do we vote for now? (Closing date 9.00am, Monday 31st October, 2016).

We are Blackburn & District C.T.C. and we've had a great year. Once more, the clubroom has been a phenomenal success, with attendances of over 30 members per night seeing some terrific shows – John Cowburn's "Canoeing down the Zambezi" (I can still hear the music!); Jason Whiteley's "Where Eagles Dare"; Ian Stott's "Fire and Ice" (Iceland); Anne & Tony's "Ribble Way"; Steve Fleming's "New Zealand"; Richard Dugdale's "China"; there were Mark Smith's "Miscellany" and Geoff Duckworth's "Curiosities"; DC's "Alpine Touring"; Tom Melling's "Norway"; Stew and Sue's "Tandem Style"; Richard John's amazing quiz; and last but not least, the Presidents' remarkable show: Dave Collinge and Ken Hartley's "the Legend of Jimmy Boocock". Great thanks go to Anne for producing such a compelling social programme, enabling the clubroom to stop running at a loss. Add to that, 39 members attended the Prize

Presentation, to see Stewart and Susan Clark receive the Richard Rawcliffe trophy for the first tandem couple to achieve a Grand Slam. Thanks to Caroline and Anne for organising a superb evening, and to all who helped.

Thanks also goes to Helen Dawson Smith for editing the club magazine all these years, at a time when other clubs are losing their magazines either because of a lack of interest or money. Our new, enthusiastic magazine editors are Anne Stott (co-ordinator) and Richard John (technician).

As usual, the Sunday clubruns have had their ups and downs, but numbers are improving and new members are coming out. There have been several rides with a dozen or so riders. When three tandems come out the numbers can be instantly doubled! The rides have included Norber Boulders, Trollers Ghyll, Cockersands, Salford Quays and Shaking Moss. New cafes seem to be springing up everywhere, which gives an added purpose for our destinations.



43 16 12 7 – if it's all about numbers then these are the figures for the reliability rides. What a turnout for Paul's 50 mile/kilometre rides and thanks to Burnley & Pendle CTC for supporting both events. Richard J organised the club 100 over Barbondale and at this point it meant that 16 were on for a Grand Slam – that number came down to 12 after the 200 km. and then down to 4 after the 200 miles. Commiserations must go to Ryan and Susan Howarth who had to turn back at Levens (they still did 100 miles!), to Anne who couldn't start because of a medical problem, and to John Cowburn who missed the 200 km. Never mind, there's always next year! Congratulations to the Grand Slammers who were Stewart and Susan again, and first timers Paul Melling and Chris Fitzer. Well done! The weather was good for all the events.

The weather was not good for the Xmas YHA weekend, organised by DC. Severe flooding did not deter two tandems, (Stew and Sue, John and Janice) and three solos (Richard, Anne and Tony) getting to Haworth. Biblical times! Lakes appeared in the valleys. We met Caz and DC, Helen and Paul Riley at Haworth. Seven of us rode back via Wycollar for Xmas dinner at Greendale Kitchen. 18 members attended the meal including the Queen and King of all comebacks – Anne and John Yates. A few days earlier, 26 members attended a great Xmas Party at the clubroom.

Only 5 riders turned up for the first ever Sunday Treasure Hunt (to Dunsop Bridge) won by the Welsh wizard – Richard. In the Supertourist Competition, Tony Stott looked like he had an unassailable lead going into the photo competitions by virtue of a Grand Slam and wins in 3 of the counting events. But how good was it to see new winners of the photographic trophies – John Cowburn won the Digital and Helen Lang won the Print, both entries being of Blencathra! Thanks to Harry Taylor (B&P CTC) for judging. Tony went on to win the Supertourist Comp for the 3rd consecutive year.

TOURS

Stew and Sue cycled from Europoort, Rotterdam, through Utrecht and Dusseldorf to Remagen in the Rhineland, then back through Luxembourg. Also they've been up and down Britain looking for clues on the Cycle Quest.

Janice and John Cowburn cycled on solos for a change along the banks of the Danube. They also went touring in Shropshire (back on the tandem) and hired a tandem to ride across the Golden Gate Bridge in San Francisco. Ian Stott with Chris Edmondson rode the Etape stage of the Tour de France, and then through more of the Alps.



Anne and Tony caught the train from Manchester to Pembroke and then rode home via Harlech and the Peak District. Their next trip was to Berwick-on-Tweed and back via the North Yorkshire Moors. DC and Caz also went exploring in the North York Moors (Bilsdale and Carlton Bank) and also Central Scotland.

Nick Mackey got a lift with Paul Melling who was going to Arisaig. Nick pieced together more of his round Britain jigsaw with rides from Fort William to Glasgow, and also Hull to Norwich.

Richard Broomhead also went to Norfolk on a family cycling holiday, and then abroad to Annecy, in the Rhone Alps.

Has anybody seen Steve Hodgson? Where's Steve been? Basically, he's been everywhere everybody else has been to! He's cranked up more miles on tour than anybody. He too has been in France, from the Pyrenees to the Rhone, plus Dorset, Shropshire (with Nick), the Northumbrian Borders, and the West Coast of Scotland. Welcome home, Steve!

RACES

Anne organised the 10 mile two-up again, and sister Helen organised her first ever race, the Spoco. Well done, ladies, and thanks to everyone who helped. James Gullen won both races with event records. He did 23.30 round Bashall Eaves, knocking a minute off the record. With partner David Allonby, he did a 19.27 in the two-up, and won the £50 event record prize that's been on offer since 2003. Thanks to Dave Brown and Pete Briscoe for time-keeping again. Dave Collinge and Paul Smith were first off and did a 23 minute ride. John Cowburn and Chris Fitzer also rode (27 minutes) and continued their racing careers in the NLRC evening events. Ian's racing year had a good end, perhaps because of his training for the Alpine Etape. He won the last two NLRC evening 10's near Bashall Eaves, plus the last two 10's on Tarleton. He also recorded 53 minutes for 25 miles. Many thanks to Dave (DC), who continues in his role of Club Events Secretary on the CTT North District committee.

SUPERTOURIST

In this year's Supertourist Competition there are still 5 events still to be contested. Stewart is currently leading by 50 pts from his wife and tandem partner, Susan. They were 1st and 2nd respectively in the Superstars which had 13 entrants (see article in the next magazine for a full report). The club hill climb was incorporated into the NLRC event on Close Brow, and we had another first time winner – Ryan Howarth. Runner-up was John Cowburn, and Anne Stott was fastest lady.

IN CONCLUSION, the clubruns are getting better and better, with the riders generating an infectious enthusiasm. The clubroom continues to thrive – Sean Carus is back (he'll be back!) after severely hurting his knee; Ken Hartley is still an inspiration, still riding his bikes and coming on Thursday nights, despite illness; but the best news of all is the return of Mike Bradbury, back on his bike, back at the clubroom, after being hospitalized after his horrendous crash in February. Thank-you, everybody, for making this cyclists' touring club so great.

WE ARE BLACKBURN & DISTRICT C.T.C.

Wear Your Club Colours with Pride!

The Club holds a small amount of club tops in stock – and a large amount of club caps! When there is enough demand we will place a clothing order with Impsport. Indicative prices are below but please note that prices and availability are subject to change. For any queries on Club Clothing please contact Richard John – richard@rjohn.co.uk

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Long Sleeved Road Jersey - £50

Available in Mens' and Ladies' sizes with short or long zip

Long Sleeved Lightweight Training Jacket - £55

Available in Mens' and Ladies' sizes

Rain Gilet with Mesh Back - £48

Available in Mens' and Ladies' sizes

Windproof Gilet with Full Back - £48

Available in Mens' and Ladies' sizes

Rain Gilet with Full Back & Pockets - £54

Available in Mens' and Ladies' sizes

Techfit Shorts - £48

Available in Mens' and Ladies' sizes with Gel-Contour, FF-Contour or FR-Plus Pad



CLUB TROPHIES

TOURIST COMPETITION

The John Warland trophy. John ran a family cycle shop for many years on King Street, Blackburn, Awarded to the winner of the annual map-reading/questions competition.
Current holder: Tony Stott (Mike & Sylvia Jay's event).



JUNIOR TOURIST

The Ian Colthurst memorial trophy. Ian was a young member of our club who died tragically. Awarded to the best junior (under 18 years old) in the Tourist Competition.
Current holder: John Yates (a retrospective winner from 1966!).

DIGITAL PHOTOGRAPHY

The much coveted club trophy (previously for slides) awarded to the winner of the best single digital photograph which must have been taken in the current year.
Current holder: John Cowburn (St. John's in The Vale).

PRINT COMPETITION

The Jimmy Boocock trophy. Jimmy was a touring legend in our club who loved taking photographs. Awarded to the winner of the best set of three prints plus a caption (at least one of the prints should have a bicycle on it).
Current holder: Helen Lang (England's Green & Pleasant Land).

TREASURE HUNT

Formerly a competition around Rishton (from the clubroom), now a cycle quest on a Sunday ride. You need to collect clues, fit them all together and work out the quest.
Current holder: Richard John (King Arthur, round Dunsop Bridge).

SUPERSTARS

A trophy worth winning (!) donated by Ian Yates. A fun competition for all ages, at the clubroom.
Current holder: Tony Stott (organised by Anne Stott).



SENIOR HILL CLIMB

The Robert Livesey Trophy (1964). Bob was an ardent member of the CTC. Now awarded to our fastest rider in the NLRC event on Close Brow, Rishton. The last time this was competed for (prior to 2016) was in 2013.

JUNIOR HILL CLIMB

A shield awarded to the fastest junior (under 18's, over 16's) in the club hill climb. Last won by Adam Pinder in 2008.

JUVENILE HILL CLIMB

The Goodhill Cup, presented by P. Goodhill Esq. in 1962. Pete was a keen club cyclist in the 1950's and 1960's. Awarded to the fastest juvenile (under 16's) in the club hill climb. Last won by Adam Pinder in 2005

FREEWHEEL

Awarded to the rider who freewheels the farthest up the dip on Marl Hill. Saddlebags and diver's weights must be removed! Tom Melling made this much coveted trophy and the first winner was Dave (Haggis) Hargreaves in 1970. Tony Stott freewheeled the furthest in 2015.



SUPERTOURIST

The old 1929 DA Shield, awarded to the club member with the most points gained from our annual events. Any riders who achieve a Grand Slam (500 points) are usually favourites to win this trophy. Current holder: Tony Stott.



THE RICHARD RAWCLIFFE TROPHY is awarded to the most meritorious achievement of the year. Richard went out on his bike one morning in 1986 and never came home. He was competing in a time trial round the West Pennine Moors, age 16. The trophy is awarded by a sub-committee, comprising of our club president, secretary and treasurer.

Current holders: Stewart and Susan Clark (first tandem couple to achieve a Grand Slam).

2016 Roll of Honour

The following 2016 Club event winners will receive their awards at the Annual Club Presentation night on Thursday 26th January 2017:

Hill Climb:	Ryan Howarth & Anne Stott
Freewheel:	Chris Fitzer & Anne Stott
Tourist Comp:	Dave Collinge
Treasure Hunt:	Dave Southward
Superstars:	Stewart Clark
Digital Comp:	John Cowburn (Fleetwood Wreck)
Print Comp:	Anne Stott (Sky High)
Grand Slam:	Stewart Clark, Sue Clark, Chris Fitzer, Paul Melling
Supertourist:	Stewart Clark

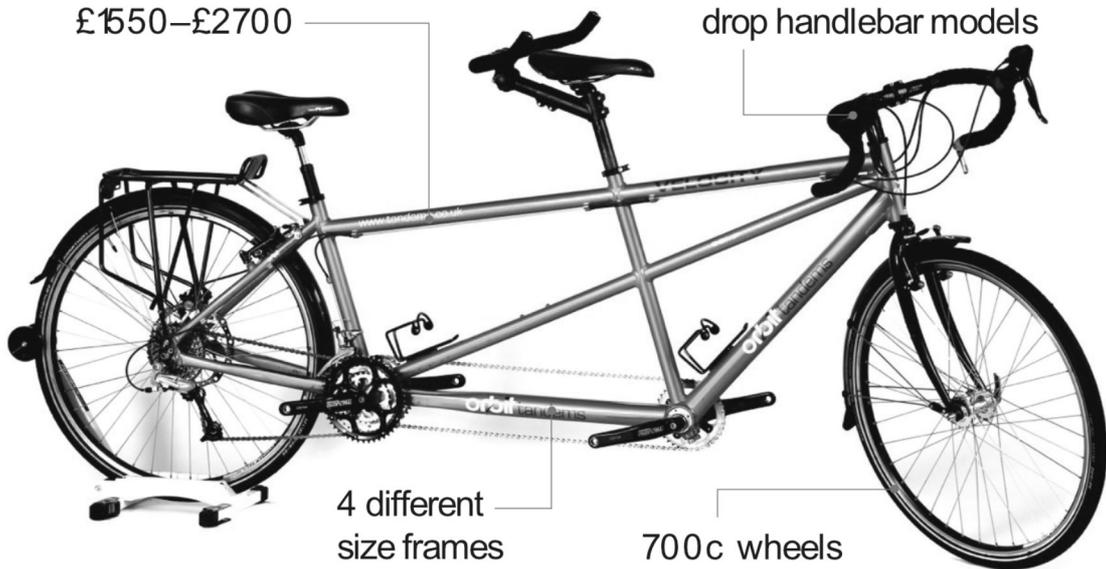


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Riding Through the Storm by Stewart Clark

As anyone who has cycled year-round in the UK will know, the sun doesn't always shine and the winds aren't usually gentle zephyrs. And so it was last December for the club's annual hostelling weekend. Our venue was Haworth and members were generally making their own ways over to the Worth valley. Only a few actually elected to ride over. Richard [*editor: sensibly*] took the direct route via Laneshaw Bridge. Tony & Anne rode out via Skipton and the Aire valley while John, Janice and ourselves took a slightly alternative route.....

If you would cast your mind back to that weekend in early December 2015, you should recall that Storm Desmond was raging across this sceptred isle. As it unleashed its fury upon us, gales blew wildly about and rain came down in torrents. Many was the road that was submerged (hence Tony and Anne's Airedale route) and with the knowledge that our route could well be impassable, we headed out into the tempest.

Leaving Clitheroe via Chatburn & then Rimington, we were soon onto

the Coldweather road. This was quite hairy at times as it is quite exposed to raging westerly gales. Passing vehicles would offer some shelter but as soon as they passed by, we were buffeted about by the winds. The road onto Brogden lane was soon upon us though and the two tandems made quick progress, with a tailwind, to Barnoldswick.



Our first obstacle came along Greenberfield lane, where a long and deep looking flood lay in wait for us. We stopped and pondered the situation for a while but John and Janice took the plunge (almost literally) and went for it. We stood and watched as the water rose up over their axles. There was no way we were going through that so doubling back and diverting via Skipton road, we met the intrepid tandem by Ghyll Brow. Apparently there'd been a couple of encores further along. If their feet were wet before, they were completely sodden now. It was far too late to be bothered about getting wet and so on we went. The low level route via the A59 to Carlton would be flooded, we correctly suspected. This was the way Tony & Anne tried but as they were riding much later than us, their most direct way was using main roads. But our route to Carlton was via Elslack and Moor lane. We should've gone straight over at the crossroads at the top but we were getting cold and hungry. Unfortunately, Carlton had no cafés to offer us so we carried on, heading South to Cononley. The road was flooded here also for a short way but the footpath alongside was above the water. This saved another dip in the cold waters. As we climbed up the valley side, there was a scene of a water world spread before us. Field after field was under water with drystone (wetstone more like!) walls taking on the appearance of weirs as the flood waters flowed over them. Again no café was available in Cononley but Crosshills is a more sizeable town and we soon had the bikes parked as we made to a suitable café. Suitably refreshed and considerably warmer, if not much dryer, we pressed on for

Haworth. Leaving Crosshills and the Aire valley behind, the road reared up before us as we climbed up onto the moors briefly before a rapid descent to Goose Eye. Alas we didn't have the time nor the inclination to linger in this curiously named village; it definitely looks worth making another visit in better conditions. Climbing once more to skirt around Oakworth before dropping down to cross the river Worth at Lord bridge and then making our entrance into Haworth. It was on this climb that a gust of wind took hold of our tandem and we ended up across the wrong side of the road, on a 1 in 7 climb. Quite a scary moment and it was all we could do to regain control. Thankfully we were soon parking our bikes in the garage at the hostel and settling down for a pleasant evening with some good food and company. We'd ridden 31½ miles at an average of 9.8 mph but due to the weather, it really felt as though we'd done much more.

What a difference a day makes, as the saying goes. And it was with relief for those who were cycling back that Desmond had made his way across to the North Sea overnight, leaving a dry day for the return leg. But before we could sally forth there was



cause for a bit of a celebration. It was 40 years since Anne and Tony had tied the knot and a few of us joined them in the members' kitchen to wish them well. Due to some mix up soon after leaving the hostel, we were split from the group. It took us some time before we found ourselves 'grupo compacto' and ready to head off properly. Not long after moving off, John and Janice's tandem threw its main chain off. Somehow the middle chain ring had become slightly bent, thus causing the chain throw. Without any tools

for such a repair, we pressed on with John taking care shifting gears. The direct route back to Clitheroe from Haworth, when viewed on a map is fairly straight and is much less than 30 miles. It didn't take us long to reach Laneshaw Bridge so with plenty of time in hand, a diversion to Wycoller was duly made. It was interesting to walk over the ancient packhorse bridge and look around the ruins of the old hall. It is supposed to have been the inspiration for Ferndean manor in Charlotte Brontë's Jane Ayre. Ample photographs were taken recording the visit, with a team photo on self-timer. Time also for a brew in the café/shop but as we made tracks once more, we started to realise that we'd better get a shift on or otherwise we could be late for the club's Christmas party being held at Greendale, above Chatburn. But it didn't take too long and we had left Colne behind and were in the shadow of hoary old Pendle once more. Just another handful of ups and downs before we were making a last minute dash to arrive for the party just on the stroke two. Now that's what we call good timing.

Not surprisingly, we didn't come across many other cyclists during this weekend to and from Haworth but they missed out on a little bit of adventure. Yes, it was cold and very wet at times but as we try to remind ourselves when things aren't going quite to plan, if you don't have some bad days, how do you know when you're having a good one?

Superstars 2016 organised by Tony Stott



Having competed in the club Superstars for the last 20 years, I really looked forward to organising this year's event. Two decades ago all sorts of tough physical and skilful challenges were the order of the day, as organised by Ian Yates (Yeti). We had such great fun, outside on the Norden tennis courts, colliding on bikes whilst playing ball tig, pushing bikes backwards and bike slaloms.

One rainy evening, we had to do the Superstars inside the clubroom, and Ian rose to the occasion by introducing a contraption that could only be called "the front end of a bike" – a front wheel in forks with stem and handlebars attached. But crucially, this contraption had a computer fixed to it, and so by running with it forwards and backwards and negotiating an assault around the clubroom, points were awarded for the highest speeds and the fastest times. What a laugh! Another year, Ian turned up with a teenager's scooter – an even bigger laugh! All this was a far cry from the very first Superstars, organised by Anne and Ken at the Salesbury clubroom 40 years ago.

Our first Superstars was loosely based on the TV series; do you remember it? – Kevin Keegan and especially Brian Jacks excelled at it. I think there were 8 events in the TV series. Our competitors had to sprint, skip and do push-ups etc. and it was won by the young all-rounder Alan Kemp. Nice lad.

When Anne took over organising from Ian, 10 years ago, the emphasis was still on fun but less on physical ability. The assault course was eventually abandoned. Skipping and hopscotch were introduced, but then scrapped, as not everyone could do them - Anne thought these two disciplines might generate a lady winner, but it wasn't to be. Going into the 2016 Superstars, Anne was still waiting for that to happen.

Organising the Superstars 2016, in September, was easy because I simply inherited Anne's fair play events, bowls and golf, and adapted her throwing event into a new game called "Bill and Ben". It was time for our ladies to excel.

BOWLS

You have to roll 8 plastic bowls into an exercise cradle with a frisbee inside it, each bowl potentially scoring 1, 2 or 3 points depending on where it lands. A game in which the old master, Ken Day, always excels.

Step up everybody and everybody did. Thirteen members contested the event. How good was it to see Mike Bradbury back at the clubroom, and stepping up to the mark? Mike, who's gradually recovering from a terrible accident last February, scored 2 and came joint 11th with Sylvia (helped of course by Geoff). Sylvia must have inspired the rest of the ladies – Helen Lang and Rita Whiteley both scored 3 points (plus 2 in the tie-break) and came joint 6th; Sue Clark scored 4 points (plus an extra 5 in the tie-break) and came 2nd; Anne Stott scored 5 points and won the event. Best of the men? Ken Day, the master bowler came 4th and Stew ah! ah! ah! came 3rd.

BILL AND BEN

You have to throw 10 tennis balls at the 2 flowerpot men or into the wheelbarrow. If you knock a flowerpot man over you score 3 points, and you score a point for each ball landing in the wheelbarrow. A game that is not necessarily for gardeners, or is it?

Four men scored 7 points which led to a tie-break. Nerves must have got the better of hot favourite, Ken Hartley, who failed to score in the tie-break but secured 6th place overall. Three potentially great gardeners then all scored 3 points in the tie-break – Bill Whiteley, Mike (he is a great gardener) and Stew (ah! ah! ah!) Clark all came joint 3rd. So who came 2nd and 1st? Ladies again. Obviously both great gardeners. Sylvia and Sue both scored 9 points which led to a tie-break in which Sylvia scored 3 but Sue got 4. Sylvia came 2nd, and Sue won the event.

GOLF

You have to play two holes of golf, across the clubroom and back. The player taking the least shots wins. Unfortunately, the floor of the room is very uneven! I won't be including golf next year! A game in which Tom Melling, a previous winner, and dark horse Sean, are expected to do well. Most of our golfers scored between 3 and 6 shots per hole. Surprisingly, Tom and Sean both failed to make an impact. Unfortunately, Sue dropped shots on the first green, landing in a bunker and then the water! Rita too dropped a lot of shots and ended up with a double quadruple bogey! But her partner Bill did considerably better, scoring a 3 and a 6 to come joint 4th overall. Then came the charge of the ladies. What I didn't expect was for anyone to score a hole-in-one, but Anne did, lifting her to joint 4th with Bill. Then Helen scored a 3 and a 4 to come 3rd overall. But in the end, it was two master golfers who won the spoils – Stew and Richard both scored 3 per hole, there wasn't time for a tie-break (it had gone dark!) and so they were declared joint winners of the golf.

SUPERSTAR 2016

You add your positions together for the three events. The person with the least number wins. Unlucky Rita started so well in the Bowls. Tom and Sean shared their disappointments together and came joint 11th overall. Past master Ken Hartley recovered from a dreadful Bowls to climb to 10th place. Surprisingly Sylvia, after almost winning Bill and Ben, came 9th overall. Bowls let Mike down, Bill and Ben let Helen down, they came joint 7th. A 4th, an 8th and a 5th in the events gave Ken Day a good 6th place overall. Bowls slightly let Bill down, with a 3rd and a 4th in the other events to give a great 5th place. A previous Superstar, Richard's golfing experience lifted him to 4th position overall. With a win in the Bowls and a salvaged round of golf, Anne came a creditable 3rd. 2nd in Bowls, 1st in Bill and Ben, 7th in the Golf, this gave Sue a super 2nd place.

And the winner? Mr Consistency – 3rd in Bowls, 3rd in B&B, 1st in the Golf –

Stew ah! ah! ah!

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Touring Reports

The Daube * England's County Tops * Berwick *
Etape du Tour * Picadilly to Pembroke * South Korea
Lakeland

Cycling the Danube – by John & Janice Cowburn

Janice and I had never been on a cycling holiday and decided to change that in June by booking a self-guided tour on the Danube from Passau to Vienna – there couldn't be many hills cycling down a river! We were joined on the trip by two friends who were also looking for an easy cycle holiday.

The first question was how to organise it – do we take our own bikes or rent them locally? The question was easily answered by RFH Holidays who advertises in the Cycle magazine. He organises self-guided holidays, including booking the hotels and arranging cycle hire. He provided everything including guide books, bus tickets and ferry tickets to cross the river at a very reasonable cost. We were provided with a book of vouchers for hotels and cycle repair shops en route (which I needed for a minor repair). The hotels were excellent and we opted to book our evening meals in advance to save the hassle of trying to find restaurants. Our bags were transported by courier. Two of the hotels were up out of the Danube valley and we just had to call them to collect us with a minibus and trailer – what luxury!



The total length of the route is 200 miles starting in Passau, through Linz and on to Vienna. We took 10 days with two rest days at Linz and Wachau so a very leisurely trip compared to our Sunday rides.

We arrived at the hotel in Passau where our travel documents waiting for us and instructions for collecting the bikes. The bikes were ready for pick up when we arrived, everything went like clockwork. The first day was 30 miles via a

Trappist monastery at Engelhartzell selling home brewed beer to Schlogener Schlinge where the river makes a full 180-degree bend.

We had a super hotel up in the hills, all we had to do was call for the mini bus to collect us from the river bank. The next day was 38 miles to Linz, the biggest city between Passau and Vienna. The days started wet but soon cleared with some picturesque riding through small villages. Linz is worth a day to look around. There's a great museum and huge church high up above the city that is reached by one of the steepest tramways in Europe.

Grein was the next destination, 40 miles from Linz. One of the more memorable places en-route is the concentration camp at Mauthausen where over 100,000 Jews were killed.

The ride continues the next day into the vineyards of Wachau, 31 miles downstream passing the enormous monastery at Melk, a UNESCO world heritage site and well worth the visit. More castles followed as we followed the river to Spitz.



More vineyards and monasteries followed the next day as we passed through Durnstein where Richard the Lionheart had a castle to Traismauer, a distance of 25 miles.

The last day was the longest – 50 miles into Vienna and was the worst for weather with non-stop heavy rain for most of the ride. The rain stopped when we arrived but by



then we were too tired to have a good look around. It was just as well we planned to have a day to look around Vienna the next day before departing on the evening flight. We left the bikes at the hotel from where they would be collected and sent back to Passau.

I would recommend RFH, everything went to plan, they provided some great tips on what to see and do en-route and the price of the holiday was very reasonable.

**PRIZE PRESENTATION EVENING 2017
THURSDAY JANUARY 26th 7PM**

Potato pie and peas, followed by homemade delicious puddings and cakes, prizes, quiz and raffle.

**A night full of surprises and fun , not to be missed so.....
See Anne , 01254 232537 or Caroline for tickets 01200 445245.**



The 40 Historic County Tops of England by Anne Stott

When Tony and myself were sat on the top of Kinder Scout last year, I asked “What county are we in?”, “Good question” he replied, “Derbyshire, I think.” “Wouldn't it be good to go to the top of every county in England,” I replied,

and that's when our adventure began..... which took us to places we never dreamed to go.

Previously we'd already been up the highest points of Lancashire, Westmorland, Surrey and Kent.

In March on a weekend break we did Nottingham, Leicester, Rutland, Huntingdon, Northamptonshire and Warwickshire.

In April during a week's cycling and walking holiday we did Shropshire, Worcestershire, Gloucestershire, Wiltshire, Hampshire, Berkshire, Sussex, Oxfordshire, Buckinghamshire, Hertfordshire, Bedfordshire, Middlesex, London, Cambridgeshire, Essex, Suffolk, Norfolk and Lincolnshire.



In July on our way to Devon we did Somerset, Dorset, and Cornwall.

In September we did Staffordshire, Northumberland, Durham and Cumberland.

In October we did Cheshire and Herefordshire, Devon, and finally Yorkshire.

Here are some of the County tops we visited...

Nottinghamshire - Newton Wood Lane, 637ft. 205m

An insignificant road summit near the M1 at Teversal, on the edge of the Derbyshire Dales, but it's Robin Hood and D.H Lawrence country, so we had lots of legend and literary exploring. We discovered the Teversal railway which used to link up the old coal mines, now a brilliant cycle network and nature reserve. You could see Lincoln Cathedral from the summit 32 miles away.

Leicestershire – Bardon Hill, 912ft. 278m

We parked at Beacon Hill (nature trails and cycles tracks) in Charnwood Forest near Loughbrough and rode through silver birch woods and rocky outcrops, then

up a steep narrow road to Bardon Hill. The hill has two distinct faces, the east side is a protected site of special scientific interest, while the west is scarred by a pink granite quarry (Bardon Aggregates). It is a mixture of igneous and volcanic rock formed in Precambrian age, (600 million years old). The hill is the remains of an extinct volcano and sits on top of the old Thringstone fault line which runs from Derbyshire to Germany. We were staying in Leicester that night, and arrived at the same time as Richard the Third's reburial parade. At night, we walked to the cathedral. Beside the guarded cathedral doors, stood a golden statue of Richard, his arm stretched high, holding up his lost crown of England.

Worcestershire – Worcester Beacon, 1,394ft. 425m

We strolled up a prehistoric track way which lead to the long whale-backs of the Malvern Hills. On the summit there is a cairn commemorating Queen Victoria's Diamond Jubilee (1897) and a panorama display of the exceptional view. The spa town of Malvern sits peacefully below, home of the famous bottled water. The Malvern hills are a haven for cyclists and walkers: they evoke a great feeling of light and air and a sense of freedom. The music of Edward Elgar echoes through these hills with breath taking views of England's countryside below.

Wiltshire – Milk Hill, 967ft, 295m

Accompanied by my sister Marion and her husband Roger we walk along The Pewsey Downs, under white galleons and blue skies, above a patchwork of fields - vibrant yellow rapeseed and soft greens. In the sun, the chalk and flint glint, the white horse of Pewsey stands proud and the Anglo-Saxon Wansdyke runs off into the milky distance.



London – Hampstead Heath, 440ft, 134m

A mandarin duck swims nonchalantly across Whitestone Pond, the highest point of London, unaware of the heavy traffic on the ring of busy crossroads. Here Dick Whittington turned, the Kinks sang, and the old ghosts of London lived (Highgate cemetery). We walked through Hampstead Heath's massive park, an enclave of peace, with beautiful trees and green spaces.

Sussex - Blackdown, 918ft, 280m

We rode along sandy tracks winding through wooded glades – beeches, yews and Scots pine. We sat in “The Temple of the Winds” where Alfred Lord Tennyson contemplated the view. He lived at nearby Alworth House. We watched the black and white bellied Aberdeen Angus cattle foraging in the woods. We saw incredible views of The North Downs, the Weald and the long line of The South Downs - “Green Sussex fading into blue”.

Cornwall – Brown Willy 1,378ft, 420m

Bodmin Moor, the place of the tors, they stand like altars in the sun. Weird-shaped rocks like animal faces overhang and balance precariously. Ponies and cattle roam freely. The Cornish coast disappearing into the haze.

Staffordshire - Cheeks Hill, 1,705ft, 520m

On Axehead Moor, wedged between Derbyshire and Staffordshire, lies Cheeks Hill – a place of peat bog and heather. Just a mile away is “Three Shires Head” where Cheshire, Derbyshire and Staffordshire meet at a picturesque packhorse bridge. Not far away is the highest village in England, Flash, where every Autumn they celebrate the story of Gawain and the Green Giant. - an ancient parade through the village that we were privileged to see.

Durham – Burnhope Seat. 2451Ft, 747m

Burnhope Seat sits at the head of Teesdale in the remote and bleak Pennines, which are often known as “England's last wilderness”. Between Alston and Middleton-in-Teesdale, we parked in a pull-in and looked out at the thick mist. It looked brighter near the summit, so we decided to 'nip' up Burnhope Seat. With nothing with us, we trudged through peat, turf and mossy bogs to a false summit - it was then we saw Burnhope Seat in the distance. We'd gone up the wrong hill! Later, thirsty and hungry, in the sunshine, after we'd crossed the open moorland to the real Burnhope Seat, we were rewarded with unexpected views of the wild North Pennines.

Yorkshire – Mickle Fell – 2585ft, 788m

Mickle Fell is part of the Warcop training area on MOD land and access is heavily restricted - you need to apply for a permit in advance. We went up from the Grains-of-the-Beck Road above Brough. It was a very hard walk, a boot camp over military bogs. There was no distinct footpath over the heathery terrain, which culminated in a very steep climb to the cairn on the summit. We got great views of Dufton Pike and Cow Green Reservoir. It was the hardest of all the county tops we had done.



As a member of Cycling UK you are entitled to the following member benefits:

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Blackburn & District CTC Club Room Dates - Social Programme 2017

Primetime Centre: Norden School, Stourton St, Rishton, Lancashire.
Thursdays between 7:30pm and 9:30pm, entry £1

The Clubroom is an integral part of our club. It serves as a meeting place during the winter months with various activities. Please support your clubroom, especially the events where people have put themselves out to organise something (slide shows, superstars, quizzes etc.). Brews are readily available.... (Ken Day will always be on hand to wash up), and you can catch up on all the latest gossip and stories from club members.

**PLEASE SUPPORT YOUR CLUB ROOM!
EVERYONE WELCOME ANYTIME**

January 2017

Happy New Year Everyone and Welcome back to the Club Room

- | | | |
|------------------|--|-----------------------------------|
| 12 th | Pembroke to the Peak | Anne and Tony Stott |
| | <i>Also signing up for all club events in 2017 (£5 for all events)</i> | |
| 19 th | Lofoten Islands, Scandinavia | Caroline and Dave Collinge |
| 26 th | Potato Prize Presentation Evening 7pm start | |
| | <i>Tickets £6 from Anne Stott (01254 232537) or Caroline Collinge (01200 445245)</i> | |

February

- | | | |
|------------------|---|---------------------------------------|
| 2 nd | The Big Review of the Year 2016 | Anne, Tony, Stewart & John |
| 9 th | It's The Waal not The Rhine | Stewart and Sue Clark |
| 16 th | Club Room Closed for Half Term | |
| 23 rd | The Beer and Bratwurst Tour of Germany | Jim Duerden |

March

- | | | |
|------------------|--|--|
| 2 nd | The Clarion Cycling Club & Movement | Charles Jepson |
| 9 th | Thailand | Ian Stott |
| 16 th | Motorcycle Diaries: Mad Man on the Road to Recovery | Steven Clark |
| 23 rd | The Glory of Lakeland | Members Pictures (digital & slides) |
| 30 th | Let's get Quizzical | Richard John (Fun Digital Quiz) |

The Club Room will close for the summer after the *30th March* and reopen for Autumn 2017 on *28th September* when it will be the Superstars. Thank you all for supporting our club room. This winter has been one of the best for attendance and picture shows. Have a good summer, and hope to see you all again this winter. If you, or anyone you know would like to show pictures at our club room please contact me (Anne 01254 232537). I would be happy to hear from them.



Blackburn & District CTC

Runs List - January to July 2017

Date	Destination	Meet	Leaving Time	Lunch	Tea	Approx Distance (miles)	
01/01/2017	Bowland Knotts	Whalley Bus Station	9.30	Feizor		55	
08/01/2017	Bronte Country	Whalley Bus Station	9.30	Wycollar		45	
15/01/2017	Malham Tarn	Whalley Bus Station	9.30	Airton		50	
22/01/2017	White Coppice	Brownhill Roundabout	9.30	Wheulton		45	
29/01/2017	Lothersdale	Whalley Bus Station	9.30	Gargrave		50	
05/02/2017	Clapham Tunnels	Whalley Bus Station	9.30	Clapham		50	
12/02/2017	The Great Sea wall	Ribchester Car Park	9.30	Knott End		60	
19/02/2017	Langber Lane	Whalley Bus Station	9.30	Settle		45	
26/02/2017	Cockersands	Whalley Bus Station	9.30	Glasson		60	
05/03/2017	Great Stone of Four Stones	Whalley Bus Station	9.30	Ingleton	Slaidburn	60	
12/03/2017	Car Assisted Run Meet Pateley Bridge, Southland's Car Park 9.30 (£1.80 parking charge)						50
19/03/2017	50 Miles or 50 Kilometers in 5 Hours Standard Ride*	Whalley Bus Station	9.30	Settle	Bashall Barn	50	
26/03/2017	Ted Hughes and Sylvia Plath Country <i>Mothering Sunday * Start of BST - one less hour in bed</i>	Whalley Bus Station	9.30	Hebden Bridge	Pendle Heritage Centre	55	
02/04/2017	Trough Of Bowland (joint run with Burnley CTC)	Whalley Bus Station	9.00	Applestore	Dunsop Bridge	65	

Date	Destination	Meet	Leaving Time	Lunch	Tea	Approx Distance (miles)
09/04/2017	Turbary Lane	Whalley Bus Station	9.00	Irbej	Knight's Table	65
16/04/2017	Ribblehead <i>Easter Sunday</i>	Whalley Bus Station	9.00	Ingleton	Bolton by Bowland	70
23/04/2017	The Stridd	Whalley Bus Station	9.00	Storiths	Gardenmarkers	70
30/04/2017	Ribble Estuary <i>May Day Bank Holiday Weekend</i>	Brownhill Roundabout	9.00	Mere Brow	Rivington	70
07/05/2017	Fairy Steps	Ribchester Car Park	9.00	Beetham	Tosside	90
14/05/2017	100 Miles in 10 Hours Standard Ride*	Whalley Bus Station	9.00	Dent	Settle	100
21/05/2017	Youth Hostel weekend – Dufton TBC	Whalley Bus Station	9.00	Horton		
28/05/2017	Darnbrook <i>Spring Bank Holiday Weekend</i>	Whalley Bus Station	9.00	Katie's Kitchen	Airton	80
04/06/2017	Shaking Moss	Whalley Bus Station	8.00	Sedbergh	Knight's Table	100
11/06/2017	200 Kilometers in 12 Hours Standard Ride*	Whalley Bus Station	8.00	Staveley	Scorton	125
18/06/2017	Semer Water <i>Fathers' Day</i>	Whalley Bus Station	8.00	Hawes	Gargrave	100
25/06/2017	200 Miles in 24 Hours Standard Ride*	Whalley Bus Station	5.00	Coniston	Kirkby Stephen	200
02/07/2017	Tunnel End	Accrington Town Hall	8.00	Dobcross	Hebden Bridge	85
09/07/2017	Snowden Crags	Whalley Bus Station	8.00	Stump Cross	Embsay	100

* Event counts towards the Supertourist Competition

Riders are reminded that it is advisable to carry maps - even the more experienced members of the club sometimes encounter route finding problems when club runs visit unusual or new destinations.

All rides LEAVE at the time stated. Please aim to arrive 15 minutes earlier to allow for mechanical or other problems.



DIARY DATES 2017



Look out for hostel weekends on the club room notice board, or see Stewart Clark for information.

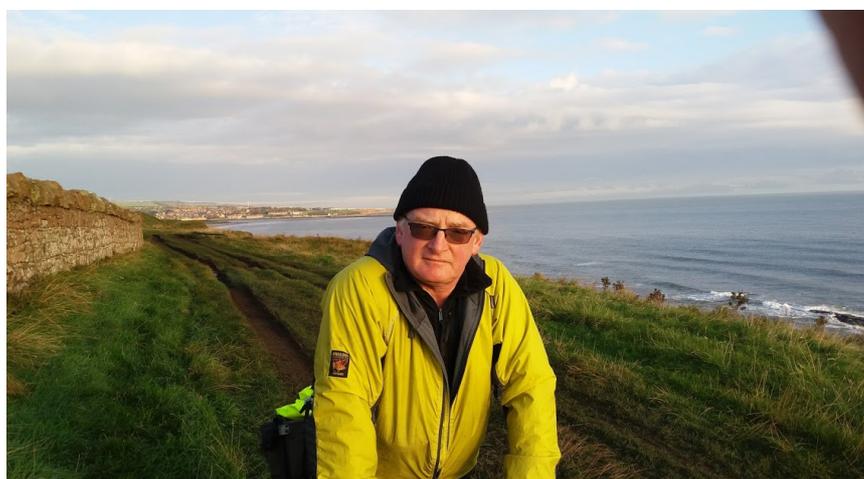
Thursday 12 th January	Signing on for racing and touring events, Club Room
Thursday 26 th January	Prize Presentation Evening, Club Room
Thursday 30 th March	Last Club room before summer break
Sunday 19 th March	*50 miles or *50km in 5 Hours
Sunday 14 th May	*100 Miles in 10 hours
Thursday 18 th May	2 up Team Time Trial
Wednesday 7 th June	Spoco Event, Bashall Eaves
Sunday 11 th June	*200km in 12 hours
Saturday 24 th June	*200miles in 24 hours
Wednesday 16 th August	*Club Hill Climb, Close Brow 7pm
Thursday 28 th September	Club Room opens for winter with *Superstars Competition
Sunday 5 th November	*Treasure Hunt meet Whalley 9.30 am and *Freewheeler Marl Hill 2.30 pm
Thursday 9 th November	Annual General Meeting (AGM)
Thursday 30 th November	Closing date for club magazine articles
Saturday 2 nd December	Christmas Youth Hostel weekend
Sunday 3 rd December	Christmas Dinner
Thursday 21 st December	Christmas Party at Club Room
Thursday 11 th January 2018	Club Room opens

* Event count towards the Supertourist Competition.

Entry fee for the Supertourist events are £5 in advance (for them all) or £2 on the day for each event.

Berwick-Upon-Tweed YHA by Nick Mackey & Steve Hodgson

Sunday 23rd October: We arrived at the YHA Berwick-upon-Tweed after lunch. Check in was officially between 2pm and 10.30pm, but we managed to access the room straight away. As part of a 20% discount offer I managed to book a triple en-suite room, which was excellent value. The car park was in front of the Hostel was free on Sunday, and free 4.00pm – 10.00am week days. There is a free 24-hour car park around the corner, with access to the YHA through a small entry. The YHA was a recent conversion from an old Granary, and had a café on the ground floor, and conference and an art exhibition on the 1st and 2nd floors. It was a bit damp when we set off for a ride so we headed out of Berwick on NCN 1/68, which avoided the main roads. We soon picked up NCN 76 and opted for a local route which took us in the direction of a ford. This was not passable due to recent rain, so we retraced our route and did a 20-mile circular tour around Paxton. The bike shed was well positioned in front of the Hostel, and had a cycle map on the wall, with a stirrup pump and paper towels to wipe bikes if necessary.



Getting food for the evening meal was a bit of an issue, as everything closed at 4.00pm. We eventually found a small Spar that was in Tweedmouth which was more of an off licence, but we managed to get enough for that night and for sandwiches the next day. There was a short cut back to the Hostel that Steve spotted across the old bridge. The self-catering was on the 5th

floor of the YHA, with a separate eating area and separate lounge. We found a micro-brewery called The Curfew nearly opposite the Hostel, which served pleasant drinks that was very worthy of supporting!!

Monday 24th: I opted for the YHA breakfast as I got 10% discount when I booked the room. These are excellent value, and well worth investigating!! The free WIFI was only in the downstairs area, but had enough signal strength on my Kindle to power Netflix and BBC iplayer!! We rode north again, using the NCN routes to get us out of Berwick, then headed to cross the A6105, passing through Ayton to Eyemouth. We then headed for Coldingham, and Coldingham Bay where Steve had stayed at the YHA. The sun shone and we ate our lunch at the Bay, then took the B6438 through Auchencrow and Preston (a different one!!) to Duns for a brew stop. We then took small lanes using the B6460 back to Berwick, making a nice 50-mile day.

We were in time for supermarkets this time, so I introduced Steve to the delights of B & M's where we bought the evening meal, followed by a walk along the Tweed to get some good photos of the railway arches. Again, the micro-brewery was supported and different drinks were sampled.

Tuesday 25th: After another YHA breakfast, we set off on the NCN 1, but this time south on the off road coastal route towards Lindisfarne & Bamburgh. This took us over tracks and lanes past the golf course, but a lot was on rutted tracks that were only passable with great care. Of course that did not apply to me, as I fell off twice!! Progress was really slow, and after having made a mad dash to get photos of the Holy Island Priory from the dunes on the island, we rode back to the mainland just as the waves started to cover the Causeway.



We followed the coast to Bamburgh, and ate lunch in a park opposite the castle. From Belford we worked our way north through the lanes towards Berwick, and managed to find a nice brew stop just north of Scremerston, next to Go Outdoors. Just off the A1167 Steve spotted a small lane on the right that led us over the railway to Spittal and the coast road to Tweedmouth and back to the Hostel. The weather this day was just as nice, although the slow going through the NCN 1 tracks made it seem longer than 55miles.

We called into The Barrels on Bridge St for a pre-meal real ale appetiser, and the last night meal was in the Magna Indian restaurant on Bridge Street. Whilst it was nice, be aware that the menu displayed outside has takeaway prices on, and the eating in prices are a lot dearer!! This needed a return visit to The Barrels for further discussion.



Wednesday 26th: We drove home using the A698 and A7 to pick up the M6. This was slightly longer, but far nicer than the A1 route, and is worth considering if you are not bothered about adding 20 mins to your journey home.

Etape du Tour 2016 - Something Old, Something New - Still in Blue! by Ian Stott

I've been cycling to the Alps numerous times previously. The allure of the magnitude and grandeur of these granite giants is sizeable. I've done most of the famous passes but all have been fully laden with camping gear, 4 panniers and all day to get to the next campsite. Great times! 2016 offered me a different holiday format in the Alps with a ride with some friends in the Etape Du Tour. I'm not sure if I should say this but the Etape is.... I need to just check who is reading this...the Etape is ...this is difficult for me say ... but the Etape is a sportive event. There I said it. Its off my chest now! I have been quite critical of sportives in the past and avoided doing them for various reasons but you can't argue with their popularity and the number of new cyclists it has brought to the sport and this was something different so I took the plunge.

Every year the organisers of the Tour de France chose the best, most appropriate stage and hold the Etape. It is always on the nearest Sunday in July to the actual stage of the tour chosen. 16,000 people ride. Try to imagine that number of people, on bikes. Its immense! The Tour de France peloton is 200 riders – so that's 80 Tour de France pelotons! It takes nearly 2 hours to set everyone off, 1000 riders every 7.5 minutes. It is like the London Marathon on bikes with an army of helpers, closed roads, and plenty of feeding and water stations along the route if you need some supplies. 55,000l of water (Vittel of course), 11 tonnes of bananas and 22,000 madelines just some of the food statistics required for this never ending swarm of hot sweaty Etapers. The success of this event and similar mass participation closed road events in Europe have led to replicas all over the world and plenty in the UK. Top professionals (who are not in the actual Tour of course) ride. Ex-stars such as Magnus Backstedt and Jeannie Longo were in this year's event. At the other end of the spectrum a 'celebrity' team of non-cyclists were trained up to ride this event with simply finishing a major goal. I've just seen the first episode of Celeb de Tour on Channel 5. Please do not watch if you are expecting a cutting edge drama on the commitment and hard work needed to train for this event. Do watch if you like comedy and celebrities you have never heard of making fools out of themselves!



My group of friends were also mixed abilities ranging from people whose big challenge was just finishing to people who wanted the fastest time possible and a high overall position. A bit like the London Marathon there is a large number of people who just want to finish but also everyone gets a position and a time so it is a race at the end of the day, the high places get international kudos. Initially I just wanted to get around but after some decent miles and some gained fitness I had aims a bit more towards the front of the pack.

The big day arrived soon enough and with enough miles in the legs, logistics for after the ride sorted (the finish was 50 miles from the start!) and a VERY early get up to ride

15k to the 7 o'clock start (yes in the morning) everything was in place. Everyone gets pre-allocated a number and to one of the blocks of 1000 rider starter pens. Lots of crowds lined the start behind barriers and a commentator was chattering away over the loudspeaker in French. It was a great atmosphere and a big build up. Everyone had to have a number on the front of the bike, an electronic timing split and a body number. The choice of body number placement was interesting – half of the cyclists waiting to start with me had numbers on the back of their body (like a racing cyclists – me included) and the other half wore their number on the front of their body. To me it indicated people who had ridden races in the past and those who had just done sportives, or running (incidentally these were also the ones I tried to avoid riding near!).

Megeve was a great start town with Mont Blanc and other white topped mountains looming overhead punctuating azure blue skies. Not so cold even at silly o'clock in the morning but forecasts were for a rather balmy 37 degrees later in the day. This wasn't the longest Etape du tour ever at 87 miles none the less it was still fearsome with 4 big alpine passes and 4300m of vertical climbing. I had been preparing mentally for this but a few days before the start the penultimate pass had been removed from the route for safety due to recent rock falls. I was a bit disappointed at this news in a weird way but at the finish I was quite glad! The route was still formidable at around 85 miles and 3500m of climbing.



Obligatory start line Photo. My actual start position was about 3000 riders further back!

07.22 and 30 seconds was my group's start time and we rolled away prompt. My actual recorded time didn't start until I passed the electronic sensor under the start gate a minute or so later – still well in the middle of my 1000 rider bunch! Almost immediately the Col des Aravis started, a 2nd category climb taking around 30 mins, stringing the riders into a long snake winding up the gradual hairpins. A quick descent followed into the Ski village of Le Grand Bornand before the 1st category Col de la Colombier. I was trying to pace myself early on and not get too giddy – 'race head!!' – but it was difficult to hold back with the other competitors around and all the tour history on those roads – the names of Tour de France stars painted in the road from previous visits of the tour. I had a quick one minute stop on the way up to take water from a feed station, only just over an hour into the ride and I was already low on water. The last few kilometres are quite steep and hair-pinned and an appreciative crowd gave encouragement and took photos. No time for photos and the usual top of pass photos and coffee!

The descent on closed roads was fast and exhilarating but care was needed with other cyclists with mixed handling abilities. (numbers on the front of jersey!). With the Ramaz removed and replaced by a 20-mile valley road to the bottom of the final climb a reasonably large bunch formed – a couple of local French heroes dragging everyone along at a decent speed. It was a time for rehydration and eating before the final obstacle, the steepest, longest and highest pass of the ride. The fearsome Col de Joux plan. 10k long and averaging 1 in 10. Scene of Lance Armstrong's famous hunger knock blow up in 2000 and many another famous Tour de France battles. This region

Thinning bunch on the Col De



sees a lot of British holiday makers and ex-pats so there were lots of Blackburn love on the way up. It was starting to get VERY hot! Locals sprayed hosepipes over the cyclists which was a welcome respite. I had paced myself previously and kept energy levels high so I managed to ride the climb well and passed a lot of slower riders from the earlier groups – always a good feeling. A stinging steep straight section half way up nearly put my lights out and I was quite glad to reach the top knowing it

was a fast descent straight to the finish in Morzine. Unlike the tour I didn't have to go flat out racing for the win on this technical steep descent – a few days later, on the actual Tour de France stage it was raining – I don't envy those guys racing in the wet down there!

The finish line was amazing – lots of crowds cheering. Commentators urged you home, a big finish barrier and due to the electronic timing and instant result. My name and time flashed up and absolute position over the line. 4 hours 33 and 1100th to finish – not bad bearing in mind I set off in around 3500 position – all before

12 o'clock! My net position on actual time was 960th which I was pretty happy about. The winner was almost an hour quicker though – a French professional. Chris Edmondson finished half an hour quicker than me and in the top 160 riders which was brilliant. My friends who started later just managed to get around and were delighted to finish – especially after enduring the hottest part of the day on the Joux Plan. They said there were scores of competitors taken to walking – and the guy selling cans of coke out of a stall for £3 was doing a roaring trade.!

Obligatory finish and medal photo!



The organisation was top notch, I enjoyed doing something completely different and being part of something big. An event to put in the diary and prepare for – and travelling all that way meant you wanted to make the most of it even more and do the best you could.

Almost immediately you could go onto the website and find all tour times for various sections of the course, the climbs and splits along the route so you could compare your progress with friends and all the photos of you along the course had been uploaded to the website instantly – some fancy number recognition technology and automatic uploads – very impressive.

The beer in Morzine, although costing a fortune, was well worth it and very much enjoyed! So was the next few! In 2017 the Etape is again in the Alpes. From Briancon and finishing on the top of the Col de Izoard – and yes we have all entered again!

Piccadilly to Pembroke by Tony Stott

Having perfected a quiet, off-road cycle route to Manchester, and having discovered there is a train from Piccadilly to Pembroke, we went for it! The journey, with no changes, is six hours long. The train speeds through the beautiful, green countryside of England and Wales, passing many towns, stopping at a list of stations that is as long as your arm. The list of place-names is like one of those “line poems” by the artist Richard Long, seen hanging in the Tate.

This journey is, of course, literally a line

The train crosses roads and lanes that we have cycled in the past, nostalgic junctions, an intersection of memories, interstices of history, the crossways of time. The train slices through a patchwork of “coloured counties” (AE Houseman) on its way to the terminus at Milford Haven - Cheshire, Shropshire, Herefordshire, Monmouthshire, Glamorgan, Carmarthenshire and Pembroke.

It was a beautiful day in mid-March and it seemed a sacrilege to be pushing our bikes inside the station at Manchester to sit on a train all afternoon. We should not have worried so much. The journey was a complete pleasure, the views stunning, the places mesmerising. It was a trip worth taking just for the sake of it – one of the Great British Railway journeys.



Arriva Trains Wales, a subsidiary of Deutsche Bahn (formerly German State Railway), are smooth, fast, clean and efficient, with a great on-board snacks and beverage service. Our tickets cost £36 each, bikes free. We left PICCADILLY bang on time, 1233 hours.

We arrived at every stopping station early and departed exactly on schedule...

1310. CREWE.

Nostalgia starts to kick in. In 1976 we left Crewe station and cycled to Chesil Beach and back – “the Downs South” tour.

1321. NANTWICH.

We left our car nearby in 2008 (Ian picked it up later that day) and rode through mid-Wales, eventually over the Devil’s Staircase. My frame snapped at the rear drop-out and I had to walk to Borth! We had to catch the train home from Aberystwyth via Shrewsbury.

1344. WEM.

We stopped in Wem in both 1976 and 2008. I remember having a great hot chocolate there 8 years ago at a garage, and a couple of jam butties there 40 years ago!

1359. SHREWSBURY. Where the longest river in the 2 countries winds under the English Bridge and the Welsh Bridge, the serene Severn (after the floods).
- (CRAVEN ARMS). Stunning views of the Long Mynd, memories of the 2005 club tour to Wales that Chris Miller and Adam Pinder came on, to name a few. Also, we came here with Brayley on the 1997 club trip to Clun when Ken H made pancakes for all the Norden lads and the Stott girls. I remember Brayley taking us to visit Stokesay, a mediaeval moated castle. Ah look! It's Stokesay Castle!
1428. LUDLOW. Where Brayley recommended we buy the best chocolate cake in Britain, and where he promptly bought the last piece before we got there! 1997.
1438. LEOMINSTER. Jenny caught the train here to meet us at Kington YHA on the 2005 tour. The lads (Dicko, Chris and Adam) rode down the valley to escort her.
1453. HEREFORD. We rode through the city on our way back to Crewe on the 1976 tour. We bought a book there, Alfred Watkins' "The Old Straight Track".
1518. ABERGAVENNY. We had lunch here on the glorious 2011 Easter tour of Wales with Tara, Richard, Sarah and Carl. I had a blow-out, I patched it with a piece of old tyre, and Carl assured me it would get me home. Then Sarah had a worse blow-out and I leant her my "old faithful" – a 20mm folding race tyre. We went to the bike shop and I didn't buy the Schwalbe Marathon for £30! Sarah had to buy one. When Paul Melling punctured at Whalley on this year's 200 km event, jeopardising his Grand Slam ambitions, guess what I leant him? "Old Faithful". Yeah! Paul got his Grand Slam!
1546. NEWPORT. On the 1998 club trip to Brecon with the Norden lads, Joe Lofthouse, Ken Day and Dennis Walsh to name a few, we went to the swimming baths here. We've passed the half-way point of our rail journey, bang on time.
1607. CARDIFF. We have had so many good times in Cardiff over the last few years, where Captain Scott set sail for the Antarctic on the Terra Nova, where the Wales Millennium Centre, built of grey slates, proudly displays the words "Crev Gwir Fel Gwydr O Ffwrnais Awens" – "In These Stones Horizons Sing".
1721. SWANSEA. Dylan Thomas's birthplace and start of the inspiring Gower Peninsular. In 1987, our 3-year-old Rosie moaned incessantly for 2 hours "I want an apple" as we drove to Laugharne in torrential rain. The windscreen wipers broke and Rosie forgot what she wanted but kept on moaning as the rain persisted – "I want a I want a I want a wanta".
1750. LLANELLI. Beautiful vistas across Carmarthen Bay, the sun dazzling the sea, with elusive views of Rhossilli Down on the Gower.
1819. CARMARTHEN. The railway follows the shores of the estuary of the River Towy for ten sublime miles up to Carmarthen. We cycled through here on the 2005 tour.
1833. WHITLAND. We alight the train after a mammoth journey, the platform deserted, night setting in. The train pulls away, bang on time, like a friend leaving for a foreign land. We look at each other, just Anne and me, in the gloomy dusk. Wind chills this lonely country station on the Pembrokeshire border. All we have to do now is to cycle round the Welsh Coast to Harlech, then to Craven Arms in Shropshire, then the Peak District, Manchester and home.



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Congratulations!

May Stott & Richard Hawkins

were married in Wetherby on 17th September

Best wishes from all your friends at Blackburn & District CTC

South Korea by Steve & Anni Gregson

Korean transport is efficient and plentiful. 10 minutes after `ARRIVALS` in Seoul, bussed across new, high, bridges to the east coast to avoid busy capital city roads. What infrastructure. Two anxious days followed, hardly any GLOBAL ATM`s. Finally headed south along the East Sea coast, heavily barb wired (too near North K.). Looking for early morning coffee, followed fancy dress folk, came across a street festival included a rice harvest dance, North Korea twirling big- skirted dance troupe (propaganda?), 30 man Tug-o-War, comical historic dance, side stalls with food and health checks (B.Press. both 120/80, OK), a lovely day off. Rock`n`rolled, busked for 1000 WON! A few days later at Hahoe Village, guide there by a lovely Korean cyclist family that picked us up in a road-side café! A living museum, two wonderful masked dances; they are proud our Queen had visited the historical houses, still lived in.



Continued through heavily deciduous wooded mountain valley roads. Traffic fast moving but not heavy. Vehicles have priority over pedestrians and cyclists! What`s new? It can get hairy. Old ladies crouched, backs bent tending to their plentiful crops- rice, burdock, greens. Leaves turning red and golden especially up at a ski resort. Large areas of cosmos and lotus flowers look so beautiful. Otters playing in a river, peering curiously at Anni. Marvellous.

Accommodation OK- hotels and motels, all en-suite, re-vitalising body scouring cloths, bicycles in room or reception areas. Even a beautiful temple when, at dusk, escorted by friendly Police. There, drums and chanting late at night and early in the morning, food healthy and small portions OK. Towards Busan, mostly Love Hotels. Ubiquitous under-floor heating so cozy (and dries the clothing). A Homestay- we saw how Koreans live.

Korea seems to do lots socially, well-used outdoor Gyms, board walks in the many parks. Health and safety tips on TV. All thin and friendly but quite untidy! Agricultural but huge cities. TV: news has China fishing boats being repelled at territory limits, N.Korea threats are daily news, Trump v Clinton. Premier League football.

After 10 days, from Andong we started the 385km. Nakdonggang River Cycle Path, away from traffic, relaxing and flat, an inspiring idea from the government when they thought their people were getting unfit. Lots of cyclists doing it in 150km days, travelling light, credit card touring. Top of range bicycles. Fully masked (against sun?). The Path is easy to follow, W.C.`s every 30mins., good surface and fully signed. In Korea food sometimes a struggle, dark at 6pm so a beer and `surprise` menu food, spicy, cabbage, pork/chicken. Some lively nights, the first evening, managed to persuade the (inebriated) next table not to pay our bill. Applauded another time - `(old aged English) cyclists`.

Rode up coast from Busan a couple of days to find lobster to eat and return there to take a ferry to Japan for the final two weeks. Left a vibrant, increasing economy for perhaps one past its peak (like UK?). Weather had been warm/cool, shorts and 2 layers plus Goretex mornings. Damp twice only.

Finally, near Busan, we found some Rough-Stuff riding. Just when we think to have a relaxing day off sight-seeing in a city, the cyclist/ hotel owner really wanted to cycle with us, so were driven over to his birth-place and rode narrow tracks between allotments and streams, over steep bridges without sides, through small villages and farms, historical interest sites. His old friends owned persimmon sheds, with firewood boilers supplying underfloor heating to upstairs living accommodation.

By the end of October, it was becoming cooler but Kyushu, Japan is more south, should be a bit warmer and we can see Autumn tints again. That and eating whale meat is another story. Korea had been a good destination for an October tour, enough of interest, easy cycling, good accommodation and civilised.



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A Wedding Weekend by Stu & Sue Clark

We'd received our invitation to our friends Jane & Simon's wedding in late Winter 2016. June the 4th '16 was the date set for their big day but included in the invite was to arrive for a meal the evening before; to allow the guests to acquaint themselves with each other. The venue was to be the Cragside Country House Hotel, overlooking Windermere with the wedding taking over the whole hotel. We both decided 'in tandem' to cycle up to the lakes, taking the Friday off work. Thankfully, Simon's parents had kindly offered to take our luggage for us, so we needn't bother about carrying suits and frocks on the tandem!

As the big day approached, we were keeping a close eye on the weather forecast. It was due to be warm on the Friday and Sunday but overcast for the wedding. We'd no need to set off early on the Friday morning as our plan was to ride less than 70 miles. We used the usual route out towards Settle via Wiggleworth & Rathmell, but we then headed off towards the Lakes cycling through Eldroth and Clapham station. The route I'd planned then threaded a way between the two Benthams and Burton-in-Lonsdale, towards Tunstall. It was along this section that we rode some delightful lanes we'd not ridden before. As the day unfolded, the temperature climbed steadily but it was pretty well perfect for cycling with lots of late Spring sunshine, very little wind and great views unfolding all around us as our tyres rolled over the tarmac. Our lunch-stop was at Kirkby Lonsdale and how grateful were we of the old covered cross in the market place? The sun was now beginning to beat down upon us and our reserves of sunscreen were perilously low, so a quick nip around the chemists to stock up was called for.

Once refreshed it was onwards again, with the intention of following the 200km standard ride route for a while but I lost that and ended up wandering around and over the drumlins that litter the landscape in these parts. Still, these byways were very quiet much more preferable to a main road with traffic thundering past. Alas the peace didn't last as we approached Kendal via Oxenholme, with the brakes under pressure passing the station. We quickly weaved our way through Kendal's one-way system and by using the very useful contraflow lane in the town centre, we were soon heading off to Burneside. Our next stop was in Staveley. The approach road from the South was blocked due the bridge being damaged in the floods earlier in the year but as we were on two wheels, this didn't delay us long. Rather than having something from the bags, soaking up the sun, it was time for brew and bite in a cafe. This gave us a respite from the heat which we were not really used to quite yet. A little further along, at Ings, our route really was blocked. The council had taken the opportunity afforded by the fine weather to dress some roads. As there was no room to pass the machinery, we had to press on alongside the busy A591. A right turn soon had us away from that mania and climbing up, with Orrest Head off to the West, with greater Lakeland vistas coming all the while. Stopping for a drink by a field gate, we spotted some unusual cattle in the distance. A few Longhorns were relaxing in the heat; no strenuous cycling for them! It was still quite early as we dropped down towards the Troutbeck valley but this was part of the plan.



The Mortal Man is featured in one of Albert Winstanley's Golden Wheels books and it was high time we paid a visit. Negotiating the path down to the beer garden with our tandem, two pints of beer were very gratefully quaffed. From the Mortal Man, it was a sharp downhill to the Ambleside road and at last, a refreshing shower quickly followed by a fish supper with the other guests.

As per the forecast, Saturday started off very overcast but by the time Jane and Simon had tied the knot, the sun was coming out once more. Not really ideal weather for wearing a 3-piece suit but better than rain. There were plenty of photographs taken, as would be expected but we had to get our tandem out as the newlyweds wanted a few pictures of it as well as ourselves. Not to be outdone, Chris, who had also cycled up the day before, sneaked her bike into the photos as well. The wedding day was pretty much perfect with a cruise on Windermere and plenty of good dancing songs being a couple of highlights. Alas all good things eventually come to an end and so it was for Jane and Simon's wedding day. But we still had to ride home.

Following a splendid breakfast on the Sunday morning, it was time to head back to Clitheroe. At this point, you might expect us to take an easy, low level route home. By coincidence, the club was riding to Sedbergh that lunchtime and in spite it being out of our way, off we went. There isn't a flat route between Windermere and Sedbergh but we must've taken about the hilliest there is. Straight away almost the road reared up to 1:6 before us but undeterred we dug in. It was somewhere along the Old Scotch road that Anne's text message came through. The club were about ½ an hour from Sedbergh. Oh dear, we're going to be late. Minutes later and another message beeps its arrival; Anne, we're there. Now we ARE late. Never mind. They were waiting patiently for us outside the Spar as we rolled in hot and a little bit sweaty. The runs list had the ride 'destination' as Galloway Gate and if you are familiar with the club runs, you'll be aware where this is.

We left Sedbergh along the Garsdale road, which gently winds its way up this pleasant valley. It's not until turning off for Garsdale station do you realise what's in store. The unclassified road quickly ramps up as it passes under the railway. Steve soon dropped everyone as we all made our separate ways to the top. The road eventually climbs to around 1755' above sea level and so from such a vantage point, the views were excellent for us on this fine Sunday afternoon. You don't enjoy the height for too long though. The road quickly heads back downhill, passing over Dent station along the way. Everybody's brakes were complaining by the time we reached the valley floor of Dentdale. Following the river Dee upstream to Denthead we had another bit of a drag to reach the Hawes to Ingleton road. Thankfully it's more or less downhill from here all the way home. We stopped at Knight Stainforth for tea as everyone was feeling a bit jaded by the heat.

I hope this account has given you an insight to our long weekend away. It was a really enjoyable and diverse weekend. But it shows that with a little effort, bikes can be used where most might not bother trying. For us, it's always preferable to get out and ride our tandem.



Cycling Miscellany

All or Nothing * Bike Lingo * Member Profile *
What's in your Saddlebag? * Zodiac Drinking Code

All or Nothing Quiz

All the answers to the clues contain the word "all". There will be a prize for the first correct entry drawn out of a hat at the Presentation Night (26th January 2017). Entries to Tony Stott.

- Q1. Song by the Kinks, reached No 2 on the UK Chart in 1965.
- Q2. The first day of November.
- Q3. The motto of the Four Musketeers.
- Q4. A song from "My Fair Lady."
- Q5. A village in "Under Milk Wood" (read backwards!).
- Q6. Ringo Starr's contemporary band.
- Q7. 1966 film about Sir Thomas More.
- Q8. They sang about "Martha's Harbour" in 1988.
- Q9. In Higham, an inn built in 1792 with an intriguing sign.
- Q10. Large, rectangular bag with handles and a shoulder strap.
- Q11. A play by William Shakespeare.
- Q12. Frankly, the Best Original Song at the 1957 Academy Awards.
- Q13. Bertie Bassett is made of these.
- Q14. A synthetic area for the multiple use of sports.
- Q15. Song written by David Bowie, recorded by Mott the Hoople.
- Q16. TV series about the vet, James Herriot.
- Q17. A thing or person regarded as being the ultimate or utmost.
- Q18. Anglo-Canadian female pop group, formed in 1993.
- Q19. The second day of November.
- Q20. Cycling Time Trials competition involving average speed.



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Bike Lingo – An Essential Guide for New (and some old) Members

Behind!	Person in front is stopping suddenly.
Bonking up.	Running out of energy and getting really hungry.
Burning it up.	Setting a faster pace than the group is riding at.
Burnt off.	Not being able to keep up with the riders (who have burnt it up!)
Bit an' bit	Working together at the front of the group sharing the pace.
Blown up.	You've actually run out of energy and food! (your legs are like jelly)
Big ringing it	Riding in the big chain ring giving you a big big gear.
Car down.	A vehicle approaching from the front of the group.
Car up!	A vehicle on the road directly behind the group.
Coming through	A vehicle or rider passing the group from behind.
Cruising.	Riding with hands on top of your handle bars nice and relax enjoying life.
Easy	Potential hazard! Riders in front of you may brake.
Evens.	20 m.p.h. average speed.
Getting it rolling.	Starting to get a steady smooth fluent riding pace.
Granny ring.	Smallest chain ring, (easy peasy gear for BIG up hills.)
Got a knock on.	Getting hungry and knackered.
Honking.	Riding out of the saddle.
Hammering.	Riding really fast.
Half wheeling.	Riding a foot (or can be half a bike!) in front of the rider next to you.
Just pottering on.	You're knackered and don't want anyone to know, so you set off first!
Kick back.	Rider in front gets out of the saddle and jerks backwards nearly running into you. (scary eh?)
“Knock a rev off!”	Telling the front riders to stop riding faster and faster and faster.
Left!	A pot hole (or dangerous object) on the left hand side of the road.
Line out.	Riders one behind the other (back wheels almost touching front wheels) going a fast steady pace. (well exciting).
Middle.	Pot hole or dangerous object in the middle of the road.
On the hooks.	Riding with hands on the drops of your handle bars.
Off back.	Dropping off the back of the group, not managing to keep up.
Right.	Pot hole or dangerous object on the right of the group.
Rider thro'	Rider coming past on the outside of the group.
Single out.	Go from riding two abreast to one.
Sitting in.	Riding in the middle or the back of the group, not doing any work.
Twiddling.	Peddalling really really fast in a low gear.
Tempo climb.	Turning the pedals nice and smoothly up a long drag.
Underneath.	Pot hole or dangerous object directly underneath where you are riding.
Wheel sucking	Staying behind a rider and not going to the front at all.

Member Profile – Tom Melling

The following article, written by Henry Gregson, appeared in the April 1984 Edition of the Club Magazine. We thought you would appreciate a reminder of the dedication and achievements of one of our longest serving (ie oldest!) members:

Section Vice-President, Tom Melling, was presented with the C.T.C. Certificate of Merit at the Club's National Dinner, held at Samlesbury in February. Here Henry Gregson gives an appreciation of Tom's services to the Section and the C.T.C.

Way back in the 1950's a small group of members from the Audley area made sporadic appearances on clubruns – usually the reliability rides. One of these members was Tom Melling who joined the section in 1954,

It was obvious then that cycling in general and the C.T.C. in particular were to be a major factor in Tom's life. It was a few years before Tom was riding regularly with the section but then he was soon leading runs and Y.H.A. and camping weekends.

In October 1961 Tom first appeared on the Section Committee as Y.H.A Secretary and as far as I am aware has served on the committee ever since, for many years as Runs Secretary.

In the 1960's, when the Secretary had to retire, Tom carried the main burden of running the Section on his capable shoulders for several years. Not being a clerical man however he preferred others to look after the secretarial side! These were difficult years for the Section and it was very much due to Tom's dedication in chasing avenues of publicity and searching for ways of bringing in new members that the Section came safely through them.

As a very fit cyclist Tom was always leading the way on runs and weekends and particularly in leading tours to many places at home and abroad. Being fit and competitive Tom has also had a go at time-trialing with the North Lancs Road Club, putting up some extremely good times and excelling in hill climbs. In quieter vein Tom has also enjoyed much success in photography. His superb slides have entertained many audiences, both cyclists and non-cyclists and have brought numerous awards in both Section and open competitions.



Unfortunately an accident, leaving him with a damaged ankle has slowed him down a bit but his dedication to cycling and the Section remains the same. When these facts were put to the National Council of the C.T.C. in November last year they were unanimous in awarding Tom the Club's Certificate of Merit, the highest award available to an ordinary member. This award was not made public until February when the Certificate was presented at the National Dinner by Club President Ivy Thorpe. In the meantime the same dedication that Tom brings to everything he does brought him the award of the B.E.M. in the January Honours List for his work with the North West Museum and Art Gallery Service. This rounded off a very eventful year for Tom as in September he got married! So to Tom and Ruth go our hearty congratulations and best wishes for a long and happy married life. On behalf of the Section, Tom, thanks for all you have done for us.

Henry Gregson
April 1984

Caroline Collinge asks - Why carry a saddlebag?

This is a question a lot of cyclists ask themselves as they park up on their lightweight racing bikes next to your touring bike. But for a touring cyclist the saddlebag is the ultimate in providing you with freedom and a comfortable way to carry your kit on your bike.

Yes, you can manage with a small rucksack (if you don't mind the weight on your back and the sweat) or pockets stuffed to the max but for the ultimate in comfort and reassurance that you have got everything you need with you, you can't beat a trusty saddlebag.

A saddlebag is like a comfort blanket or an insurance policy to give you some piece of mind when out on a ride. I feel a bit vulnerable if I set off without it, with it I'm covered for the following eventualities...

- Fix running repairs (and not just punctures) – I've seen/heard stories about most types of mechanicals being fixed (or at least allow you to make it home) with the contents of a saddlebag and the ingenuity of a club member or two. Just a few examples:-
 - Ripped sidewall – carry a spare narrow piece of tyre
 - Snapped chain and damaged derailleurs – carry link extractor
 - Snapped brake and gear cables – carry spare cables
 - Broken spokes – carry spare spokes

- Snapped forks – fixed by whittling a piece of wood with a pen knife and slotting between broken fork sections
 - Soles coming off shoes – tape up with insulation tape
- Prevent theft – carry a lock. Unless you don't care if someone nicks your £5,000 Pinarello - perhaps the fact that a saddlebag would just kill your street cred is a risk worth taking?
 - Prevent blowing up – carry food.
 - Prevent getting soaked – carry cag.
 - Prevent overheating – store excess clothes when the sun comes out and layers need to come off.
 - Prevent hypothermia – carry extra layers, gloves, hat, buff, etc when the temperature plummets.
 - Prevent getting knocked off – carry hi-vis vest
 - Prevent getting sun burnt – carry sun cream
 - Carry unexpected purchases home – eg cheap scones/break from Lunesdale Bakery in Kirkby Lonsdale!

We are also fortunate enough to have one of the oldest makers of saddlebags – Carradice of Nelson – on our doorstep. Check them out for their latest styles, including one that incorporates Harris Tweed fabric. *[editor: Is Caz on commission???*

'Desert Island Saddlebags'

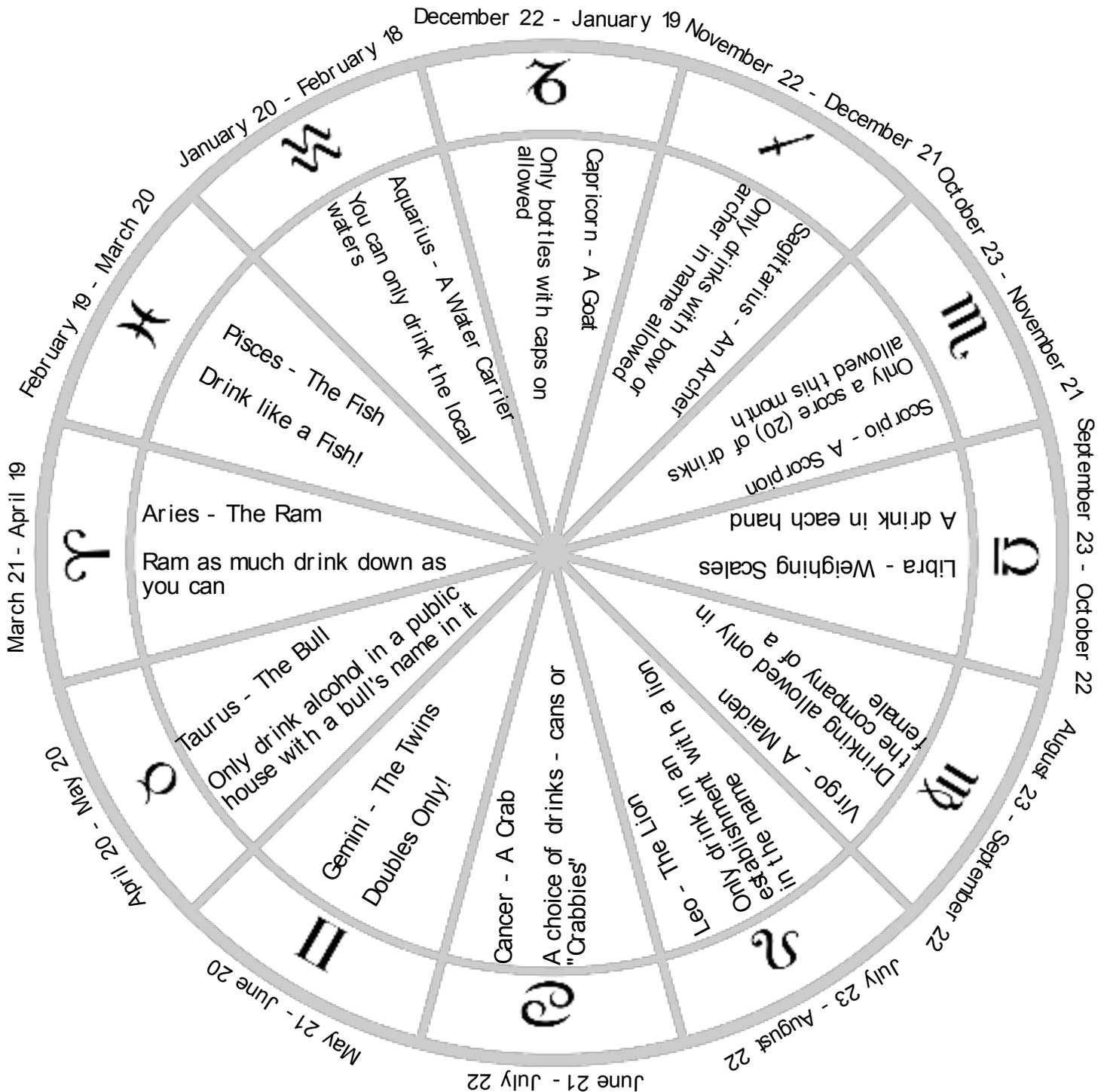
I asked some club members what three items they would not be without in their saddlebag and what 'luxury' item they would like to have with them? Can you guess the member from their replies? Answers at the bottom of page 48.

- A) 3 Items: Gloves, Food, Money
Luxury: Camera
- B) 3 Items: Fold-up Tyre, Tyre Levers, Spare Glasses
Luxury: Biltong air dried beef! (you'll have to ask him/her about this!)
- C) 3 Items: CTC Long-Sleeved Jacket, CTC Hat, Gloves
Luxury: No luxury items!
- D) 3 Items: Lock, Inner Tube, Tyre Levers
Luxury: Surgical Gloves (for soft delicate, oil free hands)
- E) 3 Items: Food, Cag, Map
Luxury: Camera

So don't be scared of the saddlebag, it could be a lifesaver!

Zodiac Drinking Code

Instead of giving up alcohol for Lent, follow this simple zodiac drinking code to control your alcohol intake throughout the year:



If you have any articles you would like to feature in the next issue of the Club Magazine or have any comments or ideas about the contents please e-mail them to:

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Final Thoughts

by Mike Bradbury

February this year I came off my bike on a club run due to a step in the road fracturing my hip. It has now recovered well enough for me to enjoy cycling again with all my friends – just brilliant!

I also hit my head on the road, broke my helmet, and apparently slid for around thirty feet, this I have no recollection of. The good news is that I did not suffer any head injuries, however I do wonder what the result would have been had I not been wearing one.....

I know this causes strong feelings about for example, freedom of choice or putting people off taking up cycling. The CTC (sorry Cycling UK!) have their own opinions about helmets and somewhat perverse views regarding the current fad many cyclists have for wearing black jackets.

Last year one of our group was around 200-300 yards ahead of us on winding lanes, even though we knew he was there we were unable to see him in his very dark blue top. Of course hi-viz clothing and helmets should not be compulsory, I just have a sneaky suspicion that wearing a helmet and making yourself more visible to other road users if you are vulnerable, not only cyclists but also motorcyclists and horse riders, makes a lot of sense, the flash of a bright colour will alert a driver to a horse rider/biker in the distance.

I am sure many of you, like me, will have not seen a cyclist or horse rider until quite close to them – their dark clothing merging into the hedgerow.

Back to helmets, if only we were like Holland or Denmark who actively invested in a safe cycling infrastructure I wouldn't be writing this and the last thing we want is to put people off with lots of rules, the more cyclists are on the road the safer it is for us, but here is something to perhaps persuade you that wearing a helmet may be a good idea:-

The University of New South Wales presented a paper in Finland to the Safety 2016 conference which analysed 40 separate worldwide studies detailing injuries to 64000 cyclists. This study showed that wearing a helmet gave an odds reduction of:-

- 51% for a head injury
- 69% for a serious head injury
- 65% for a fatal head injury
- 33% for a facial injury.

You can read an article on the Guardian website about the analysis, there is also a link there to the full report available from Oxford University Press.

I know you can find arguments to support any opinion on the internet on any subject; however, this analysis appears to be thorough and independent. Their intention being to determine whether either side of the helmet debate is right, or if there is still no real evidence to support either side

Many accidents are never reported, for example my daughter and another rider who both broke their helmets when they came off on a very small patch of black ice on a bend. Both hit their head on the footpath had grazes but no trip to A&E. Or a friend who has had three helmet breaking falls, none his fault when riding in a group. His comment, if you will excuse the pun was: - Really Mike on deciding whether or not you should wear a helmet, it's a no brainer.

Two friends believe helmets make you take more risks, very funny, both, one in Staffordshire and the other who lives locally overtook me on a sweeping downhill run, on both occasions I was doing around 40 mph, guess who was the only one wearing a helmet.

My fall really highlighted when I returned to the lanes again, just how bad they are. Some potholes I saw were very deep and only around a foot wide, so hard to see from a distance and even harder to avoid if there is a milk lorry overtaking you. Logically with cuts in local government funding our lanes are only going to get worse, not better.

Though I have regained most of my confidence, pre accident just like I suspect most of you, I took poor road surfaces as just a part of present day riding not a big deal. This was my first real injury in 68 years of (almost) continual cycling, the other three falls were minor, yes there were only three and I remember each of them, so don't think that because you, just like me, have had years of cycling without hitting your head it will never happen.

That's It! We really hope you enjoyed this issue, thanks again to everyone who has contributed. Look out for the Club leaflet in the summer for the runs list and social programme for the rest of the year. All being well, we will be back with the next issue of the Club magazine in December 2017.

Anne & Richard