

Blackburn & District Cyclists' Touring Club



2018 Club Magazine
blackburnanddistrictctc.org.uk

Discover a world of Freedom

With over 90 years of history and heritage to our name, there isn't much we don't know about all disciplines of cycling. Our roots are firmly set in touring with club members having explored in over 60 countries at the last count. Needless to say we know the lanes of Lancashire, Yorkshire and Cumbria like the back of our hands – so our weekly Sunday touring rides will take you to places from your doorstep that you never knew existed.



But that's not to say that's all we offer! We have had great success in our racing section with five National Hill Climb Championships since 1999 and numerous time trial victories at county and national level. Club members have also participated in many Sportives and our club runs will certainly get you fit for these.

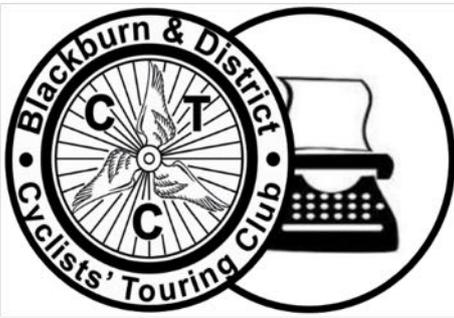
Cycling in the UK is on a high and if this has inspired you to get out on your bike then contact us now to discover a world of fun, freedom and adventure. Riding in a group is easier than riding on your own so come and give it a month's free trial and see where Blackburn & District CTC will take you!

New Members

This club welcomes anyone who would like to try out our various activities. These include regular Saturday & Sunday club rides, Y.H.A. and camping weekends and a clubroom with a social programme from September to March.

Prior membership of Cycling UK is not essential for new members but it does provide £10m third party insurance cover (which protects you on and off-road, including Sportives and Time trialling) and is necessary for anyone participating in club competitions. Full membership should be taken out after a trial period of approx. one month and prior to participating in any Y.H.A. trips, standard rides, time trials and club competition events.

Riders under 16 may participate in club rides provided they are accompanied by an adult or have the committee's permission to ride with the club. All riders under 16 need to have their parent's permission before participating in any club activities. A disclaimer will be required by the committee as proof of this. These can be obtained from the club secretary.



Editorial

by Anne Stott & Richard John

Welcome to the 2018 Club Magazine. Inside you will find a wide variety of articles including all the latest club news, touring reports from the UK, Europe and beyond and also a few articles looking back at the 'good old days' – we hope it brings back some memories. You will also find the all-important club runs list on the centre pages. In 2018 we will not be running the 200 mile event so there will be no Grand Slam – but we will be running a new 100km event and if you complete this and the other three standard rides you will gain a bonus of 300 Supertourist points.

As a club it is important that we not only enjoy riding our bikes together but that we also contribute to the wider family of cycling. One of the ways in which we do this is by organising our two annual time trial events. The type of events we choose to run reflect our values as a club – a 2 Up Time Trial which emphasises the team nature of cycling and a Hilly 'Sporting' Time Trial which affirms our preference for the 'scenic' over the 'fastest' route.

Last year we celebrated the 20th Anniversary of our 2 Up Time Trial which was once again run over the St Michael's course in May. It was a great success with 30 teams of 60 riders entering the event. The fastest pair were James Gullen & David Allonby who covered the 10 mile course in a new event record of 19 minutes and 16 seconds.



It takes a great team effort (and we do have a great team) to stage this event and also the SPOCO on the Bashall Eaves course each June, but the biggest burden falls on the event organisers themselves. We are very fortunate to have two of the most enthusiastic event organisers in the sister act of Anne Stott (2 UP) and Helen Lang (SPOCO) and our thanks must go to them – and to all their predecessors for ensuring that this important piece of our club's activity continues to thrive. Thanks also go to the local bike shops who contribute prizes to our events and who make this magazine possible through their advertisements.

Hopefully we will see you all at this year's 2 Up on Thursday 17th May and at the SPOCO on Wednesday 6th June.

Happy & Safe Cycling in 2018

Anne & Richard



Club News

Annual Report * Club Trophies * Supertourist
Christmas Youth Hostel

ANNUAL REPORT 1st November 2016 – 31st October 2017

Membership: 335. 16 members attended the AGM where some light was shed on the up and coming “trustees” election – two new candidates to be elected and the name “National Council” to be changed to the “Board of Trustees” - the current councillors will now be called “trustees.”

At the time of the AGM there were still five counting events to be decided in the SUPERTOURIST COMPETITION. The first of these was the morning TREASURE HUNT to Tosside where the usual controversies arose. 24 entered the event including 13 from Burnley & Pendle CTC following my invitation. The best score was by 4 members from Burnley (teams not allowed?) but our individual winner was Dave Southward. In the afternoon Chris Fitzer won the FREEWHEEL competition with Stewart Clark a close 2nd and Anne Stott 1st lady. We had our first ever tandem competition with Stew & Sue 3rd, Ryan & Susan Howarth 2nd - John & Janice Cowburn were the winners, with all 3 tandems going further than the solos. Well done to Janice, who plucked up great courage after crashing so badly last year. After a week of rain, snow, ice and wind, the day of the TOURIST COMPETITION turned beautiful. How lucky! Sue Clark was 4th, Anne Stott 3rd, Stew Clark 2nd with Dave Collinge victorious after a very close competition. We rode through Roddlesworth Woods and “The Goit” to the fantastic café at Wheelton. The events were organised by Tony Stott, leaving Stew and Sue, tandem Grand Slammers, in pole position in the Supertourist Competition. So, it was all down to the DIGITAL and PRINT COMPETITIONS once again to determine the overall places. John Cowburn very deservedly won the DIGITAL again (Fleetwood wrecks) with Caroline 2nd (Ullswater) and Stewart 3rd (Swaledale barns). Anne Stott won the PRINT once again (Sky High) with Stewart 2nd (Ready, Steady, Spoco) and Susan 3rd (All Creatures Great and Small). In the end, Stewart’s two places in the photographic competitions ensured a significant points total (2975) and victory in the SUPERTOURIST COMPETITION 2016. Praise must also be given to Stew’s wife and tandem partner – how could he have won without her? Sue was the runner-up, and praise also to Anne for yet another podium position.



We are averaging 30 members again for the great CLUBROOM nights. Peter Monk from Clitheroe took us on an exhilarating adventure in the Pyrenees starring the intrepid Mike Jay; Anne & Tony showed the “40 County Tops of England” which they did in 2015; Mike & Sylvia Jay gave us an unexpected insight into the year 2006, when they walked the Dales Way, the Cumbria Way and various mountains in Tenerife and Italy (slides); and John Cowburn left us all flabbergasted with an astonishing show about the “Via Ferratas” in the Dolomites. By the way, Anne & Tony gave a lecture (the Land of Guinness and Giants) for Burnley & Pendle CTC, attended by 45 cyclists at the Hare and Hounds, Haggate.

Our riders have really been enjoying the CLUBRUNS and numbers have been in double figures. Five members rode part (3 Stotts) or all the way (2 Clarks) to Windermere YHA for the excellent Xmas hostel weekend. There, they met nine more members for a Jacob's Join and an evening in the Mortal Man. I loved it, one of the best weekends ever. Thanks to Dave Collinge for organising once again – Dave, it was well worth all the trouble you had to go through.

Anne and Richard worked hard on their first ever MAGAZINE and what a great edition it proved to be. Other CTC clubs are losing this format, but our magazine is still thriving since it's inauguration in 1982. Anne wrote an article in the new magazine about its history, beginning with Jimmy Boocock's initial inspiration – check it out! Thanks to the continued support of all our sponsors and contributors.

In 2017 the CLUBROOM continued to thrive. We split the Presentation Night into two evenings, enhancing the actual presentations with musical themes – thanks Richard – with a big review of the year 2016 the following week. Other picture shows included Pembroke to the Peak; wires in Thailand (Ian); the Waal (Stew and Sue) and the Rhine (Jim Duerden from Burnley CTC). Another intriguing show was Motorcycle Diaries (Steven Clark) and the amazing Lofoten Isles again (Dave Collinge).

The CLUBROOM season concluded with Richard's fantastic QUIZ – two teams contested the quiz led by Ian Appleby (the A team) and Bill Whiteley (the B team). Bill's team stormed ahead but the A team clawed back, and it was down to the last question, a picture of a Chow dog – the B team got it wrong, but Appleby knew it, because he'd been bitten by one on his paper round 60 years ago! Well done to the A team and a bigger well done to Richard. Also, a massive thanks to Anne for compiling the social programme once again. It just seems to get better and better.

Apologies to Steve and Anni Gregson for not including their tours of Korea, Japan, Colombia and Germany in my 2016 annual report. They've also toured in Panama and Costa Rica, filling in the missing pieces of their Central American cycling jigsaw.

I am making no apologies for omitting any other individual tours or rides in this, my 2017 report. I am only reporting club activities – club tours, hostelling and clubruns. There have been two CLUB TOURS - one to the Outer Hebrides with the 3 Amigos (Steve Hodgson, Nick Mackey and Barry Hall); the other a cycle quest to wild Wales (Anne and Tony Stott, Stew and Sue Clark). The "Welsh" four were joined by Lesley Miller, Dave and Caroline Collinge on a successful YHA weekend to Dufton which we are hoping to repeat next May. Also, we are looking at doing another club tour somewhere, next Easter.

The 2017 CLUBRUNS have had their ups and downs, but the trend of a few riders increasing to double figures is continuing, with a remarkable 16 members turning out for the Malham Tarn ride (when 3 tandems turn up, that's 6 riders to start with!). The two car-assisted clubruns were superb - one from Pateley Bridge, Nidderdale to Bedale and back via Kirkby Malzeard (Anne, Tony, Chris Fitzer and Chris Cahill); the other from Hawes, Mallerstang to Ravenseat in Swaledale (Anne, Tony, Stew, Sue, Lesley and

Steve H). Ravenseat is the residence of the famous “Yorkshire Shepherdess” who makes fantastic scones and tea. We will be repeating these rides next year. There have also been 17 Monday rides organised by Steve Gregson and regular Saturday morning training rides organised by Paul Smith.

It has been an unusual year for the RELIABILITY RIDES. The 50 miles in 5 hours was almost jeopardised by severe flooding, especially on the Settle flats (Lake Victoria), through which 8 riders pedalled, I mean paddled, twice! They all deserve medals and a special mention –

Ryan and Susan Howarth (tandem)
Richard Broomhead (first ever 50)
Arthur Hargreaves (first ever 50)
Lesley Miller (comeback queen)
Chris Fitzer (doctor)
Paul Melling (the rock)
Paul Smith (organiser)

How many 50's has Paul Smith ridden? Surely miles more than anybody else! He's probably organised more than anybody else has ever ridden. So, I asked Paul how many 50's he'd completed – it's an outstanding number. He has 34 certificates, but he thinks he's ridden 35.



8 riders also rode the 100 miles in 9 hours on a sunny but windy day. These were Ryan and Susan, Stew and Sue, Paul Melling, Lesley, Toni Ashton and Chris Cahill. The day of the 200km was another windy one which 5 riders completed (Ryan, Susan, Stew, Sue and Paul) which left 3 riders on for a Grand Slam – Paul Melling, Ryan and Susan Howarth. Ryan and Susan were the only ones to turn up for the 200 miles in 24 hours and were quite happy to do it on their own, but terrible luck befell them at Garstang where a spring snapped on their tandem's rear wheel. For the second year running they had to abandon the event. It was a real shame as they would have achieved a Grand Slam, especially after all the hardships of the other events. They decided to ride the 200 miles on their own a couple of weeks later, simulating the conditions of the event, and they completed the course, back in Whalley, at 1.30 am. For this reason, the club has agreed to give Ryan and Susan a SPECIAL AWARD for riding the 4 distances in the same year.

Ryan also rode the FRED WHITTON challenge, an extremely tough event in the Lake District. He came an incredible 14th in an outstanding time of 6 hours 20 minutes.

Our RACING this year has been largely confined to the organization of the 20th anniversary 2-up 10 mile TT (by Anne Stott) and the Bashall Eaves Spoco (by Helen Lang). Thanks to the sisters for all the time and energy needed to promote these essential events on the racing calendar. Thanks also to everybody who helped marshalling, baking and serving in the kitchens, and to our timekeepers from the NLRC – Pete Briscoe and Dave Brown.

Meanwhile, back at the CLUBROOM we have had picture shows on the “Night Train To Innsbruck” (DC and Caz) and the “Welsh Cycle Quest (Stew and Sue). Comeback man Jack Standen, on his first evening at the clubroom, won the SUPERSTARS. Bill Whiteley (2nd) won 3 of the 4 events, with Janice Cowburn and John Yates equal third.

Dave Collinge organised the TOURIST COMPETITION around Brogden Lane and Gisburn. It was a superb event in atrocious weather, won, for the first time, by Stewart Clark. This gave Stewart a lead in the yearlong SUPERTOURIST COMPETITION (775 points) with Jack Standen 2nd (650 pts) and Bill Whiteley 3rd (600 pts). There are 4 counting events still to be decided - the Treasure Hunt, Freewheel, and two Photographic Competitions – so the Supertourist is wide open for anybody to win. Come on, everybody! Please enter your club events! You could be the Supertourist, 2017.



Tony Stott (honorary secretary).

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

Short Sleeved Road Jersey - £51

Available in Mens' and Ladies' sizes with short, $\frac{3}{4}$ or long zip

Long Sleeved Road Jersey - £61

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

Long Sleeved Lightweight Training Jacket - £66

Available in Mens' and Ladies' sizes

Rain Gilet with Mesh Back - £58

Available in Mens' and Ladies' sizes

Windproof Gilet with Full Back - £58

Available in Mens' and Ladies' sizes

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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: Stewart Clarke (Dave Collinge'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.

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: Anne Stott.

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 (Stew & Sue's Water & Beer challenge)

SUPERSTARS

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



SENIOR HILL CLIMB

The Robert Livesey Trophy (1964). Bob was an ardent member of the CTC. No current holder.

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. Chris Fitzer freewheeled the furthest in 2017.



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.



2017 Supertourist Final Standings

Pos	Name	50m	100m	200km	200m	Freewheel	Tresure Hunt	Superstars	Tourist Comp	Print	Digital	Total
1	John Cowburn	0	0	0	0	0	300	450	0	50	450	1,250
2	Anne Stott	0	0	0	0	150	300	300	50	350	50	1,200
3	Stewart Clark	0	100	125	0	50	225	350	200	50	50	1,150
4	Sue Clark	0	100	125	0	0	225	200	100	300	50	1,100
5	Tony Stott	0	0	0	0	150	350	325	150	50	50	1,075
6	Janice Cowburn	0	0	0	0	0	300	550	0	0	0	850
7	Jack Standen	0	0	0	0	0	100	650	0	50	0	800
8=	Dave Collinge	0	0	0	0	100	400	0	100	0	0	600
8=	Bill Whiteley	0	0	0	0	0	0	600	0	0	0	600
8=	Richard John	0	0	0	0	100	450	0	0	0	50	600

BREAKDOWN TROPHY

Designed by Stewart Clark, a trophy with a dubious distinction! Who would want to win the best breakdown of the year?

Current holder: Anne Stott (mangled rear mech and bent drop-out on the Salford Quays clubrun).



THE TANDEM TROPHY

Donated by Mike and Sylvia Jay in 2016.

Awarded for the most meritorious performance of the year.

Current holders: John and Janice Cowburn (best freewheelers).





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.

The Richard Rawcliffe Trophy is awarded at our Annual Prize Presentation Evening each January. Here is the commendation from the most recent award on 26th January 2017:

Yes, it's the final countdown, the final presentation of the evening, awarded for the most meritorious performance or outstanding achievement of the year. Yes, but who do you think it's going to be? There's whispers about, but who do YOU think it's going to be? Somebody young, I hope, as traditionally it is awarded to someone young - as Richard was before he was tragically killed in 1987, in a hilly time trial round the West Pennine moors. Richard was a precocious talent, who came through the ranks of the club, B runs, A runs and Ken Hartley's infamous speed training sessions. I'd like to think he would still be riding with the club, 30 years later, if not for that fatal day. But of his generation, the "A Team", only two riders are still coming out with us – our club president DC, and our webmaster G. Richard was only 18 when he died, and as Ken wrote in his obituary "Richard went out on his bike one spring, Sunday morning, and didn't come home."

The winner of the RR trophy tonight is full of youthful exuberance, and brightens up the club runs. Showing great resilience plus an enthusiasm that ensured a quick return to cycling and to club life following a terrible accident and hip injury..... yes, it's the final countdown, "here comes the sun".

*You all know who I'm talking about, "Mr Blue Sky" - **MIKE BRADBURY.***

The trophy will be next be awarded at our Burns Night & Annual Prize Presentation Evening to be held on Thursday 25th January 2018 at 7pm

SUPERTOURIST NEWS 2018

Here is an update of the points that can be awarded in the SUPERTOURIST COMPETITION -

One point for every mile of a completed STANDARD RIDE -

Therefore, there are 50 points for the 50 miles within 5 hours, 100 points for the "club 100", 125 points for the 200 km in 12 hours, and 62 points for 100 km in 6.5 hours. There is no 200 mile event in 2018, and consequently no Grand Slam. However, there will be a BONUS of 300 points for completing all 4 events.

The DIGITAL IMAGES competition which has points for 1st, 2nd and 3rd (plus 50 points for all other entrants) has been revised – in the event of one person winning more than one place in the top three, only their best position will count. It is still beneficial for an entrant to win all the first three places - even though 2nd and 3rd places would not count for them, it would stop anybody else from gaining those points.

The DIGITAL IMAGES competition will be scored in the same way as the PRINT competition – points for 1st, 2nd and 3rd and then 50 points for all other entrants.....

1st = 50 x number of entrants

2nd = (50 x number of entrants) minus 50

3rd = (50 x number of entrants) minus 100

Only one entry per person is allowed in the PRINT competition, a maximum of eight entries per person in the DIGITAL IMAGES competition. Entries for the DIGITAL IMAGES can either be submitted by memory stick or by email. Look out for more information at the clubroom, or see Anne Stott.

The SUPERSTARS, the TOURIST COMPETITION and the TREASURE HUNT –

1ST = 50 x number of entrants

2nd = 50 x number of entrants minus 50

3rd = 50 x number of entrants minus a further 50 etc. etc.

etc. etc. all the way down to 50 points for the final place.

The HILL CLIMB and the FREEWHEEL COMPETITION –

1ST = 200 points; 2nd = 150 points; 3rd = 100 points; all other entrants will receive 50 points.

Please note: these two events have separate competitions for males and females.

Christmas Hostel to Arnside by Stew & Sue Clarke

It was quite a cold start to the hostelling weekend, with sleet frozen at the side as we rolled down our back street and off to meet Les & Arthur at Little Town Dairy for 10 o'clock. Duly warmed up with tea and a bite to eat, away we headed once more into the cold. As we rode North, we could see showers scudding South but for most of the morning we stayed dry. Passing through Brock Mill, Oakenclough and on to Galgate, where the recent



floods had caused problems for the population, we were getting hungry. At the bottom of the last rise before Conder Green, the heavens opened. Cags were quickly donned before making for the Cafe de Lune. Whilst it was dry in the cafe, it wasn't very warm. It was still raining as we rode along the old railway route to Lancaster but instead of continuing by the Lune, we came off at Aldwark and then utilised the canal towpath which threads its way through the city centre, before crossing Lune on the 60' high aqueduct. Had the weather been a touch more hospitable, I'd have liked to have stopped and taken a few photographs in the city. Instead we pressed on, only stopping on the aqueduct to admire the view and stop the Glühwein in our flask from cooling anymore!! From the Halton road, we headed for Nether Kellet then to Carnforth before passing the marshes at Leighton Moss. As we were riding away from Warton, I'd been thinking the weather had been quite poor for photography, with very little in the way of sunshine. Just before we reached the level crossing at Silverdale, we were treated to the spectacle of a starling murmuration with the camera finally in action. The hostel wasn't due to open until 17:30 so we retired to the Silverdale Hotel for a swift one. DC & Caz joined us after circling North of the Bowland fells. The hostel was very busy with a triathlon team, so parking the bikes was tricky. Our tandem went in the teaching room for the night. Tony & Anne arrived as we were heading out for our meal; they joined us later with Helen, Paul & their friend Dougie. What a laugh we had in Ye Olde Fighting Cocks, down on the prom.

Sunday morning was bright to start so following breakfast we detoured via Sandside & Beetham. Alas the weather didn't hold and by Carnforth we'd stopped to dig out the waterproofs. Morecambe prom was a washout. Poor DC had so been looking forward to getting out his bucket & spade! The cycle path was flooded South of Lancaster, but team tandem knew of the high-level alternative. Unfortunately, the solos had already gotten wet feet before we could stop them! Lunch in the Stork at Conder Green was just what we needed with hot radiators to dry clothes and hot food for our bellies. Smashing! The sun was setting as we continued South, so it was lights on before Garstang. Another flood soon after there, this time the tandem got a wetting due to the captain going too fast. Oops! We had a final stop at the Alston Arms to drain our flask of coffee and to say bye to Arthur & Les. Caz was feeling the miles by now but we all stuck together until Anne & Tony peeled off to head home.

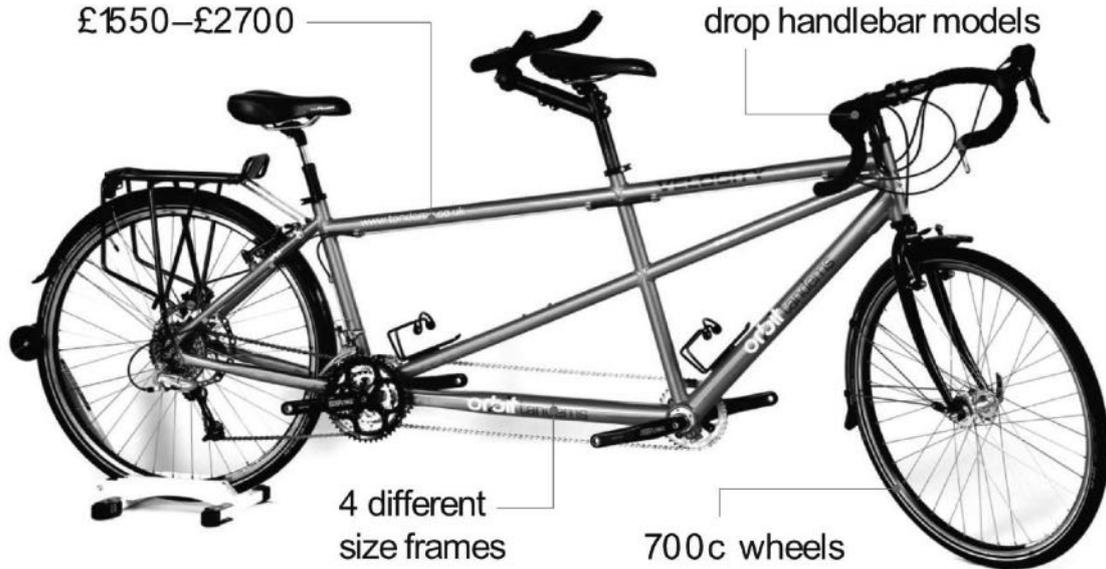
Plans are being made for next year's pre-Xmas weekend away so if you want to join us, don't delay letting us know if you would like to join us for a fun weekend.

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A Trip to France

I began my tour with wild camp 10 miles from Weatherby where I was catching the bike express to Valence on the River Rhone in Southern France. Twenty-four hours on the coach is usually long enough even with on board refreshments and regular stops.

Very early on Saturday morning I set off from Valence with some chaps who were heading in my direction and seemed to

know the way out of the city (using their smart phones). We were soon stopping at the first boulangerie of many for coffee and snacks, my favourite being pan au raisins. Not long after we were riding on quieter roads which included a 13km climb with a steady gradient. This is characteristic of the Ardeche region, with its forested hills, gorges, and attractive villages. We stopped at the campsite in Le Cheylard, by a river with a great spot for swimming. Luckily, we got our tents up and cooked some food before heavy rain came in. Thankfully the site had a bar.



The other two chaps left next day heading south for the Mediterranean. I was intending to take a leisurely pace, staying several days at each campsite, as I rode south to the Cevenne, before heading back covering different areas of the Ardeche and then to Lyons for my return journey in 3 weeks' time. I rode out of the valley into the surrounding hills for a superb day's ride, on long climbs up quiet single-track roads.

Next day I passed through some stunning mountainous scenery. I was intending to stay at a village at the end of the impressive gorges along the river Ardeche. This included a ride through the large town of Aubenas, several times, as I got completely lost in its narrow streets and one-way system. Eventually I found my way out onto the correct road and several hours later set up camp alongside the river. The road which I took next day, followed the side of the river for five miles before rising high onto cliff like limestone hills. This road is a popular tourist destination and various viewing points allowed glimpses of the river below, which was always spotted with bright yellow canoes.

After my two-day stay, I moved onto a site near the village of St Jean Du Gard in the Cevenne, which is subtly different to the Ardeche, having a more wild or remote feeling. I stopped here four nights exploring the many quiet lanes with long steady climbs through glorious countryside. After this I was heading North Easterly for Florac having gone as far South as I intended. Florac is at the end of the Tarn Gorges, so

again I had a two day stay, which included a ride along The Tarn to St Enimie. From St Enimie I crossed the river and rode up a spectacular climb with numerous hairpin bends, which gave views down to the gradually diminishing Tarn. I took a different route back to Florac.

After Florac the road I took roughly follows the Tarn, as it narrows before disappearing into the mountains, whilst I made my way to Langogne and an excellent campsite. Robert L. Stevenson wrote about a walk he did accompanied by a donkey through The Cevenne, from Le Puy to St Jean Du Gard. This is now a popular long-distance walk and I met many people following it, amongst them my neighbour on the campsite who was traveling by horse back. The horse had spent the night in the next field.

My next stop was in the village of St Fulalie which had a shop and two bars. It is noted for its proximity to the source of the River Loire, which rises from Mont Gerbier De Jonc, about five miles away. I needed a bike shop two days later having noticed my outer rear gear cable was badly frayed and found one in St Martin De Valemias. To get there I had a 30km descent off the plateau I had been on for over a week. After the repair, I continued along an old railway bike track. It was very well surfaced before it deteriorated into a rough path and then it went through a half km long pitch-black tunnel. I was heading for St Agreive which The Tour De France was to pass through a week later, and ended up pitching my tent just as a thunderstorm struck.

Again, I stopped two nights here before moving on to my last campsite in Pelussin. This is in the Pilat region, high above the Rhone valley. I spent two days riding through this stunning mountainous scenery with views down to the Rhone, which is a very wide river at this point and has a dedicated cycle track running alongside it. My last day took me onto this track and an easy ride to the South of Lyon and the coach home. I was glad of an easy day as the previous one was Bastille day, which concluded in the nearby village, with an all-night party of fireworks, drums and general mayhem – ideal for keeping me awake all night! The areas I have covered were all very scenic and with plenty of good campsite about. This is an ideal place to tour.

Steve Hodgson

2017 was a BIG year for BIG Birthdays – the following club members all celebrated reaching an age ending in a 0 – we won't give you their exact ages but maybe you can guess?

Caroline Collinge Tara Robb Jack Standen John Cowburn Chris Fitzer
Janice Cowburn Ian Stott Sue Clarke Bernard Pearson

Happy Birthday to all – remember, life begins at

The Highest Points of the Historic Counties of Wales

After doing the 40 historic county tops of England, we were totally inspired, so we decided to have a stab at the county tops of Wales. Wales is such a small country there are only 13 county tops. Unlike England, they are all over 1000 feet high apart from the Isle of **Anglesey**, which is the lowest, Holyhead Mountain at 722ft.



The highest is in **Caernarfonshire** and obviously it's Snowdon at an impressive 3,560 ft. It's steep-sided valleys encircled by jagged crags and imposing peaks attract thousands of walkers each year. The less adventurous take the Snowdon mountain railway to its summit. It's notorious for having a busy cafe on the summit. Our trek up Snowdon was memorable, not only was it my 65th birthday, but a snow blizzard blew in as we approached the top, which was like a glacier. Our descent was extremely tricky, and nerve racking, and I did wonder at one point if I would reach my 66th birthday!

Caernarfonshire, Carmarthenshire, they almost sound the same, but there is such a contrast between them. Caernarfonshire has rocky mountains and slate quarries, whereas **Carmarthenshire** has rich green countryside, with patchwork quilts of coloured fields, and many castles which date back to the Welsh iconic hero Owain Glyndwr.



Fan Foel, the highest point of Carmarthenshire stands at 2,562 ft. The river Usk starts here amidst the old red sandstone. North, and sitting next to Carmarthenshire is **Cardiganshire**, with its highest point the mystical Plynlimon, at 2,467 ft. In Welsh folklore there is supposed to be a sleeping lion beneath its grassy slopes. Its peak is the highest in mid-Wales and the Cambrian mountains, and it is the source of the longest river in Britain, the River Severn.

Wales has three counties beginning with the letter C and three counties beginning with the letter M, Merionethshire, Monmouthshire, and Montgomeryshire. Two of them are Cardigan's northern neighbours and also neighbours to each other, Merionethshire and Montgomeryshire, whilst **Monmouth** lies south on the River Severn and is the most south easterly county in Wales. The highest point in this county, Chwarel y Fan (2,228ft) lies in Wales's Black Mountains in the peaceful Vale of Ewyas, at the foot of the Gospel Pass. As you are climbing Chwarel y Fan you get great views of Llanthony Abbey nestling down below, and rewarding views on the summit of Brecknockshire and Herefordshire. On the ridge that leads to the summit there is a plaque with the lines "On all the peaks lies peace".

Going back, up north to the other counties beginning with M, and to **Merionethshire**. With its high mountains, wild countryside and disused open cast slate mines, Aran

Fawddywy (2,969ft) in the Hengwm valley near Dinas Mawddy is the highest point and the 2nd highest county top in Wales.

Into **Montgomeryshire** and its point, Meol Sych (2,713ft). The walk up starts by passing the impressive Pistyll Rhaeadr Falls, the highest waterfalls in Wales. We are in the Berwyn Mountains which are a barren and wild place once you are up high. We got a double whammy that day, as we walked along the ridge top route and creamed in **Denbighshire** county top, Cadair Berwyn (2713ft). The view of the Snowdonian Mountains was superb, and you could see from the Brecon Beacons to Saddleworth Moor.

Sitting next to Denbighshire and in the top right-hand corner of Wales (next to England) is the county of **Flintshire**. Lying in an area of outstanding natural beauty in the Clwydian Hills is Meol Famau (1,818ft). A popular hill, maybe it's because the Offa's Dyke footpath runs along it. The summit is marked by a derelict Jubilee Tower. It was built in 1810 to commemorate the jubilee of George 111. It was to be topped by an Egyptian styled obelisk, but it was never completed.

George Borrow wrote a book called 'Wild Wales' and it's a fitting description for central Wales. You can ride and walk for miles without seeing any form of human habitation. The county of **Radnorshire** sits in central Wales, and from its highest point, Great Rhos (2,165) you get this amazing view of a ring of Welsh mountains, and the surrounding five counties, Cardigan, Montgomery, Shropshire, Herefordshire, and Brecknockshire. The walk up Gt Rhos passes through New Radnor Castle, where Owain Glyndywr the Welsh prince beheaded 60 English soldiers. Great Rhos itself is a broad grassy peak with a boggy heathery summit plateau and the path is not very distinguishable, needless to say we got lost coming down following a path that was a sheep's trod!

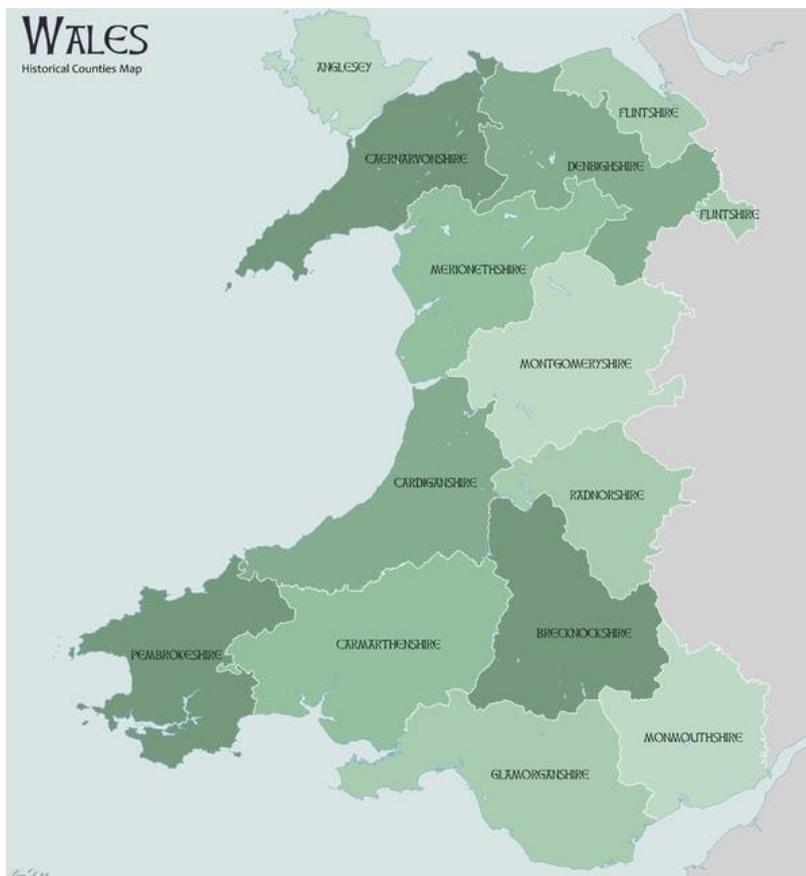
We were lucky it was a stunning morning when we walked up Pen y Fan, the king of the Brecon Beacons at 2,907ft. **Brecknockshire** is the 3rd highest county in Wales. Its scooped and scalloped sides tower above the surrounding countryside and can be seen for miles. The sunlight that day highlighted the shapes and shadows of the ridge tops and the marvellous view of the coloured patchwork quilt of the valley below. An extremely popular peak, and well known for its use in fitness and survival of the UK Special Forces.

South and next to Brecknockshire is **Glamorgan**, well known for its two major cities, Swansea and Cardiff, the capital of Wales. Glamorgan was a county of coal, and some of the largest seams of coal were found in the northern valleys. As the industrial revolution took off the county thrived. At the head of the Rhondda Valley just north of Cardiff, is Craig y Llyn (1,969ft) Glamorgan's highest point. It was a miserable day when we went up Craig y Llyn and the landscape of collapsed industry, felled trees and motorbike scramblers didn't help any. But despite this, when you get above the valleys of terraced houses you're into beautiful open countryside. Cardiff itself is a fantastic city with the Welsh Millennium Centre, the castle, and the waterfront docklands.

Pembroke is our last county with its magnificent coastline of cliffs and sandy beaches and the blue Preseli Hills. Above the beautiful Gwaun valley a blue stone ridge stretches across the countryside, Feol Cwmcerwyn (1,759ft) being the highest point. You view a panorama of Pembroke from the trig point with the blue stones shining in the hills, which are dotted with prehistoric remains. The inner ring of Stonehenge stone circle, 180 miles away, was built out of these stones.

I found the Welsh tops refreshing and exciting. They took us on adventures to new areas which we would not have contemplated visiting. It's a great country for cycle touring, the Gwaun Valley and Glascwm are particularly beautiful. You feel like you are abroad when you see the town and village signs and hear the Welsh speaking. We will be showing our Wales county tops pictures this spring at the club room so come along and share our adventures with us, and taste some traditional Welsh cakes.

Anne Stott



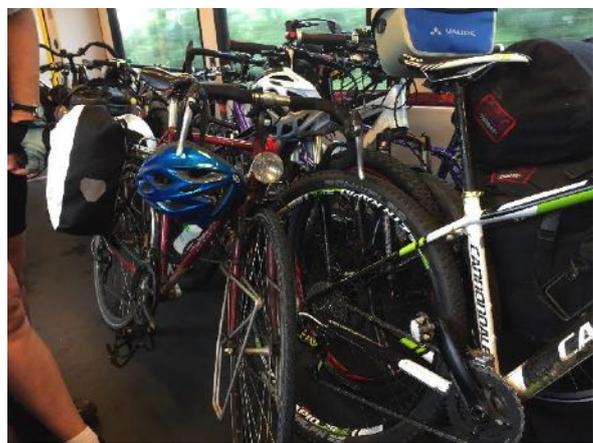
Caption Competition

This photo appears on our front cover this year but what are they looking at? Send your caption to clubmag@blackburnanddistrictctc.org and the most entertaining entry will win a CTC cap.

Trouble on the Trains – Stew & Sue Clark

With the power of hindsight, I suppose that our journey to the International Tandem Rally this Summer was always going to be a troublesome one. The idea was to cycle from the P&O ferry terminal at Europoort to Rotterdam Centraal station and then take five, yes five trains to Bad Münster am Stein, cycling the last few miles to the rally. We'd allowed ourselves a day to get to the rally. We probably should've allowed 1½ days but as they say, hindsight is a wonderful thing.

I'd booked our tickets via Deutsche Bahn's (DB) international services a couple of months before and everything seemed fine. Unfortunately, when the tickets came through, there wasn't a travel itinerary included. So, the week before we were to travel, I phoned DB again to confirm our connections. I'd specifically requested 30 minutes minimum to change platforms, as we were travelling with camping equipment as well, and looking at our schedule, we should have been fine. The day started as well as could be expected. Disembarkation was fairly swift, and we rode with other cyclists heading our way. We were really lucky because as we entered Centraal station, the heavens opened. That was where our luck ended. It all started to unravel at the station when we discovered that the line South via Eindhoven was closed for a week. 'How are we to get to Düsseldorf for our reserved train at 16:27?' I enquired. Our best option was to go to Utrecht and then ask there. So off we go, on train #1, the 11:54, heading North. Our plan had been completely blown out of the water at that stage, even though we'd actually arrived with over an hour to spare for our original 12:15 departure.



At Utrecht, the international information desk gave me a new itinerary to Düsseldorf. Alas this didn't have the luxury of 30 minute changes. At Venlo we only had 4 minutes. This wasn't looking good, but we had to give it our best shot.

Train #2, the 12:54 to Nijmegen via Arnhem, was like our 1st one - a double decker, with plenty of room for cycles. Even our loaded tandem caused no issue and we were able to sit close by to keep an eye on it. Thankfully at Nijmegen we didn't need to change platforms for train #3 to Venlo.

Again, this had plenty of cycle space (please take note UK operators!) but as most citizens of the Netherlands cycle, transporting bikes by trains is an everyday occurrence. When we stepped on this train, there were no other bikes in our carriage. This didn't last because before we departed a Swiss family of 5 who had been cycling down the Rhine, each with a bike plus dad with a trailer, got on. They also were hoping to make the same connection as us at Venlo as they were going on to Mönchengladbach. Oh dear, this really isn't looking great! As we travelled towards Venlo, more cyclists got on, all piling up and further blocking our rapid exit. When we at last arrived in Venlo, Swiss mum helped me push our laden tandem up the stairs to swap platforms (Sue had dashed off to try stop the 15:05 departing). Just as I was running along the platform, our train was pulling out of the platform. We had no option but to wait an hour for the next one. Whilst we hung around, rain started to pour from the skies. It being a Saturday afternoon, the shoppers decided they'd had enough and

the platform was soon full of people waiting for the 16:05 to Düsseldorf. The train pulled into the station but before everyone had chance to get off, folk were elbowing their way on. By the time we tried to embark, all the spaces that are normally reserved for cyclists were taken and no one was willing to give up their seats. We all got on anyway – us with our tandem plus the Swiss family with their 5 bikes and 1 trailer. When the driver came along, he was most insistent that we could not possibly travel as we were blocking the entrances. All our pleas counted for nought and eventually we had to concede defeat, get off and wait another hour for our train to Düsseldorf. When this arrived, it turned out that the previous one was only ½ the length it should have been, hence the lack of space. We had ample room for all our bikes and more on train #4. The trouble was that we'd missed our connection South, but we'd only find out what we could do once in Düsseldorf station.

Changing platforms with a loaded tandem can certainly be entertaining. Sometimes, but not often, the lifts are long enough to take a tandem. When they are not, the alternative is usually the stairs. This is what we found at Düsseldorf. Down was bad enough but up felt like climbing a mountain. I was lifting the front as well as pushing whilst Sue heaved with all her might at the rear. Once on the platform, I left Sue and went off in search of information as to whether or not we'd be OK to take the next Intercity to Koblenz or not. After waiting in line at the information desk for what seemed like ages (whoever said the Germans don't do queueing meant they don't wait to board trains) I found I'd been in the wrong line. The correct one had a 15 minute wait. It was here I decided we'd wing it and just get on the next one for Koblenz and take it from there. This turned out to be a good choice, as once back with Sue & our tandem, the train was soon easing into the station. Once onboard our 5th train of the day and with the tandem resting quietly in the large cycle space, we sat down very relieved. The ticket inspector duly arrived, and we explained the situation we were in. Thankfully she was not a jobs-worth and following a cursory glance, she punched our ticket. Phew, another step closer but as we were over 2 hours late, our other connection from Koblenz was now out of the question. We'd have to find another way to Bad Münster. Upon hearing our predicament some of the other passengers were using their phones or looking at timetables to try to find our best option. We decided to stay on our current train as far as Mainz as there were direct trains on to Bad Münster, rather than changing again! Unfortunately, as our Intercity was running late and was not picking up time, catching the 21:00 to Bad Münster wasn't looking possible. We missed it by only a few minutes, so we had to wait for the 21:56, the last train of the day going through Bad Münster. Once again though, there was plenty of room for cycles with our compartment having space for 12. Luxury indeed.

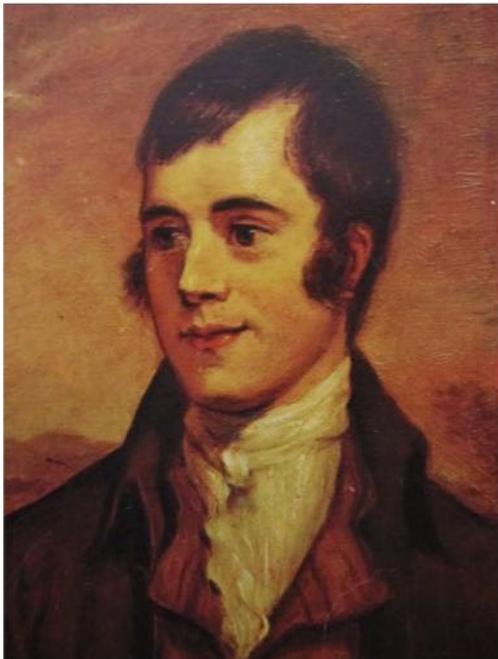


On our way down from Düsseldorf we'd been in contact with our friends John & Kathrin, who'd driven from Remagen to the International Tandem Rally. They'd most generously left the rally to meet us off the train at Bad Münster. As I was manoeuvring our tandem off this 6th and final train of the day, I felt someone take hold of it; John was giving us some much-needed assistance. We were so relieved to see our good

friends, who in-spite of the hour, (it was 22:30), helped us unload, split and pack our tandem and bags into their car; thank heavens we'd recently bought a coupled Orbit. As we pulled up at the campsite, the gates were just being locked for the night but that didn't matter. The toilet & shower block was open all night so after we'd pitched the tent using head torches to light the way and a borrowed mallet to drive the pegs into the stony ground, having a shower at midnight really felt like it was washing away the trouble we'd encountered getting to the rally. Tomorrow was another day. How we didn't disturb Caroline & David pitched next to us, we'll never know.

I'd like to say that getting back from the rally was straightforward. Certainly, using the train from Koblenz to Trier so we could cycle by the Moselle was easy. No, the trouble started again when we were heading for Venlo from Düsseldorf. There was a signal failure at Breyell and replacement buses were being arranged. Oh dear! There was no way a bus would take our tandem and bags. Firing up the Garmin and checking the map, I managed to get us on our way to Venlo, which as it turned out was only 8 flat miles away. Just one more train for the holiday and that again was a double decker which took us through Eindhoven to s'-Hertogenbosch, from where we would ride into Rotterdam the following day and then back to Europoort for our ferry back to Hull the day after that.

Our trip to and from the rally at Oberhausen an der Nahe was a very memorable one but next time we won't be in a hurry to try catching five trains in one day.



Burns Night & Prize Presentation Evening

Thursday 25th January 2018 at 7pm

Burns Supper at 7.15pm followed by Prize Presentation, Raffle & some Scottish surprises.

Feel free to wear your best Tartan!

See Anne or Caroline for Tickets at £6

*The social, friendly, honest man,
Whate'er he be,
'Tis he fulfills great Nature's plan,
And none but he!*

Costa Rica by Steve Gregson

In 2017, for our winter tour, my wife and I decided to ride the missing links in 20 years of cycle tours between Ecuador and Belize.

South of San Jose, the Costa-Rican capital, mountains rear up to 3490mtrs and with weather forecasts showing daytime 6C temperatures at the top, carrying old cast-off longs and vests seemed prudent as did a stay part way up. A sign down a rough track to `cabinas` lead steeply down but a bell at a hut did not raise anyone, finally another guest telephoned the owner- farmer who came in his pick-up and asked if we wanted a lift to the rustic accommodation. What! We are rough-stuffers said we. It had a veranda looking out over tree-covered hills. Humming birds in amongst red flowers, orchids rooted in the bushes.

The mountain`s upper levels were actually not too cold, so on finding a broken-down lorry at the top with its driver sleeping in his vehicle, he was glad of my surplus clothes and I was glad to be rid of extra weight. The 28 miles descent of Cerro de la Muerte was really thrilling with long sweeping bends and a good surface. It proved to be our longest day at 57 miles.

A long climb west over to the Pacific Ocean was made interesting by coming across a folk Museum/ snack bar with many 1920`s photos of the coffee industry, together with bicycle acetylene lamps and all manner of old stuff hanging from the ceiling.

Down on the coast, the road was not flat, incessant short 10% inclines fatigued the leg muscles and from Briceno, 12km a dusty wash-boarded, loose gravelled track, a short cut to Golfito, an old banana port. This rose steeply as it entered Golfito with its old clapboard managers` houses. The Panama border was getting nearer. What a border! To find a hotel, barber`s and restaurant, we must have crossed and re-crossed it many times unofficially after our initial quick and efficient entry. No problem. As in Costa-Rica, it was always possible to sit outside early mornings with a cup of freshly brewed coffee listening to the dawn chorus and taking some photos of the many different bird species.

In Panama, hard mountain days days to Vulcan, then boutique hotels at Caldera and Valle de la Mina and down to Chirique Grande and its trading activities/ launches out to the Caribbean islands. Quite photogenic. These days had not been easy mainly from lack of an accurate map. Distances to anywhere were in `hours by car` not in kms.. From Almirante we had a boat trip, no bikes, out to Bocas del Toro Islands for a rest day.

Back into Costa Rica, finally a few flat days along the Atlantic Coast, sometimes finding a track along the coast and between trees with sloths above us also Montezuma Oropendula birds with their long yellow tails and hanging nests. At the end of the track a quite narrow suspension bridge tested our `vertigo`. Banana plantations a plenty before taking the old road from Puerto Limon, a busy port, crossing into beautiful valleys via Pavones, Orosi, Cartago and back to San Jose.

The weather was always dry during our pedalling, always nice and warm (winter warmth is always good for the joints). Friendly folk, no security scares, we were pleasantly surprised that traffic was lightish although Anni was hit a glancing blow on her `bars but did not fall (driver was on social media). Interesting that TV was giving out lots of advice for motorists to leave cyclists 1.5mts. No stomach upsets, accommodation always with private bathroom. 789 miles covered on 22 cycling days. There were many hard, hilly days with short steep climbs where our legs did not recuperate on the short downhills. No punctures, just a split saddle repaired using a toe-strap.

So, again, Central America had proved a relaxing and interesting cycle touring area. A final thrill, part way up Volcano Pois a restaurant had many, many humming birds feeding a couple of feet away from our dining tables.



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Blackburn & District CTC

Club Room Dates - Social Programme 2018

Primetime Centre: Hyndburn Academy, (Norden School) Stourton St, Rishton,
Lancashire.

Thursdays between 7:30pm and 9:30pm, entry subs £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 OR WE WILL LOSE IT!
EVERYONE WELCOME ANYTIME.**

January 2018.

Happy New Year Everyone and Welcome back to the Club Room.

- 11th **A Trip Down Memory Lane & Member's Video Clips.**
Also signing up for all club events in 2018 (£5 for all events)
- 18th **England to Australia, Overland** **Ray Bracewell**
- 25th **Potato Prize Presentation Evening & Burn's Night 7pm start.**
Tickets £6 from Anne Stott (01254 232537) or Caroline Collinge (01200 445245)

February.

- 1st **The Big Review of the year 2017** **Anne, Tony, Stewart & John**
- 8th **Family Cycling – On Tour Around Lake Constance with the Smith Family
& In Holland with the Helliwell Family**
- 15th **Club Room Closed For Half Term**
- 22rd **Two Miles to Whalley (and over the water)** **Jeff Duckworth.**

March

- 1st **The Historic County Tops of Wales** **Anne & Tony Stott**
- 8th **Himalayas** **John Cowburn**
- 15th **A Fun Quiz Challenge with Burnley CTC** **Richard John**
- 22nd **The Cornish Pasty Tour 2004** **Caroline, Dave, Anne and Tony**

Happy Easter everyone.

The Club Room will close for the summer after the 22nd March and reopen in autumn 2018, 27th 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 2018

Date	Destination	Meet	Leaving Time	Lunch	Tea	Approx Distance (miles)
07/01/2018	Scafeber Force	Whalley Bus Station	9.30	Airton		50
14/01/2018	Noyna Bottom	Whalley Bus Station	9.30	Esse Cafe Barnoldswick		40
21/01/2018	Calder Vale	Ribchester Car Park	9.30	Applestore		45
28/01/2018	Black Bank	Whalley Bus Station	9.30	Clapham		55
04/02/2018	White Coppice	Brownhill Roundabout	9.30	Higher Wheelton		45
11/02/2018	The Aire Gap	Whalley Bus Station	9.30	Esse Cafe Barnoldswick		50
18/02/2018	Malham Tarn	Whalley Bus Station	9.30	Malham		55
25/02/2018	Preston Docks	Ribchester Car Park	9.30	Marina cafe		45
04/03/2018	Tatham Fell	Whalley Bus Station	9.30	Ireby	Gardenmakers	65
11/03/2018	Barden Tower	Whalley Bus Station	9.30	Burnsall	Hellifield	Z
18/03/2018	Butterfly House	Whalley Bus Station	9.30	Williamson park	Littletown Diary	65
25/03/2018	Strawberry Bank (car assisted) <i>Mothering Sunday * Start of BST - one less hour in bed</i>	Crooklands Hotel	9.30	Lakeside		45
01/04/2018	Mewith Head	Whalley Bus Station	9.30	Ingleton	Gardenmakers	65

Date	Destination	Meet	Leaving Time	Lunch	Tea	Approx Distance (miles)
08/04/2018	Halton Gill	Whalley Bus Station	9.30	Katie's Kitchen	Gisburn	65
15/04/2018	Cockersands Abbey	Ribchester Car Park	9.30	Glasson Dock	Cobble Hey	65
22/04/2018	50 Miles or 50 Kilometers in 5 Hours Standard Ride*	Whalley Bus Station	9.30	Settle		50
29/04/2018	Pecket Well	Whalley Bus Station	9.30	Oxenhope	Pendle Heritage Centre	65
06/05/2018	Across The Douglas	Brownhill Roundabout	9.00	Twin Lakes Velo Cafe	Wheilton	65
13/05/2018	100 Kilometers in 6 ½ Hours Standard Ride *	Ribchester Car Park	9.00	Knott End	Littletown Diary	62
20/05/2018	Chapel-Le-Dale	Whalley Bus Station	9.00	Ingleton	Gardenmakers	70
26/05/2018	Youth Hostel weekend to Grinton Lodge (2 nights) <i>Spring Bank Holiday Weekend</i>	Whalley Bus Station	9.00			80
27/05/2018	Car Assisted, Swaledale	Grinton Lodge Youth Hostel	9.00			65
03/06/2018	Winding down The Wyre	Whalley Bus Station	9.00	Knott End	Garstang	90
10/06/2018	100 Miles in 9 Hours Standard Ride* <i>Fathers' Day</i>	Whalley Bus Station	9.00	Dent	Settle	100
17/06/2018	The Strid	Whalley Bus Station	9.00	Storiths	Hellifield	70
24/06/2018	200 Kilometers in 12 Hours Standard Ride *	Whalley Bus Station	8.00	Staveley	Scorton	125
01/07/2018	Crummack Dale	Whalley Bus Station	9.00	Knights Table	Dunsop Bridge	65
08/07/2018	Silverdale	Ribchester Car Park	9.00	Leighton Moss	Forton	70

* 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 2018



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

Thursday 11 th January	Signing on for Racing and Touring Events, Club Room.
Thursday 25 th January	Prize Presentation Evening, Burn's Night, Club Room.
Thursday 15 th February	Half Term Club Room Closed this Week.
Monday 19 th February	Burnley & Pendle CTC Quiz Night - Colne.
Saturday 10 th March	Jumble Sale, Longridge Village Hall.
Thursday 15 th March	Quiz Challenge with Burnley CTC, Club Room.
Thursday 22 nd March	Last Club Room before Summer Break.
Sunday 22 nd April	*50 miles or *50km in 5 Hours.
Sunday 13 th May	*100 km in 6 ½ Hours.
Thursday 17 th May	2 up Team Time Trial
Wednesday 6 th June	Spoco Event, Bashall Eaves
Sunday 10 th June	*100 miles in 9 Hours
Saturday 24 th June	*200 km in 12 Hours.
Thursday 27 th September	*Club Room Opens for Winter with Superstars Competition.
Sunday 28 th October	*Treasure Hunt meet Whalley 9.30 am and Freewheeler Marl Hill 2.30 pm
Thursday 30 th November	Closing Date for Club Magazine Articles.
Sunday 16 th December	Christmas Dinner.
Thursday 20 th December	Christmas Party at Club Room.
Thursday 10 th January 2019	Club Room Opens.

* Event count towards the Super Tourist Competition.

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

A Cycle Ride from Budapest to Vienna – John & Janice Cowburn

Having ridden from Passau to Vienna down the Danube in June 2016, Janice and I decided to try the stretch from Budapest to Vienna in June this year (2017). We had to travel in this direction (upstream) to fit in with flights into Budapest and out of Bratislava. We organised our bikes through Vienna Explorer who delivered them to Budapest and we dropped them back at their shop in Vienna a week later. We picked the bikes up from the underground car park under St Stephens Basilica complete with maps, guidebook, panniers and tools.

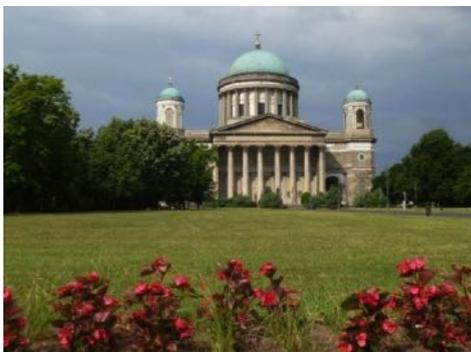


Our first night would be Esztergom and to make the ride a bit easier we caught the train to Szentendre, a small village at the end of the line famous for its artist shops. We'd only just left the hotel in Budapest when a nail went through Janice's rear tyre and the spare tube turned out not to be compatible with the pump. The second problem was trying to find where to catch the train that didn't involve an escalator and had a ticket office. We kept following the tracks until at last we found one by St Margret Island.



The ride from Szentendre leaves the village and follows a main road (with cycle path) to an island in the river. To get on is simply a bridge but to get off the other side requires a ferry – which it turned out was not very frequent. Once on the other side of the river there were great cycle paths through several small villages all the way to Esztergom.

The Basilica in Esztergom is the second biggest in Europe after St Peters in Rome and it is massive.



Here we crossed into Slovakia, the border is the river. We were heading for Komarom, a town that was split in two by the iron curtain but now reunited. Here is where there was a Eastern Block secret arms dump in an ancient fort that is impossible to see from the surrounding area.



On Day 3 we were heading for Győr, the second largest city in Hungary and known for the factory where Audi build their cars. The going got decidedly worse on this part of the route. Off-road cycle paths were just that, dirt tracks through the fields which luckily were hard and compact in the heat of summer. It would be much different had it rained.



The city of Győr was an interesting town with its pedestrian streets and promenade along the river. We left the city on a main road with cycle path heading for an area where the Danube spreads out into a delta with lots of small tributaries and small lakes. The route we took, which was one of the alternatives, took us along farm tracks and through woodland areas to a small village called Dunakiliti with an excellent family B&B next to the river.



Day 5 took us into Bratislava and then to Hainburg. We didn't spend long in Bratislava as we would be coming back here to catch the flight home; however, the views of the castle were better from the cycle path than from the city itself. Bratislava is not big, it can be seen in a day. The castle was renovated recently and there are some excellent views over the Danube from there.



Hainburg is in Austria and the cycle paths are much better there. The town has a castle and an old quarter down by the river with seats on which to relax after a hot day in the saddle. There are some great panoramic views from the castle – probably the highest hill on this stretch of the Danube.



There are some long stretches of tarmac dykes leading into Vienna that can become rather tedious, particularly with a head wind but the good part is that they are completely traffic free and there are a few places to take a dip and cool off (swimming costumes seem to be optional here!).



The route into the city of Vienna is almost traffic free and well-marked with a cycle route heading directly to the famous Ferris wheel close to where we dropped the bikes off.



All that remained to do now was to drop the bikes off and catch the train back to Bratislava. There are two stations in Bratislava, the main one and one out in the suburbs. It requires a 15 minute bus ride to get into the centre from the second one and not being familiar with Czechoslovakian, it wasn't easy to work out which one to catch and how much to pay. Fortunately, we weren't the only ones to make that mistake, so we worked it out.

We used small hotels and B&Bs booked through Booking.com, all of which were good quality and reasonably priced until we reached Austria where they are more expensive. The route is about 200 miles long and we averaged roughly 30 miles/day which was enough on the 'comfort' saddles.

The route on this part of the Danube is less interesting than the section from Passau with some long tedious days with little to see apart from trees and the cycle path is not as good quality outside Austria (although still better than the UK). It would probably be better following the river downstream rather than upstream as we did as the prevailing wind appears to be in that direction. Ryan Air flies into Budapest and Bratislava and hence ideal for this trip but the timetable dictates the itinerary.

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A Story For You

If you are sitting comfortably I'll tell you a story! Many years ago, the extent of most member's touring ambitions were confined to the British Isle. A small party under Henry Gregson's leadership, I think, had made it to Ireland in the immediate post war time, and returned with an amazing story of food a plenty. Rationing was of course the lot of here everyone (except those who could afford the black market). For some reason they took a primus stove and a frying pan with them though bed and breakfasts were mostly used. Henry told us that at one of their overnight stops, the proprietor, an elderly lady, who had fed the group sumptuously, said that as they were the first post war customers she had had, and said she was at a loss what to charge. "But if I can have the frying pan I see hanging on your saddle bag we'll call it quits". Neutral Ireland had many wartime shortages, but food was not one of them!

If you aren't saddle sore, here's another one. The Y.H.A. must have had many notorious wardens, after all post war Britain bulged with hostels, mostly flogged off now to attract the motoring brigade, though I think we had two on our patch who would take some beating. (No, not Arnside Ben) I'll deal with him in the next edition. My thoughts go to Stainforth in the late 1940s. He was famous for having a black labrador which (Who?) could play dominoes. Pull the other one I hear you say! This dog was famous enough to make Granada Television, before colour assailed our eyeballs so it must have been true. I nearest thing I can vouch for is a framed photograph on the hostel's reading room wall. I forgot to tell you the warden's name it was Gunnerson, and he was well known for his ability at table tennis. If you could beat him you got two eggs for breakfast, this was well worth trying as post was rationing still applied and two eggs was a major coup. One reason Gunnerson always prevailed was that the table was in a small room with no space at one end of the table and a far more generous area at the other. I'm sure I don't need to tell you who always had the best end for one game only, his rules. The story goes that on one auspicious occasion the great Gunnerson was well and truly thrashed by a little boy who was with a walking group from Manchester Y.M.C.A. - a club who had supplied most of the post war English International table tennis team. When Gunnerson handed out the cards next morning, one named leaped out. The little lad's dad was the Current Table Tennis Champion of the World.

Bon Appetite!
Ken Hartley



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A CLASSIC HOSTEL WEEKEND

The week ending Sun 15th June 1969 saw 13 members of the Blackburn District C.T.C. undertake a classic hostel weekend to Blacksail Youth Hostel. The group, made up of a motley bunch of mixed ages comprised of the late, great Joe Lofthouse (a legend in his own right) Tom Melling (our leader) Ken Day, Ken Winterburn, Jeff (ducky) Duckworth, Peter Hargreaves (Peter Pan) John Mullen (Ticker), The Smithson Brothers John and Martin, Dave Stamp, Steven (Speedy) Taylor John Dewhurst (Johnny Jingle) and Pete (Harry) Briscoe) all met at Ribchester Bridge at 6.30pm in early evening sunshine and set off for Stone Cross Y.H at Kendal, our Friday night stop. According to my diary entry the pace was quite high, (for mudguards, saddlebags and hostel kit) and we arrived at 9.15pm after approximately 50 miles.

Saturday morning and after a self-cooked breakfast we set off in good June sunshine. The weather was to get very warm as the day progressed and as the hills got steeper. We crossed lake Windermere on the cable driven ferry "The Drake", to Sawrey, onwards to Hawkshead, Little Langdale and on to the foot of Wrynose Pass, Fellfoot Farm, (in the late sixties, magical roads, traffic free).

Fellfoot Farm saw the first major incident of the weekend. "Ticker" Mullen's chain snaps on the first steep corner, and in true C.T.C. fashion none of us wait to assist. We all want to ride these passes without putting a foot on the floor. He was saved by a gallant Ken Day, who supplied him with a link remover and then rode on.

The steep descent of Wrynose, into Wrynose Bottom saw a second incident. Ken Winterburn lost control on the tight bends, which had been made more treacherous by melted tar, and crashed. He had road rash hands and forearms embedded with grit and tar. Ouch! The group regrouped at Cockley Beck cafe before tackling the Hardknot Pass. Again, this was conquered by several riders (not on granny gears) with full kit, I'm feeling rather tired just remembering this ride!

The route continued in the glorious hot June weather, down Eskdale and round to Wastwater. It was here that the group split with two or three riders opting for the Ennerdale route to Blacksail. Wasdale Head was reached by the rest of the bunch, where the heat finally got to one of us, John Smithson, but he struggled on with a touch of sun stroke. The group split on the rough ascent of Blacksail Pass, as we carried our cycles both up and down the very tricky path to our goal, Blacksail YHA, one of the most remote and beautiful areas in the English lakes. The hostel is a converted shepherd's bothy, and makes an ideal retreat far from the madding crowds.



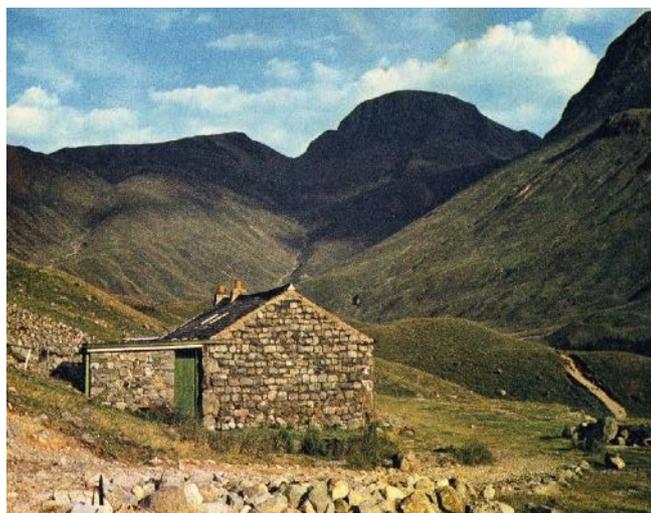
Back row: Ken Day, Ken Winterburn, Peter Hargreaves (Peter Pan), Jeff Duckworth, John Mullen (Ticker), John Smithson, Jim (the warden), and Tom Melling.

Front Row: Dave Stamp, Steven Taylor (speedy), John Dewhurst (Johnny Jingle), Joe Lofthouse and Pete Briscoe (Harry)

Blacksail

We all made it by various routes and after our evening meal entertained ourselves by skygazing and wheelbarrow racing, in that most unbelievable environment.

The morning of Sun. 15th June, promised another sunny day. We were breakfasted and packed up for an 8am start (yawn scratch). Before we could start the days ride back home there was the little matter of Scarth Gap to surmount. Scarth Gap is a foot pass from Blacksail over to Gatescarth. It was whilst descending the steep and uneven route that we



were met by the Cockermouth Mountain Rescue Team out for a day's training in new techniques of cliff rescue. Myself and others remember getting a severe telling off for being out on such dangerous terrain clad in only shorts and flimsy, perforated cycling shoes with slippery metal shoe plates, and carrying bicycles.

As our route continued from Gatescarth the next obstacle loomed up in front of us, Honister Pass. Most of the team rode with lots of encouragement, and we continued up, over and down into Borrowdale, following the shores of Derwent Water to arrive at Keswick, our welcome lunch stop. What culinary delights we had I have no idea, but they had to fuel us to our next stop - Ingleton.

The weather was still on our side, as we followed the A591 Out of Keswick, towards Ambleside. The pace again was kept quite high, for we had 100mls to cover before home. "Ticker" Mullen "rolled" one of his tubular tyres on a fast downhill bend a couple of miles out of Keswick. Pete Briscoe (Harry to his mates) was the only other rider on tubs and so stayed behind to assist him (Ticker you are supposed to glue the tyre on!!!). The two of them then time-trialled back to the bunch.

We had all regrouped by the time Ambleside was reached, and so we pressed on via the Lythe Valley, Damson Dene, Levens, Crooklands and Kirby Lonsdale to arrive at Ingleton our Tea stop. I think it would be fair to say that the miles were beginning to take their toll on us by now, but that did not prevent the customary "burn up" after tea, on the home stretch. The only incident on the home run was a puncture. This time it was "Tickers" turn to assist "Harry" Briscoe and again T.T back to the bunch.

Who won the sprint for the Whalley sign, I do not remember, but the classic weekend finished with us all enjoying a cool, well-earned pint of beer at the New Inns Public House, bathed in late evening sunshine. I think we all had a sense of satisfaction about us as we said our farewells and made our separate ways home for a very welcome kip!

P.S. It was reported on the late evening news that night that two of the mountain rescue team that we encountered on Scarth Gap had sadly lost their lives in a freak accident on that very same training exercise.

Dave Stamp

25 / 60 Years On



Two years ago, I left the Ribble Valley to move nearer children and grandchildren living in the “South” (they are however still 100 miles away). I did not have time to say farewell to the many friends from Blackburn and District CTC. I did however email Tony Stott and ask him to pass on my thanks to all who had helped make my cycling years with the club so memorable. Somehow at the same time I was persuaded to perhaps write an article for the club mag.

A few days later I was contacted by the secretary of the local D.A. in Warwickshire and invited to ride with them. I mentioned that I had not been on my bike for almost 12 months and when fit I might find it difficult to keep up as I was now in my seventies. His reply was that the ride leader was in his eighties and that I would be one of the younger members. This made me remember that the Blackburn section was very different to most CTC sections.

Sixty years ago, I when first started cycling seriously, (Sunday runs and annual tours) I bought my first hand built frame. Whilst living on Merseyside the frame came from Padiham, obviously a Hill Special. The rest of the equipment came from Quinn brothers and Eddie and I assembled our trusty steeds. Two years as a butcher's boy on Saturday mornings and I had saved the grand sum of £55 just enough to build a bike to my own specification with enough left over to buy a Carradice Longflap saddle bag and a cycling cape.

We rode initially with Melling Wheelers (later Kirkby C C) but soon realised that we more interested in touring and Sunday runs at a reasonable pace, rather than riding everywhere at a breakneck pace. Neither of us was interested in racing, so we joined the CTC nationally. As sixteen year olds we tried riding with the local section, but we felt like fish out of water, as there were few riders under thirty. So, the two of us decided to be our own team, and rode Sunday runs throughout the year in Lancashire and North Wales with annual tours to Devon /Cornwall, the Lake District and Scottish Borders, East Anglia, and the West coast of Scotland. Youth hostels and self-cooking meant that we could be away for 3 or 4 weeks whilst still at school. It all came to an end when I went off to college and a couple of years later Eddie got married.

In 1988 my son Guy began to show an interest in cycling. Pat Kaye at Ewood Bikes mentioned that Blackburn C.T.C. organised “C” runs that he might like to go on. So, one Friday evening in October we went along to the clubroom at Salesbury village hall. I was surprised that there were so many people there, and by the wide age range. We were made to feel very welcome and Guy was keen to join. I was not so keen when I realised that I would have to accompany him initially on “C” runs. I had not ridden more than a couple of miles at a time during the previous 25 years. Thank heavens these runs only happened once a month.

Engrained on my memory is the Sunday run nearest Guy's thirteenth birthday in March 1989. Conditions were miserable, but in true C.T.C. tradition the run went ahead. Cold and wet was an understatement of the conditions and to crown it all we came back

from Chipping over Jeffrey Hill. I think Ken Hartley must have read my thoughts, for at the end of the ride he said that Guy could go on future runs on his own as long as I would give written permission.

I was overjoyed at the thought of no more cycling and retired gracefully from the scene never again to ride a bike in anger (or so I thought). I must admit that I did occasionally go out but never more than 10 miles.

On the occasion of my 50th birthday in 1991 a plot was hatched, I suspect by Guy who was embarrassed by the “shed” that I was riding. A gift of new gears and wheels made it seem like a new bike. Thus, I ventured a little further on an occasional basis but only when it was warm and dry.

Around this time my circumstances changed and as the children were growing up I only had myself to consider. What was I going to do with my leisure time? Guy was nearing 16 and getting a lot of enjoyment out of cycling, hostelling and camping. He had been on February tours, he had been to France all with Blackburn C.T.C., in fact he appeared to live on his bike.

I began to remember how I had enjoyed the cycling days of my own youth. I dug out an old photo album and showed Guy a picture of Eddie and I nearing the top of Honister (raining of course). He was suitably impressed. I had been a real cyclist.

I thought about a return to cycling, but that was all that I did, think about it. Since Guy began cycling we had maintained family membership of the C.T.C. Late in 1992 my attention was drawn to the organised tours in the national magazine. “If I book on a tour I will have to get out regularly and get fit”, I thought. In December a two-week tour to the Sierra Nevada was booked, a proper tour I hasten to add, not a “cycling for softies tour”. The plan was 50 to ride 50 to 60 miles a day carrying all our own luggage, and I had not ridden more than 10 or 12 miles since that “memorable ride” over Jeffrey Hill some years earlier.

In February 1993 I was ready to risk a ride with the “B” section, a ride to Knott End, relatively flat and not too far. I thought it was sheer magic and I was hooked. In addition to the tour to the Sierra Nevada, I rode the 200 in 24, which a very young Clare Stott along with 5 or 6 other ladies also rode. Other highlights were a memorable “adventure” over Pen-y-Ghent, the hill climb and free wheel events. Later I was persuaded to enter the Fleet Moss Audax. At that stage I did not even know what an Audax event was, but I hasten to add that I did manage to finish within the allotted time (just!)

In addition to the regular “B” section Sunday runs and the D.S.S. runs on Thursdays, 1994 saw the completion of the Grand Slam, in spite of the fact that I started the Lancashire Cycleway 150 over half an hour late (puncture problems once again) and did not catch up with the field until north of Lancaster - Fleet Moss again and a 100K Audax which was part of the October Tour of Shropshire. Audaxing was really beginning to appeal.

Early February in 1995, Pete Douglas, Mick Jay, Dennis Walsh and I entered the North-West Passage 200. Awful conditions and whilst Pete and Dennis got back in good time, Mick and I got back with 5 minutes to spare (tail end Charlies). In March Mick and I completed the Cheltenham Flyer 200. Audaxing was definitely in the blood by this time. April saw the four of us plus Joe Lofthouse complete the Tour of the Cheviot 300. A further 4 Audaxes were completed that year, as usual culminating with Fleet Moss. All of these events were fitted in around the usual Thursday and Sunday rides, perhaps the most memorable being our “adventure” over Pen-y-Ghent, and the grand slam once again, which included the epic “150 in 12” which I rode with Roy Pickup. The year was rounded off with the October tour of Cornwall the first time that Jack Emmet and I had been on tour together.

In 1996 Audaxing became a bit of an obsession. Overall, I completed 10 including the C.T.C. National 400. Some I rode solo, many with Mick Jay and a few with Pete Douglas and Dennis Walsh. When visiting Guy in Bristol or my daughter Sharyn in London, I would fit in a local Audax of at least 200k. Traffic congestion meant that I started the South Downs 200 rather late so that was an event that I did complete entirely on my own. The officials I think made allowances and let me start “late” as I was the only entrant from the “far north”, everyone else living south of London. I did however also manage to fit in the Tour of Scotland organised by Joe, which reminds me that somewhere along the way I have missed out the tour of the Last Wilderness, another of Joe’s tours obviously with a few extra loops. On both occasions we stayed in Youth Hostels which I found quite ironic as none of us were under 50. It was also memorable as being the first time that I had been on tour with the one and only Ken Day.

At the end of 1996 Mick Jay raised the possibility of entering the 1997 London Edinburgh London Audax, the ultimate Audaxing event in the UK. How could I refuse such a challenge? I began extra training in January, as we had to become Super Randonneurs in order to qualify for entry. This meant completing events at 200,300, 400, and 600 K in order to be eligible for LEL a ride of 1400 K, even longer than the famous Paris Brest Paris event. In order to be truly prepared we chose to do two events at each distance. On the 600 K Southport –Scarborough –Southport which we did independently, a memorable moment was when Mick dozed off and fell off his bike. Fortunately, it was about 3 a.m. so there was no traffic about. At 10.00 on Saturday 14th June we set off along with 115 other riders. On Thursday 19th June we finished at 05.10. The closing time for validation was 06.40. There were however a few finishers behind us, so for once we were not the tail end Charlies. Over the period of 5 days we had managed a total of around 12 hours sleep.

Leaping forward to 2017, I am still getting out on the bike but not as regularly as I would like, nor doing much more than 15 – 20 miles. Riding solo is not the same as riding in a group. Perhaps next Spring I will get out with the local section. Who knows there may be one more Audax in me. I remember Jack Thompson from the Preston section riding Fleet Moss at the age of 81 and he had only taken up cycling five years earlier.

Ian Wilson (ianandjacqui@hotmail.com)



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Cycling Miscellany

Jokes & Quotes * A Big Day Out * Crossword Puzzle *
Recipe * Funny Signs * Member Profile

Life is like having a camera, develop the negatives and if it doesn't work out take another shot at it.

A vicar was cycling down the village road after communion and he had a wee bit more to drink than normal. He was spotted by the local policeman, who called him over and said:

“I'm sorry vicar but I have reason to believe you've been drinking and I must arrest you”

“Oh no officer, I'm alright, anyway the Lord is with me.”

“Ah! I got you then, two on a bike.”

A tandem rider was stopped by a policeman:

“Hello, officer, Sorry, why have you stopped me? Have I done something wrong?”

“You might not be aware sir, but your wife fell off the back of the tandem about half mile ago.”

“Oh, thank god for that, I thought I'd gone deaf!”

When life throws lemons at you make.... gin & tonic

Silence is always profound where once there was noise. Alfred Wainwright

RACING

The club affiliated to the Road Time Trials Council, North District on 13th December 1981, “To enable touring cyclists to occasionally race”.

Today, we are affiliated to various cycling organisations. A racing licence is required for road and track racing under British Cycling rules. Racing membership of our club is required prior to racing under our colours. Information can be obtained from the Racing Secretary.

A racing subscription, to defray the high costs of membership to national racing bodies, is due annually and must be paid before starting competition.

RYAN AND SUSAN'S SPECIAL ACHIEVEMENT

Nobody could ever, ever doubt Ryan and Susan Howarth's great achievement this year. They had already completed the 3 previous standard events, our 50 miles, 100 miles and 200 kms reliability rides, and were hoping to finish the 200 miles in 24 hours and so achieve an elusive Grand Slam.



Unfortunately, a spring snapped in their rear tandem wheel at Garstang, and they had to abandon. They were the only riders to enter the event, and the weather conditions were looking good. It was a massive disappointment, as they also had to abandon the 200 miles event at Levens, in 2016, when they were also on schedule for a Grand Slam.

Their quest for a Grand Slam 2017 began in April, in atrocious conditions when they rode the 50 miles within 5 hours with 6 other riders. The floods along the Settle Flats – Lake Victoria – were so bad I am amazed anybody completed the course. They pedalled, or rather paddled, through the waters twice, to Settle and back, and then hit another flood at Sawley as the River Ribble burst its banks there. Everybody deserved a medal that day.

The club 100 was a tough ride, with a big wind to contend with, and then the 200 kms is always hard on the way back from Staveley, with a surprising amount of climbing.

Ryan and Susan decided to have another attempt at the 200 miles on a different date, the 8th of July, 2017. They had done the necessary training and were extremely enthusiastic about this 2nd attempt, despite being on their own. Here are the texts that Ryan sent me to monitor their progress –

4.54 am. At Whalley, setting off at 5.00 am. I'll keep you posted through the day.

7.59 am. Milnthorpe. It's a fantastic day.

10.01 am. At Cark.

11.31 am. At Coniston and the sun is out.

2.15 pm. 102 miles. Half way round, on our way home now!

4.24 pm. Greystoke – that was hard work.

7.02 pm. At Kirkby Stephen, finding it hard now. Got a head wind.

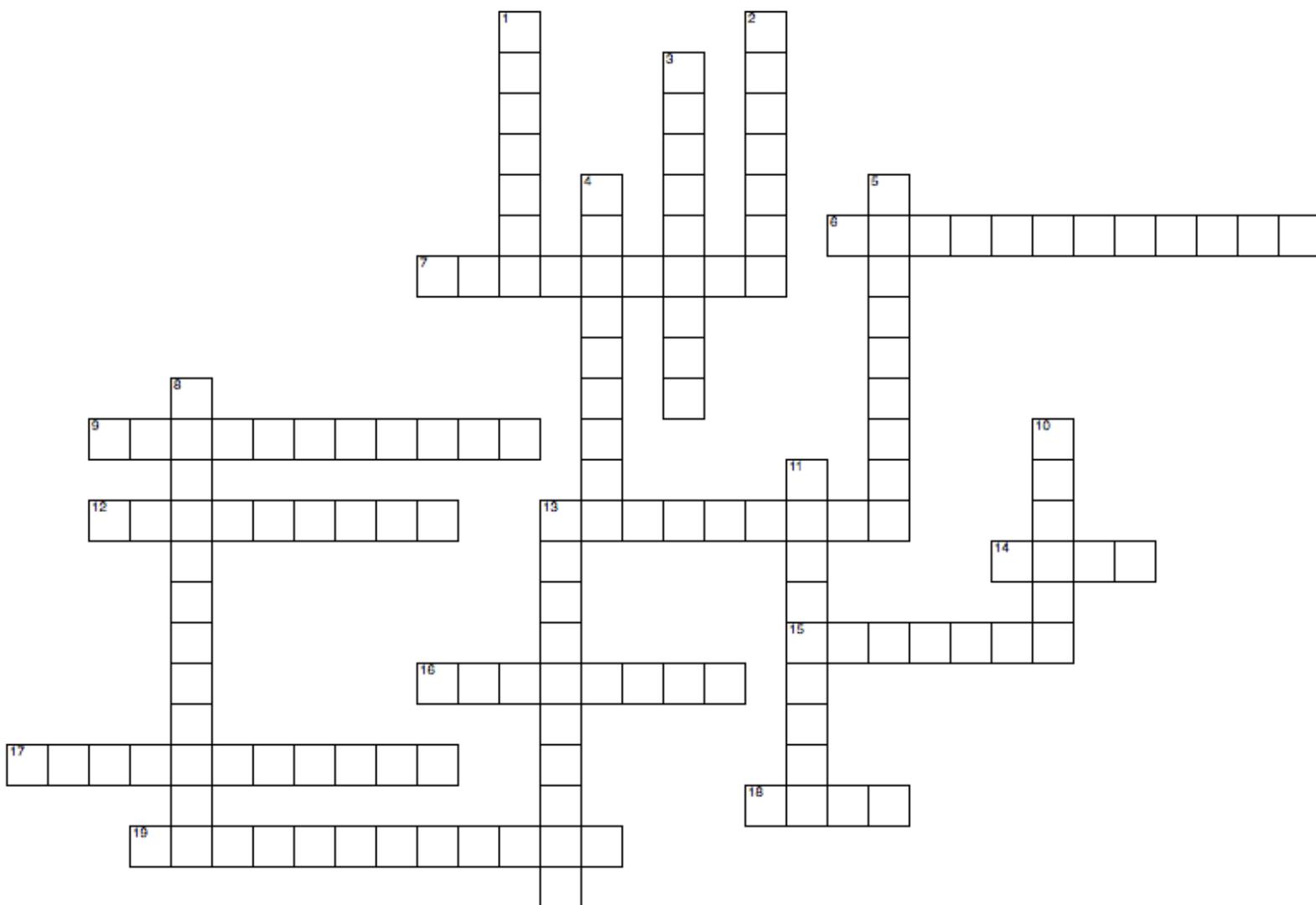
8.43 pm. Sedbergh.

11.45 pm. Rathmell.

1.27 am. At Whalley, finished. Well happy!

So well done, Ryan and Sue. You deserve a special award for all your hard work, enthusiasm and perseverance. Tony Stott.

Crossword Puzzle – You will find all the answers in this magazine



ACROSS

- 6 Speedy (6,6)
- 7 Warden at Stainforth YHA in the late 1940's (9)
- 9 Super Tourist of 2017 (4,7)
- 12 Month that the Club Room will re-open for the Winter Social Programme (9)
- 13 Youth Hostel in the Ennerdale Valley (4,4)
- 14 Paired with Boring, Oregon, USA (4)
- 15 Capital of Costa Rica (3,4)
- 16 Club Clothing Manufacturer (8)
- 17 Correct Oven Temperature for Spiced Apple & Cider Cake (3,4,4)
- 18 Breed of Dog which decided the Quiz Night in March (4)
- 19 German Railway Company (8,4)

DOWN

- 1 Highest Point in Wales (7)
- 2 Ian Appleby's Best Bike (7)
- 3 Residence of the Yorkshire Shepherdess (9)
- 4 Competition held on Marl Hill (9)
- 5 2Up Course (2,7)
- 8 We'll be heading here on Royal Wedding weekend (6-2-4)
- 10 River that flows through Vienna & Budapest (6)
- 11 Has completed 34 (or maybe 35) 50s (4,5)
- 13 Celebrated on 25th January (5,5)

Spiced Apple and Cider Cake

for the cake

5 oz margarine or butter (150g)

5 oz caster sugar (150g)

2 eggs beaten (size 2)

8 oz plain flour (225g)

1 level teaspoon baking powder

1 level teaspoon grated nutmeg

¼ pint dry cider (150ml)

3 smallish cooking apples



for the topping

1oz butter (25g)

1oz plain flour (25g)

2oz dark, soft brown sugar (50g)

2 level teaspoons cinnamon

1oz blanched almonds, chopped (25g)

Pre-heat the oven to gas mark 4 (350f) (180C)

First brush a deep 8 inch (20cm) loose-based cake tin with melted fat.

Line the base and sides with grease proof paper, brush the paper with melted fat.

Then cream the butter and sugar together until light, pale and fluffy, before adding the eggs a little at a time, beating well between each addition. Now sieve the flour, baking powder and nutmeg on to a sheet of grease proof paper. Fold half of this into the creamed mix, using a large metal spoon followed by half of the cider. Then fold the rest of the flour in and finally the last of the cider. Now peel, core and chop one of the apples and fold this carefully into the cake mix. Spoon this into the prepared tin and then level the top with the back of the spoon.

To prepare the topping

Measure the butter, flour and cinnamon into a bowl. Rub the mixture with the fingers until you have a coarse crumbly mixture. Then add the chopped almonds. Now quickly quarter core the remaining two apples. Slice them thinly and arrange the slices slightly overlapping in three circles on top of the cake. Then sprinkle the topping over the apples and bake the cake on the centre shelf for 1 ½ to 1 ¾ hours until the cake shows signs of shrinking away from the tin. Leave it to cool in the tin for ten minutes before moving it carefully and transferring to a wire rack.

This can be served cold as a cake or warm as a sweet course.

Competition Time!

Chris Fitzer sent in these examples of funny signs he has come across and so we would like to set you a challenge to send in a picture of the funniest sign you come across in 2018. Email the picture to clubmag@blackburnanddistrictctc.org.uk and the most entertaining entry will win a CTC water bottle.



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Member Profile - IAN APPLEBY

(by Anne Stott)

To some of the newer members in our club, Ian might be just somebody who rides a bike, comes down to the club room, and kindly donates good quality bike equipment to our jumbles. But, he's more than that, he's a "Record Breaker".



Ian has been a member of our club for 60 years, since he joined in 1957. Not only does he ride a bike, but he rode a tricycle as well, and partnered Dave Gabbott on a tandem and tandem trike. Along with Brian Kirkham, (another tricycle rider, who was better known as 'Six Guns'), the three of them raced for the NLRC, the racing offshoot of our CTC section.

In 1964 on the Brock course (L1) together on their tricycles, Brian (Six Guns), Dave and Ian, broke the National 25 miles trike team record with an aggregated time of 3hrs 11mins 45secs. In the same event that day, Dave Gabbott soared over the finishing line on his trike in 1hr 0min 56secs setting a new solo competition record.



Ian rode the tandem trike with Dave (Gabbott), and riding together on their tandem trike (in the Moffatt hills) in 1963 on September 22nd they broke RRA National Tandem Tricycle 50 miles, clocking 1hr 41min 1sec, knocking 8mins 57seconds off the record (which they held for an amazing 28 years!). In the same attempt they knocked 13mins 54mins off the Scottish tandem tricycle 50mile record, which they still hold to this very day! The same year (1963) in the Moffatt Hills again, on 20th October, on

a tandem bicycle they set a new RRA Scottish 50 mile tandem record with 1hr 35min 46secs, which has not been broken since.

The tandems only had four gears, and the top gear was about 112 inch. On the tandem bicycle on one part of the course they did not drop below 55mph for 6miles. They missed the National RRA tandem bicycle 50mile by 3/5th of a second because of a puncture, What a shame!

John Kitching, another trike rider from our club has the tandem tricycle, which I have had the honour of riding, no questions asked there! The tandem bicycle is in Otley CC club room. It was loaned to them by Jim Bailey who was in Nelson Wheelers and went on to become chairman of the National CTC council.



See, what hidden gems lie within our club! Here's a few questions I asked our champ Ian.

Q. What course did you brake the National Team Trike Record?

A. L1 Brock 25mile course 3hrs 11mins 45seconds.

Q. What year did you join the club?

A. 1st April 1957 (any fool should know that)

Q. What's your biggest achievement?

A. Taking the National RRA 50 mile tandem tricycle off Albert Crimes and John F Arnold by a massive 8mins 54seconds. The schedule was to beat it by just 55secs.

Q. Which is the best bike you've had?

A. The Mercian I am riding at the moment.

Q. What's your PB time?

A. 1 hour 3mins 50seconds in 1964 on three wheels on 84 fixed.

Q. When was the last time you rode a trike?

A. Oh, it was sometime in the 1970's. Jeff Kay's got the trike I used to ride.

Q. Where you on the front or the back of the tandems?

A. I was the stoker.

Q. What's your favourite club run?

A. I don't have a favourite club run. I just enjoy the freedom of riding a bicycle.

Q. What's your favourite cafe?

A. Flookborough, behind the garden centre, it's closed on Sundays.

Q. Who's your hero, if you have one?

A. Beryl Burton, it was a close run in with Anne Stott, but Beryl won.

Q. Have you ridden from Land's End to John O Groats?

A. I have never done the End to End, never wanted to, but was the mechanic on a successful RRA attempt in 1960. I have done the Isle of Man End to End.

Our club's full of surprises, you never know who you could be riding next to! He could be the Cafe King. He could be an unsung hero. He could be a record breaker. He could be a record holder. He could be Ian Appleby.



THREE WHEEL RECORD

JUST who was the real hero of the last of the open events for 1964 on Brock is hard to say.

Was it Brian Armstrong from Carlisle who beat his fellow scratchman Keith Boardman by one solitary second?

Was it roadman D. Smith of Manchester who won at 50 miles over these roads last week, and this Sunday finished 3rd in hot time-trial company?

Was it 19-year-old motor mechanic Dave Gabbott of the promoting club who roared his souped-up trike over the line in 1-0-56 for a new comp. record and led Ian Appleby (1-3-50) and Brian Kirkham (1-6-59) to a new record aggregate of 3-11-45 for 3 men on 9 wheels?

Was it 52-year-old Bill Harrison who set a new veterans' record for his age with 1-1-58?

Or Huddersfield's George Pooley who did 1-13-30 on a tricycle for another veterans' record at 60?

Heroes all, and a grand wind-up to the season on a day of shifting winds and wet roads.

Concealed in the statistics are at least two other worthy epics.

Preston Wheeler John Gibson started one hour late and did 57-27 with the usual urgency absent, and veteran "Sox" Spencer punctured, was stopped by a traffic cop for a lecture on riding too far from the kerb, and was halted by traffic lights.

But his head stayed on and he did 1-3-21!

Brian Armstrong, Border City Wh.	57 1
K. Boardman, Kirkby C.C. ..	57 2
D. Smith, Flixton C.C. ..	57 39
D. Rollinson, Liverpool Merc. ..	58 29
G. Magnay, Kirkby C.C. ..	58 38
M. Westmoorland, Border City Wh.	58 39
Best trike.—D. Gabbott, N. Lancs R.C. (competition record), 1-0-56. Team.—Border City Wheelers, 2-54-36.	

Overflow Event

J. Bagot, E. Liverpool Wh.	.. 1 4 54
J. Boast, Pendle Forest 1 4 58
K. Howson, Kent Valley 1 5 3
Team.—Pendle Forest, 3-21-57.	

Harry Aspden

Record

TWO North-east Lancashire cyclists, Dave Gabbott, of Burnley, and Ian Appleby, of Oswaldtwistle, broke the Scottish 50 miles tandem tricycle record by 13 minutes 54 seconds and the English time by 8 minutes 57 seconds, in Scotland in the early hours of Sunday. Their time was 1 hour 41 minutes 1 second over a course which started seven miles out of Moffat and took them through Dalkeith to Edinburgh. They had no punctures and no mechanical trouble and their only moment of anxiety occurred when a dog ran into the road.

Their performance was the more praiseworthy because both were recovering from being involved in a collision in Lowerhouse last week with Dave having a cut scalp and Ian damaging his hands. They intend to try for the 30 miles record this weekend in East Lancashire.

Dave Gabbott is a former member of the Burnley Premier CC, but joined the North Lancashire Road Club to enable him to concentrate on tricycles. He resides in Wiltshire-avenue.

TANDEM BAULKED BY A BUS

AFTER only six rides together J. Appleby and D. Gabbott, North Lancs R.C., made their second attempt in two weeks on the R.R.A. tandem "50." It failed by just 3/5sec. giving them a time of 1-35-45.2.

Yet, had it not been for a puncture at 32 miles and trouble passing a bus at a roundabout at Wallyford the record might have been theirs.

Using the same course on which they broke the tandem tricycle "50" a month ago, they made good time over the first

16 miles being 18sec. up at this point. But after the puncture setback they had to do a fast six miles of riding to keep inside record. Although at 46 miles they were 10sec. inside record, their gains were snatched away by the bus trouble.

However, they had the consolation of breaking R.R.A. of Scotland tandem "50" which stands at 1-37-46.

The present R.R.A. tandem "50" record is held by L. J. Blackhurst and A. Griffiths.

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Blackburn & District CTC Information



**Clubroom: Hewlett Room, Hyndburn Academy (Norden School),
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Thursdays between 7:30pm and 9:30pm, entry £1

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