

# Blackburn & District Cyclists' Touring Club



2024 Club Magazine  
Memories of the Centenary  
[www.blackburncycling.club](http://www.blackburncycling.club)





**Centenary Day**  
**100 Kilometre Ride**  
**Halton Gill**







**Fun & Games in the 1950's & 1960's**  
**for more details on these pictures, see the penultimate page**



# Discover a world of Freedom

With 100 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 Sunday club rides, touring 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 insurance cover 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 club tours, 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.



## The Centenary

I remember a few years ago, at a committee meeting at Richard's house, someone said "It's our Centenary in a couple of years, we need to start thinking about how we want to celebrate it". No worries, it's ages off, we all thought. Tempus fugit, less than a year to go, WHAT!

Lots of decisions to make. What, where, and when. Some form of memorabilia required -Pens? Bottles? Coasters? Bags? but what better than a Bentham Pottery bespoke hand- thrown mug in glazed in cobalt blue (club colours) with the club logo on the side. Brilliant idea (thanks Caroline). These can still be purchased (£7. 50p) at the club room or from Caroline.

Hmmm ..... venue? With fingers crossed that the car park would be big enough, we booked homely Grindleton Village Hall, for Sunday July 2<sup>nd</sup> the nearest date to when our club was formed 100 years ago.

Now what about 'The Centenary Rides' - 100 kms and 100 minutes? Start at Whalley? Could be too far some to ride, and then you've got to get back to Whalley. Too many miles? Or start at Grindleton? but there's a great big hill either side, and where is everybody going to park? Grindleton it was, and a fantastic ride over Halton Gill for the 100kms; and then, "Crossing The River Ribble" (Gisburn, Rimington), or a potter to Sawley Abbey for the kiddies, for the 100 minute ride.



Some tickets required ..... an inspirational brainwave, re-enact Ken Hartley's 1965 black and white photo of the club meeting underneath Whalley Abbey West Gate, but this time in colour (thanks Stew for a great job ). It looked brilliant, so much so, I used it in the club mag too! (I still have some Centenary tickets, club mags and leaflets left if anybody wants one for a sovereign, I mean a souvenir!

We need a cake. A special cake. A Centenary cake. Now, much debating went into this project. Caroline, Anne, and Josie all made a big cake, (a variety of chocolate, lemon, and Victoria sponge ). Josie (Smith) did the finishing touches by expertly icing the cake (to mine and Caz's relief ) creating an impressive bike design, perfect for our special Centenary Day. Lesley made a spare Victoria sponge cake on the day too, just in cases. Let's have Tim's potato pie too, it's delicious. Tim has served



us well over the years (not quite a 100!) there's always plenty of it and served with a cheerful, smiling face.

I had spent a lot of time collecting together old black and white photographs and club memorabilia from Ken Hartley, Ray Chadwick, Ian Appleby and Jack Standen and other club members. More choice from Joe Lofthouse, Steve Fleming, Jim Boocock, and Stew Clark (just to mention a few of the many who contributed) plus our own many years of photographs, I managed to present a varied rolling digital picture show for the Centenary day, which I thought represented 100 years of our club's cycling, its members and the comradeship and spirit our club has.

Steve Fleming gave us a lovely red tandem frame. I asked Helen Lang's partner Paul (Cobra) Riley if he could sell it for us. Paul, who builds his own bike frames, has a lot of contacts. I was amazed when he sold it for £100. Great, just what we need - a £100 for the big Centenary day special draw. Funnily enough, my number was the first drawn out! a re-draw, Andy Wilson had the lucky number. He bought a club top and the rest went back into club funds. What turns around comes around!

92 tickets were sold, of which 88 attended on the day. Generous donations were given from our mag sponsors - from Ewood Bikes, "Blood Sweat and Gears" and JD Tandems for the big raffle, which Lesley organised. 25 riders rode the 100 kms, and 21 rode the 100 mins; the ages ranged from 80 years old down to 9 months old. What a turn out!

We had spent a sunny afternoon at the Swan with Two Necks with DC and Caz (over a beer .... or three) discussing the order of the day, check list and last minute arrangements. Now all we need is the weather.

Peter Norcliffe kindly opened the hall for us on Saturday evening. With help from Tony, Stew & Sue, Lesley & Mark, Dave & Caroline, we managed to trim up and prepare for the following day. Thanks a lot, you guys.

Sunday July 2<sup>nd</sup> and the big day arrives, great, it's not raining. Tony and myself rode to Grindleton early in the morning to set the 100kms off. It was so nice to meet old friends again like Adam Pinder and Ian Kay, after such a long time. We rode back home, grabbed some grub, and drove back to Grindleton to set the 100 min riders off. It was such a treat for us to see our family with their children on their kiddie seats, riding off to invade Sawley Abbey for a couple of hours. Such a joy to see Helen & Ian Yates riding with the club again.

While the riders were away, people started to arrive at the hall, so many past faces, John and Stephanie Dewhurst, and John (Ticker) Mull(en) , still a right character; there was lots of hugging, chatting, laughing, a re-kindling of the spirits of club cycling and friendship.



The hall was buzzing, so were me and Caz, everything was going to plan, riders arrived back, greeted with a well-deserved cup of tea from our smiling Sue. Tim served lashings of pie, potato and/or cheese & onion. Dave gave his President's speech. We lit the candles on the anniversary cake, a boisterous Happy Birthday was sang. Lesley, with the help of Mark and the Helliwell children drew the raffle prizes, while we cut and dished out the anniversary cake. Lots of help from everybody.

The atmosphere in the hall was electric, bubbling with excited chatter. Tony and myself had a momentous day, it was like our own reunion party as we knew and had shared so much with everyone who was there. It was an amazing day, I am sure, for everyone else too. It was worth every bit of time, effort, and work to see the spirit and comradeship of our club still thriving and shining after all these years. It's you who made our Centenary one to remember. Thank you everyone.

Anne Stott

### **People who attended the 100 Centenary Day at Grindleton Hall, Sunday July 2<sup>nd</sup> 2023.**

John Mullen  
Tony & Anne Stott  
John & Stephanie Dewhurst  
Dave Stamp – 100 miles  
Roger Haydock -100 kms  
Pete Briscoe – 100 miles  
Caroline Collinge  
Dave Collinge – 100 kms  
Ian Appleby – 100 minutes  
Bill & Rita Whitely  
Mike Jay – 100 minutes  
Sylvia Jay  
Richard John  
Dave Bateman  
Bernard Smith – 100 kms  
Josie Smith – 100 minutes  
Lesley Miller – 100 minutes  
Mark Horrocks – 100 minutes  
Helen Lang – 100 minutes

Paul & Matthew Smith – 100 kms  
Helen & Charlotte Smith – 100 minutes  
Carl & Sarah, Eva, Ralph & Fergus  
Helliwell  
Stew & Sue Clark  
Ian Stott – 100 kms  
Barabra Bell  
Sue Cheetham  
Bernard Pearson  
Ken Hartley  
Steve Hodgson – 100 kms  
Ken Hodgson  
Jack Standen – 100 minutes  
Lindsey & Bethany Fitzer  
Chris Fitzer – 100 kms  
Stuart Carter – 100 miles  
Tom & Paul Melling  
Drew, Tara, Alexander & Eleanor Robb  
– 100 minutes



Richard, May, Jacob & Oliver Hawkins  
– 100 minutes

Hannah Bidwell

John Monk – 100 kms

Simon Dobson – 100 kms

Jeff Duckworth

Andy Wilson – 100 minutes

Will & Joe Kembury – 100 kms

Chris Miller – 100 kms

Chris Clarkson

John Kitching

Jan & Neil Holding

Dave Ebbrell – 100 kms

Rachel, Noah, Harry & Amelia Ebbrell

Ian, Linda & Kristian Kay – 100 kms

Jason Whiteley – 100 kms

Mick Bradbury – 100 kms (R)

Ian & Helen Yates – 100 minutes

Ian Whiteside – 100 minutes

Dennis Walsh

John & Janice Cowburn – 100 kms

Eddie Whittle

Adam Pinder – 100 kms

Peter Robinson

Neil Reynolds

Phil Hacking

The following rode the 100 kms event  
only –

Terry Parker

Tom Barlow

Dave Galloway





# **Blackburn & District CTC Centenary Celebration Sunday 2<sup>nd</sup> July 2023 Grindleton Pavilion**

## **President's Speech (Dave Collinge)**

### **Intro & thanks**

I'm really proud to stand here today and would like to welcome everyone and say a big thank you for attending the celebration of the 100<sup>th</sup> Anniversary of Blackburn & District Cyclists' Touring Club and to all those that have helped out. I hope everyone had a great time on the two rides whether 100km or 100 minutes. I've had some quite moving conversations on the ride today about what the Club means to people and I'll come back to this at the end.



### **The early years**

I'm going to start with the early years of the club and the following information is from articles courtesy of Henry Gregson, Ken Hartley and Tony Stott. Thanks also to all of the previous Club officials who have taken the time to record information over the years. These are relating to the minutes of the first committee meeting, club life between 1940 and 1965 and the first 80 years of the Club. The National Club was formed in 1878 in Harrogate and it was a few years later in 1913 that the first date of the CTC existing in North Lancashire was recorded. Ten years after this, in 1923, Blackburn Section was founded. The first meeting held at 72 Ripon Street in Blackburn with Harold Jackson initially elected secretary and then President. Ken Hartley just about remembers him and this forges a link between myself as current President and Ken as the previous one. By 1926 records show that there were 89 members in the Blackburn Section.

In 1937, Blackburn changed its name to the North West Section and in 1941 the section was almost abandoned during WW2. The following is a powerful extract from Henry Gregson's article from the 1998 Club magazine, 'In the 1940s, with most of the fit lads in the forces the section was down to a very few elder statesmen, three or four youngsters and several girls who promised to keep the section in existence for the boys to come back to. Sometimes, only one or two were able to get out.' There then followed a post war increase in membership. In 1950 a racing offshoot formed and named the North Lancashire Olympic Road Club. This period also coincided with the start of the North West Section winning the Beard Cup. In 1963 Blackburn Carnival Hill Climb organised by Ken Hartley, a member since 1948 – with a CTC float in the procession.



## **Blackburn and District Section**

1980 was a momentous year in the history of North Lancashire DA when the Club changed its name from North West Section to Blackburn and District Section. In December 1981 we then formed a new racing section affiliated to RTTC and BCF. Brian Kirkham was the first to race for a CTC club in the Circuit of the Dales in 1982. In 1983 David Brayley-Willmetts applied for boundary changes which brought in Darwen and Rossendale. In 1988 we split with North East Section which later became Burnley and Pendle CTC and we still organise joint rides. Blackburn then became the only section in North Lancashire DA. By the 1990s and into the early 2000s members were heading off on World Tours, frequently winning the Beard Cup and securing five National Hill Climb team victories plus podium places and junior champions.

## **Moving on to the club ethos.....**

What does it mean to be a member of the club? First and foremost it is about touring whether club runs or longer trips, exploring new places, adventure, riding our bikes, offering advice to new members and passing on experience. It's also about banter both at café stops and on the bike. It's an opportunity to talk utter nonsense for 8-10 hours. It's about looking after each other, finding new cafes, suffering and maps.

## **Activities - This is a list of the different activities that the Club has been involved in over the years (there may be others I've missed)**

- Club runs are our bread and butter whether 'B' runs or the big summer 'A' runs getting home late, sometimes after midnight.
- Youth Hostelling and camping (Stainforth Rally/York Rally).
- David Brayley-Willmetts and Steve Fleming – St. Wilfred's, Norden and Notre Dame Schools organising cycling trips for pupils to Norway, Scotland and Wales. ESCA – The English Schools Cycling Association.
- Photography – Members like Ken Hartley, Tom Melling, Joe Lofthouse and Jim Boocock were all accomplished photographers and took time to stop and take photographs. This is evidenced by the images currently on the screen.
- Racing - Time Trials, Hill Climbs, Road Racing, Track Racing and Grass Track.
- Reliability and Standard Rides.
- Super Tourist Competition/Tourist Competition
- Freewheel Competition
- Treasure Hunt
- Map Reading.

## **Finally a little bit about the Clubroom, Club Magazine and Club Clothing**

The Winter clubroom social programme at Rishton Methodist Church provides inspirational talks and gets you thinking and planning the following year's trips. We've

had 112 Club magazines since 1982 with 11 editors providing a detailed record of the club's activities over this time. Coincidentally, approximately 100 people have contributed to the issues during this period. Looking around the room you'll also see examples of the Club's clothing. The distinctive Royal Blue kit, first designed by Jim Boocock really stands out on the road amongst other multicolour designs.

Everyone is here today because the Club means something to them. Discussions today on the ride about what the club means to people included adventure, laughs and belonging, lifelong friendships, being like an extended family and also helping to influence peoples' job opportunities because of their cycling.

To finish off, I'd like to mention the ladies who have been responsible for making the Anniversary cakes: Anne, Caroline, Jose and Leslie. Jose deserves a special mention for her role in the fantastic icing of the cakes and we now have a little something to present to her.

*(Jose was presented with a bouquet to express the Club's gratitude for her contribution)*





## **A SELECTION OF INFORMATION & CORRESPONDENCE FROM THE CLUB'S ARCHIVE – 1934 -1950.**

In the Annual Report of 1934, our secretary, Mr GA Hudson, noted: "I regret I cannot report a year free from accidents. In those cases dealt with locally, £13 12s 0d in damages have been secured.

(In 2023 we are still suffering from this problem, three members having fallen foul of traffic accidents, and I wonder how £13 12s 0d translates in today's economics?)

Mr Hudson goes on to record that the Blackburn Section regained the DA Trophy at Ingleton. Also, the annual cricket match at Malham was won by the Blackburn Section. But, at the 1934 AGM, Mr P Devlin presented a Motion –

"That this meeting considers the present title of the (Blackburn) Section inadequate, and that it should be changed into one that indicates the whole area covered by the Section."

The Motion was not passed.

However, at the AGM of 1937, Mr Peter Devlin presented the Motion again –  
"That the name of the Blackburn Section be changed to a more suitable title."

This time the Motion was passed, then ratified at a North Lancashire DA committee meeting, and we were stuck with the title "North Western Section" (of the North Lancashire DA) for the next 43 years.

On the 6<sup>th</sup> December 1945, our secretary Miss E Meara (of 38 Hawthorne Bank, Altham) wrote to Harry Bendall at the House of Commons about road closures in the Bolton-by-Bowland and Paythorne area. The reply came on the 7<sup>th</sup> January 1946 following further correspondence with the Ministry of War Transport –

"These roads are among those in the vicinity of Gisburn RAF station which were closed by the Secretary of State for Air in December 1942. Three of these roads were re-opened by a Revoking Order of 25<sup>th</sup> June 1945. The question of re-opening of the remaining roads in the area (is being) investigated with the Air Ministry."

As Ken Hartley once informed me, the lay-bys up Hellifield Road, Bolton-by-Bowland, were used as ammunition dumps during the 2<sup>nd</sup> World War.

Sure enough, on the 22<sup>nd</sup> January 1946, Miss E Meara received a final reply from the Ministry of War Transport –

"The continued closure of these roads is in connection with the storage of explosives, and their re-opening is accordingly dependant upon the disposal of the explosives. I understand from the Secretary of State for Air that this may not be possible to settle in the immediate future."

Settle? That's all our members wanted to do! To ride to Settle!

In March 1947, our secretary, Miss Priscilla Western, wrote a letter of protest to CTC HQ (at 3 Craven Hill, London) about the failure to print our rides and events in the CTC Gazette ("The Oldest Publication In The World Devoted Exclusively To Cycling). It turns out there was a Government ban on certain periodicals. It looks like there was a paper shortage.

On the 7<sup>th</sup> April 1948, one of our members, Mr JH Bridge, wrote to the Surveyor at Lancaster Rural District Council about the unsatisfactory condition of the ford bed between Marshaw and Hawthornthwaite, on the Scorton Road, approximately half a mile from the junction on the Trough of Bowland road. He wrote .....

"Within half an hour on Sunday 28<sup>th</sup> March, I saw at least 10 cyclists fall off their machines in attempts to negotiate the ford, one rather seriously falling full length into the stream."

Apparently, cyclists coming from Scorton had no difficulties, but those coming from the Trough Road, without exception, all fell over a boulder into the stream (Marshaw Wyre) suggesting the road had been widened from the Trough side, but the ford bed had not been widened. Mr Bridge went on to note that young town cyclists love the thrill of a "water splash" but that it should be safe for them, especially on the King's Highway.

On the 16<sup>th</sup> April 1948, the County District Surveyor replied, without apology, that the unpaved bed of the ford would be paved at an early date. This was Mr Bridge's reply to that –

"I thank you for your letter, and note its contents. I shall be happy to pass on this information to my young friends, one of whom is still receiving hospital treatment as an out patient from bruises received at the Ford."

In 1949, our secretary, Henry Gregson, wrote to HQ about an accident at Gisburn. Harry Westwell was forced off the road and into a hedge by a motor coach (Robinsons of Great Harwood). The coach failed to stop. Harry was taken to Burnley hospital by ambulance. Fortunately, Ronnie Wild witnessed the incident.

On 25<sup>th</sup> October 1949, Henry wrote to Stanley Prescott at the House of Commons about the imminent proposal of fitting reflectors and white patches on cycles –

"The rear light has been inflicted on cyclists and is now required by law on every cycle used after dark. I appeal to you sir, why on earth should three separate means be compulsory to identify the rear end of a cyclist after dark?"

In 1950, Henry wrote to Anelays, a cycle and motor cycle shop at 86 King Street, Blackburn. Our club had a box fixed to an outside wall there, for our Runs Lists and newsletters. Apparently, our name had been painted over by the shop. Anelays claimed the box should have been maintained, as our name had worn away. It was good of them to let us use their premises. I assume the name was painted back on.



In the club's correspondence there are many letters arranging suppers and breakfasts at various locations in the Lake District and the Yorkshire Dales, for the annual 24 hour reliability rides. In 1950, Henry wrote to at least four venues in Keswick, for breakfast for 12 cyclists, at 8.00 am on Sunday 25<sup>th</sup> June. Here are four of the quotes he received .....

Belvedere Guest House – porridge, sausage and two eggs each, toast, tea, bread & butter, jam, marmalade, unsure if bacon will be available (due to rationing) 3 shillings and 6 pence each

Fletcher's Hotel – “a good Cumberland breakfast” of stewed prunes, cornflakes, porridge, hot puffs, bacon & eggs, tomatoes, toast, brown & white bread, butter, marmalade, tea & coffee 5 shillings per head

Mrs Brownlee's – cereal, bacon & eggs, toast, bread & butter, marmalade, tea 4 shillings per head

11 The Crescent – egg & sausage, toast, brown & white bread, marmalade tea 3 shillings each

Which venue do you think Henry chose?

Tony Stott, honorary secretary (2008 -2024)

## BLACKBURN & DISTRICT CTC CLUB CLOTHING

Impsport, our club clothing supplier has set up a 'club shop' which allows Blackburn CTC members to view and order club clothing. Please note: the prices on the club shop are including VAT so no hidden charges at the check out.

The website: **[yourclubshop.co.uk](http://yourclubshop.co.uk)**. Enter password **BDCTC1891** in the 'club login' box to access the clubshop and view the kit available.

### Product range

T1 premium quality club level garments. Comfortable, with a perfect fit. Impsport's most popular custom choice.

T2 Technical fit garments utilising specialist fabric in key areas for maximum aerodynamic and speed gain.

T3 State-of-the art technology and wind tunnel tested fabric create the fastest garments available to the UK custom market.

Any questions, contact Dave Collinge :01200 445245 [dcollinge@hotmail.co.uk](mailto:dcollinge@hotmail.co.uk)



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## THE BLACKBURN HUNDRED QUEST

We'd hoped for a decent response from our club members when we set the 2023 Cycle Quest across Lancashire, as a way of celebrating our Centenary. We never expected such a good response.

Bernard Smith was the first to complete the Quest, on the 19<sup>th</sup> May, thus becoming an emphatic and early leader in the year-long Supertourist Competition. He'd encountered a problem on the car park at Jubilee Tower, when the stone with the question on it had been flipped over, either by some bad driving or an act of vandalism. We sent Bernard a photo of the exact location., he returned to Quernmore, duly restored the stone to its correct position, and found the missing Quest.

Mike Jay couldn't believe one of the Whalley questions, as he didn't know about it, and it involves his all-time hero! Steve Gregson was over the moon with the Quest, praising our efforts. He wanted to achieve all his Quests under his own steam, by cycling or walking, which was also pretty much what Jack Standen wanted to do.

The Quest has inspired Ian Stott to get some riding in, and "treasure hunter" Hannah Bidwell to meet him at the various locations. Ian got some training in for L'Etape in July, up the Col de Joux Plane, and into Morzine! Meanwhile, two couples from the Brompton contingent, Stew & Sue Clark, and Dave & Caroline Collinge, have been neck and neck for most of the year.

Peter Robinson was very organised, as he is with everything he does. He carefully plotted his Quests, placing 100 red dots on the five appropriate OS maps, to make it easier in the field. Unfortunately, Peter had a terrible accident in July, and his mission has been suspended.

John & Janice Cowburn were the next to complete the Quest, by tandem of course, on the 15<sup>th</sup> October. They'd had a few hiccoughs with the six-figure, manually calculated Grid References, but survived and succeeded! Like others, they'd picked up a few of the Quests on our club rides.

Next to finish, on the 19<sup>th</sup> October, in an incredible whirlwind of riding, was Chris Fitzer. He completed the Quest in just a few weeks, enthusing about cycling to new places, especially to Wycollar. Chris then took over the lead from Bernard in the Supertourist Competition.

But the most intriguing response of our club members came from our young octogenarian, Jack Standen. He compiled a record of his Quests, how he got to

them, by bike or walking, and how many miles it was for each set of answers. Jack used public transport and Shanks' pony when he couldn't get there by bike, his electric bike for the longer rides, and his Hetchins plus the car for the far-distant Quests. At the time of going to press, he has done 100 miles walking, 400 miles on his e-bike and 25 miles on his Hetchins. Well done, Jack, and well done everybody!

Anne & Tony Stott.

		Miles		Miles	Quest	Total	
24 January	e-Bike	29.58			1-3-4-5-39	5	5
27 January			Walk	3.56	41-42-43	3	8
28 January			Walk	5.86	44-45-47	3	11
29 January			Walk		46	1	12
31 January			Walk	4.70	48-50-51	3	15
5 February			Walk	6.08	40	1	16
6 February			Walk	8.27	53-54	2	18
10 February	e-Bike	22.21			2-12-13-14	4	22
14 February	e-Bike	44.60			6-8-9-10	4	26
21 February	e-Bike	29.39			11-15-21	3	29
25 February			Walk	6.46	33	1	30
28 February			Walk	6.99	34-35	2	32
11 March			Walk	10.82	52	1	33
22 March	e-Bike	15.54			27-28-29	3	36
30 March			Walk	4.00	30-31-32	3	39
2 April	e-Bike	48.15			17-20	2	41
23 April	e-Bike	35.58			23	1	42
3 May	e-Bike	45.78			80-81	2	44
27 May	e-Bike	46.70			7-79	2	46
10 July			Walk	8.76	55-56	2	48
19 July			Walk	2.35	36-37	2	50
31 July			Walk	15.45	64-65-66-67-68-69-70-71	8	58
2 August			Walk	3.28	63	1	59
11 August	Hetchins	23.16			83-84-85-86-87-88-89-90-91	9	68



## BANTER ON THE CLUB RIDE TO THE PINNACLE.

Meet: Whalley, 9.00 am. Spring Bank Holiday Weekend.

A few regular riders were missing from the action. Chris Fitzer – recovering from a phenomenal 600 kms DIY ride the previous day; Bernard Smith – in the Shetlands? Steve Hodgson – down in Dorset; John Cowburn – out on a bit of a walk (100 miles!); Janice Cowburn – making John's tea; Dave & Caroline Collinge – cycling in the Chiltern Hundreds.

This left a Magnificent Seven on the club ride to Wainman's Pinnacle – Stew & Sue Clark, Nick Mackey, Peter Robinson, Dave Galloway, Anne & Tony Stott. This ride involved a lot of climbing, and Anne sneakily avoided the first climb out of Whalley by meeting us at Portfield. The road continued to rise over the wooded Read Heights, to Haddings Head, then a descent to Wheatley Lane. We nipped onto the canal towpath at Barrowford. A new café beckoned as we approached Colne Edge – “Greenwoods” by the canal. Nick had no hesitation, hurtling up to it, and his sausage muffin was on order before we'd even arrived! Yes, it was 10.30 am, and the CTC (café to café) was living up to its name. Bacon and egg muffins were also soon ordered, plus plenty of tea. We sat outside, soaking up the ambience of this lovely place. When Tony came to unlock his bike, Stew commented – “My God! How old is that combination lock?” Well, it is about 40 years old, but as Pete noted – “It's so old, the combination is 1066.”

More climbing. Black Lane Head. Then a lovely lane, twisting down to Cowling. Then more climbing, tempo, up to the Pinnacle. It was clear on the spectacular millstone grit rock outcrops, with views to Ilkley Moor, Pen-y-Ghent, Pendle Hill, even Mellor – “Hey look! Chris Fitzer is there, just staggering out of bed!” More climbing, up the dark, winding stair of Lund's Tower, for even better views. Then, a super steep descent to Sutton, and onwards to the much anticipated café stop by the canal at Kildwick. But the café was closed – “Under New Management.” Stew suggested we should ride to Gargrave on the newly surfaced towpath. A good decision. It was a super ride through sunlit woods, then through Skipton, with distant views to Elslack Moor (where we were not climbing!). Just before Gargrave, Tony, Nick and Pete were riding close together. Tony commented that this was where he saw Anne for the first time – “she was wearing a white jumper and black slacks.” Nick told us about the first time he saw his wife – “red dress, red suspenders, red stockings.” Pete commented – “and what was SHE wearing?”

Anne amused our group in the Dalesman Café, by singing her version of a Bobby Vee song (Tonight's The Night). Two lots of people came in, sat down, then left immediately. I wonder why? The ride back from Gargrave was a delight – sunshine, a big tailwind.



Over Paythorne, and then along the old Worston Lane, the hawthorns were in full wedding regalia, a blizzard of blossoms, like Hockney's paintings of spring in the Yorkshire Wolds. Earlier on the ride we had decided to call at the "Swan With Two Necks" for a cheeky beer. As Stew said, "I'm only having one." Nick and Dave went straight home, and five of us went to Pendleton. The choice of beer was fantastic – Milk Stout (Norwich), Lagonda, White Rat (Ossett Brewery), Old Peculiar (OP) and Yon (a lager). When ordering the beers, Stew asked for a pint of OP and half a Rat. Pete wondered which half of the rat he wanted – "the front half, or the back half?" Stew replied, "I'll have the front half."

We sat outside by the quiet road, in the golden sunshine. After cycling all day, the drinks were like nectar.

"I'm having another!" said Stew.

"I'll have another half, too!" said Sue.

"Half a Rat?"

"Yes" she replied.

"Make sure you get the back half this time," said Pete. What a day! What a ride!

## **50km after all these years by Helen Lang.**

I had said 2 weeks back that I would ride the 50k, but as I woke up that Sunday morning and started to think about it – what to wear, will I get too hot or be too cold, will it be windy, will they go too fast for me, what food should I take? It reminded me of all those other Sunday mornings, 30-40 years ago waking up to ride the 50, 100, 150- or 200-mile events, I thought well I made it through all those and this is the baby of them all.

Burr it was a cold start, car windscreen was

frozen over, but the sun shone, even blinding me driving at times. It was colder than it looked when I got on my bike to ride to the bus station, everyone there already happily chatting. I had forgotten how cold it is on a bike at 9am, and couldn't get my other jacket on fast enough. What a good job I'd brought my thick gloves too. Set off 9.10am, a cute little group...Anne, Tony, Mike Jay and me. Headed down to the Aspinall Arms at Mitton really feeling the chill. Steady climbing to Bashall Eaves and a stop to peel some of our layers off, and a QUEST clue. So lovey riding along the back lane through Browsholme Forrest. The sun shone beautifully and eventually



hands came back to life. Arrived at Dunsop Bridge, toilet stop, and a quick picnic bar (Anne was ogling it, so I gave her a chunk 😊). Retraced our pedalling back to Burlhome Bridge and waited to see if the 50 miles would fly past, Nope we must have missed them. Lunch at Chipping, sat outside the take away cafe soaking the sun up. Picked up a QUEST clue before setting off just after 12.30, thought I'm not gonna like this next bit up Chaigley 😞, but surprisingly it felt like I was on an electric bike, just like Mike Jay, we seemed to fly along. Arriving at Whalley with 20 minutes to spare, even had time to get 2 more QUEST clues. What a glorious and very enjoyable day riding and chatting, made me think I need more of this.

## **50 in 5 hours reliability ride 2023**

### **15<sup>th</sup> October**

**Caroline Collinge**

I usually feel a bit of apprehension before the start of a reliability ride but I felt quite chilled out about the club 50 miles this year. The forecast was for a dry day after a chilly Autumnal start and with a decent turnout on our arrival in Whalley it felt like a good day on the bike lay ahead.

We set off from Whalley at a steady pace and rode to Ribchester via Billington and Old Langho without incident. The pace kept calm on the climb to Longridge and the quite lanes to Chipping were glowing in the morning sun, with the trees still holding on their leaves.

After around 17 miles I heard a 'uh oh' from DC. His gear cable had snapped leaving him in a knee snapping **high gear**. He kept on churning along the rolling roads towards Chipping not wanting to lose too much time in the schedule. On leaving Chipping, Dave G thought he would like to emulate DC's cadence only to get his own chain jammed between chain rings. After a precious 5 minute maintenance break, G managed to free the chain and we carried on. Chris, Steve, Bernard and DC had carried on to lunch at Dunsop Bridge but as we descended Doeford Bridge it looked like DC had suffered another mishap.

He hadn't come a cropper with a motorbike, Mark Horrocks was with him on his scooter as he was taking pictures of the day. DC had stopped again to adjust his gear into a slightly more manageable sprocket but it looked worse from a distance with them both knelt on the ground.

Chris, Bernard and Steve were enjoying the warming sun in front of the café when we arrived. A few of us ordered brews from the café but it was a busy day and they brews took an age to arrive, good job we had all got a packed lunch and were still feeling quite chilled out. We departed Dunsop with just a couple of hours to get back to Whalley Bus Station as G and Matthew enjoyed their long awaited hot chocolates that had just arrived.

Fortunately we had no further mechanical obstacles, only physical ones to overcome. The climb out of Slaidburn split the group with DC churning away and me spinning my bottom gear in my granny ring. We regrouped just before the pull up to



Tinkler's Lane where G and Matthew also caught up, no doubt on a chocolate high. We stayed together to Copy Nook and pulled in at the car park for a brief breather. We were now in the final hour to get back to the finish line.

We set off swiftly towards Sawley with Foxley Bank splitting the group again. I got distanced and was relieved to see DC, Lesley, Dave G and Steve had waited for me on the little climb before West Bradford. We pressed on with Chris, G, Matthew and Bernard not to be seen again until Whalley. DC kept a swift pace through Waddington with the church clock ticking loudly – 25 minutes to go.

On though Bashall Town, hold DC's wheel and keep going everyone! Mitton flashed by, 8 minutes to go – would we make it? A car pulled out at the Aspinall Arms causing me to brake and get dropped again. Lesley told DC to ease off to which he exclaimed "We don't have time to ease off!" Somehow, I managed to get back on and we sped on to our journey's end. We finished with 2 minutes to spare. Phew – that was a bit too close.

We assembled in the sunshine and sat sharing our war stories of the day with Tony, Anne, Helen and Mick who rode the 50km. I showed Tony the gear I arrived at the Bus Station in and it was close to matching Dave's gear that he had been in for most of the day. Perhaps I should revert to my slightly apprehensive mind set for the start of the next reliability ride!



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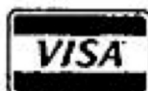
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**Blackburn & District CTC**  
**Club Room Dates - Social Programme 2024**

Rishton Methodist Church, 14 Albert Street, Rishton, BB1 4JE, Lancashire.  
Thursdays between 7:30pm and 9:30pm, entry subs £2

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 like picture shows or quizzes.

Brews are readily available, with a selection of homemade cakes 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**

**2024- JANUARY**

**Happy New Year Everyone!**

- 11th The Blackburn 100 Quest Picture Show. Part One - Anne & Tony Stott
- 18<sup>th</sup> Exploring the Meers and Lakes of Northern Holland - Carl & Sarah Helliwell
- 25<sup>th</sup> Celebrate 'Burns Night' with Bernard's Scottish memories. (Kilts and shortbread)

**FEBUARY**

- 1<sup>st</sup> Mini Magics – Austria with Jack Standen, plus two other mini shows (to be arranged)
- 8<sup>th</sup> Iceland, "The Touristy Bits" – Ian & Helen Yates
- 15<sup>th</sup> European Road Trip - Chris Lee
- 22nd South West by West. Part Two - Stew & Sue Clark
- 29<sup>th</sup> The Martholme Greenway – Chris Clarkson

**MARCH**

- 7<sup>th</sup> The Bromptoneers – Caz & DC, Lesley & Mark, Stew & Sue
- 14<sup>th</sup> "From the Amalfi Coast to the Adriatic Sea" – Ian Stott
- 21<sup>st</sup> Prize Presentation Night (tickets required from Anne or Caroline)
- 28<sup>th</sup> Club Room Closed.

**APRIL**

- 4<sup>th</sup> Club Room Closed.
- 11<sup>th</sup> The club's A.G.M. starts at 7.45pm prompt.

Club Room Closed till October.

Thank you all for supporting our club room. This winter has been one of the best for attendance, picture shows and cakes! Thank you all you bakers and show stoppers.

\*Super Tourist - points will be awarded again for the 2024 club room attendance, plus other events.

Have a good summer, take care on the roads and hope to see you all again this winter.





# Blackburn & District CTC

## Rides List: January 7th - July 7th 2024

Date	Destination	Meet	Leaving Time (am)	Lunch	Special Notes	Approx Distance
7th January	Grunsagill	Whalley Bus Station	9.30	The Old Vicarage, Tosside	Phone for availability	Short
14th	The Tramway (Preston to Johnson's Hillock Locks)	Brownhill Roundabout	9.30	The Village Tearoom - Wheelton		Medium
21st	St Helen's Well	Whalley Bus Station	9.30	Airton		Medium
28th	Garstang Castle	Ribchester Car Park	9.30	Daisy Clough - Scorton		Medium
4th February	Little Bowland	Whalley Bus Station	9.30	Littletown Dairy		Short
11th	Catlow Ford	Whalley Bus Station	9.30	Clarion House	Bring packed lunch	Medium
18th	Catrigg Force	Whalley Bus Station	9.30	Singing Kettle - Settle		Medium
25th	White Coppice	Brownhill Roundabout	9.30	Rivington		Medium
3rd March	Hodder Valley (Joint Ride with Burnley & Pendle CTC)	Whalley Bus Station	9.30	Dunsop Bridge/Slaidburn		Short
10th	Black Bank	Whalley Bus Station	9.30	Feizor/Settle	Mothering Sunday	Medium
17th	St Patrick's Chapel	Ribchester Car Park	9.30	Heysham	Maybe bring packed lunch	Long
24th	Norber Boulders	Whalley Bus Station	9.30	The Old Sawmill, Clapham		Medium
31st	The Great Sea Wall	Ribchester Car Park	9.30	Knott End Café	BST starts	Long

Date	Destination	Meet	Leaving Time (am)	Lunch	Special Notes	Approx Distance
7th April	Sabden Fold	Whalley Bus Station	9.30	Clarion House	Introductory Ride	Short
14th	Littledale	Whalley Bus Station	9.00	Bridge House Farm - Wray		Long
21st	Calder Vale (the bluebell woods)	Ribchester Car Park	9.00	Daisy Clough - Scorton		Medium
28th	Malham Cove	Whalley Bus Station	9.00	Airton/Malham		Medium
5th May	Chipping lanes	Whalley Bus Station	9.00	Brabin's Shop & Gallery - Chipping	Introductory Ride	Short
12th	Bowland Knotts	Whalley Bus Station	9.00	The Old Sawmill, Clapham		Medium
19th	Lothersdale	Whalley Bus Station	9.00	Gargrave		Medium
26th	Barbondale	Whalley Bus Station	9.00	Dent		Long
2nd June	Beacon Fell	Ribchester Car Park	9.00	Beacon Fell	Introductory Ride	Short
9th	Beamsley Beacons	Whalley Bus Station	9.00	Ilkley		Long
16th	Crummackdale	Whalley Bus Station	9.00	Knight's Table, Little Stainforth		Medium
23rd	Wainman's Pinnacle	Whalley Bus Station	9.00	Kildwick		Medium
30th	Crook o' Lune	Ribchester Car Park	9.00	Hest Bank		Long
7th July	100 miles in 10 hours AND 100 kms in 7 hours (2 separate events)*	Grindleton Village Hall	8.30	Kettlewell / Settle / Grindleton	Birthday Ride*	Long
7th July	A 100 minute ride (15 miles)*	Grindleton Village Hall	1.00 pm	Grindleton	Birthday Ride*	Short

\*Event counts towards Supertourist Competition.

are at all road junctions and on steep descents.

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.

Rides: Short = <40 miles; Medium = 40-65 miles; Long = >65 miles

All rides leave at the stated time. Please try to arrive 15 minutes early to allow for punctures or mechanical problems.



## DIARY DATES 2024



\*Thursday 11<sup>th</sup> January Club room opens  
\*Thursday 21<sup>st</sup> March Prize Presentation Evening (tickets from Anne / Caroline)  
\*Thursday 11<sup>th</sup> April AGM club room. 7.45pm prompt.  
Thursday 16<sup>th</sup> May 2up Time Trial L101. Anne Stott (helpers required please)  
Wednesday 12<sup>th</sup> June Spoco, Bashall Eaves. Richard John (helpers required please)  
\*Sunday 7<sup>th</sup> July Planned Rides from Grindleton Hall, see website for more details.

\*Thursday 3<sup>rd</sup> October Club Room Opens  
\*Sunday 6<sup>th</sup> October 50 miles / 50 kms Reliability Rides  
\*Thursday 7<sup>th</sup> November Closing Date for Club Magazine Articles  
\*Thursday 14<sup>th</sup> November Print & Digital entries close -  
(maximum 10 digital pictures taken in last 12 months)  
\*Thursday 19<sup>th</sup> December Christmas Party & last club night in 2024.

All other events to be confirmed, and will be in the summer leaflet and on the website.

\*Denotes events where points will be awarded for the Super Tourist competition. ST Points will be awarded for the club room attendance again.

## CLUB NEWS

### TRA

A few of our members have had incidents with motorist this year. Chris Miller got reversed into, glad to hear he has recovered. Tony got knocked off (on a cycle path with bright yellow Vis jacket on) with a car turning into a street. He is still undergoing and awaiting dental care as all top teeth (bar one) got smashed. Ugh, makes you shiver doesn't it. But the saddest road accident was Peter Robinson just the day after a super club run over Weinman's Pinnacle. A lorry driver opened his door on him, breaking his pelvis. Peter is slowly recovering from his epic ordeal. I am full of admiration for Peter for his patience and determination to get back in action again.

But let's get to happier news..

Janice and John (Cowburn) were blessed with a lovely grandson. Quinn Christopher Demmer was born in Australia on 24<sup>th</sup> October weighing 1.96k Congratulations to everyone from Blackburn CTC.



## The Hundred Mile in The Hundredth Year

Chris Fitzer, John Cowburn, Dave Galloway and I met in Ribchester for an 8am start. It was a very hot June day, with thunderstorms predicted for the afternoon! We set off in shorts and short sleeves for the new 100 route Chris had plotted. Just as we were about to set off Chris noticed he had a soft tyre. He decided to pump it up and keep his fingers crossed..... it didn't work, and he had to change the inner tube at the top of Gallows Lane. As Dave had a better pump he waited with Chris whilst John and I carried on. Dropping down Hall Hill to Whitewell Chris caught us up, unfortunately, Dave missed the junction, mounted a raised stone flagged path, and just before hitting the door of Whitewell Social Hall veered and crashed onto the grass. A shocked Dave rested on the grass recovering, whilst Chris and John repaired a puncture each and I searched for Dave's missing bottle. Off we set again heading for Slaidburn (Mark joining us for the rest of the day on his Scooter) and over Cross O'Greet, where Mark provided water and snacks at the top. Next stop, a quick lunch at our static van in Capernwray where Mark had 2 large teapots ready and waiting!!



Off round Arnsdale, Silverdale, over Warton Cragg and down to Morecambe, managing to lose Chris somewhere on the Promenade! We continued on the Bay Cycle Way to Lancaster. Chris came flying past on the way to Condor Green - another puncture, John this time!! With no chance of completing the ride in 9 hours and Dave struggling on climbs due to his injuries, we completed the route via Cockerham, Scorton, Inglewhite, Longridge and back to Ribchester.

Only Chris completed the ride in 9 hours! It was an eventful day, over a lovely route, in glorious weather with the expected rain just as we dropped into Ribchester.

Lesley Miller.

### Freewheel Competition

Dave Harrison, in his first attempt, won the competition by a mile. Chris Fitzer, the four-time defending Champion, came second. Caroline was third and won the ladies' competition.



## PRE-CHRISTMAS WEEKEND TO ILKLEY (baht 'at).

For many years we had contemplated a Xmas weekend to Ilkley, after lots of trips previously to Arnside and Ingleton youth hostels. But since Covid we have been using a different kind of accommodation – inns and hotels. Ah! The luxury! So, after witnessing a massive Christmas tree being erected outside the Royal Oak in Garstang (2021) and after listening to the front door of the Sun Inn in Lancaster being hammered on for an hour (2022) we wondered what Ilkley would have in store. Sue had done a great job of booking five super rooms at the Black Hat, an inn with cricketing connections.



We all met at Chatburn at exactly 9.45 am, Stew & Sue, Lesley & Mark, DC & Caz, Chris, Anne & Tony, on a cold and frosty morning at the end of November. Mark was up for a good night out, remarking “Why waste good drinking time going somewhere for a meal?” We rode through Bell Busk, then on the canal towpath to the excellent “Coffee House” at Skipton. The sun was out, the air was warming, and the ride was terrific through Embsay, along the gated road to Bolton Abbey, and the delightful back lane into Ilkley. First stop: the Riverside Bar. Sue loved her half pint of Saltaire blonde. We checked in at the Black Hat – they even had a big, safe bike shed for us, but not as big as Stew and Sue’s room! Second stop: Bar T’at (it was heaving) so we went to Witherspoons, much quieter, free drinks with your meal. Tony had two meals! DC was in his element, leading us onwards to “Fuggle and Golding”, an ace microbar. Later we got a free supper at the Wharfedale Brewery, and finally dancing back at the Black Hat, Caroline in top form, Anne and Mark exchanging jumpers! Mark was certainly having a good night out (as we all were).

Next day we lost an hour, waiting for breakfast, our only problem. Then we cycled back to Bolton Abbey, then on the hilly but fantastic road to Appletreewick, Burnsall and Thorpe, to Cracoe. Anne lost her sandwich outside the café – a hen leapt up, snatched it out of her hand, and ran off with it! We bee-lined home through Gargrave, Halton West and Bolton-by-Bowland, as the darkness and coldness were setting in. Pity about that hour we lost. Thanks Sue, it was a tremendous weekend to Ilkley and the Black Hat.

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## **JACK'S NICE, BRIGHT ORANGE CYCLING SHIRT.**

A week before our Centenary Cinema show at the clubroom, Jack Standen came up to me and asked if we were showing the Stainforth Rally 8mm cine film from 1963. I wasn't sure. He told me he still had the orange shirt he was wearing in the film. Later that week I observed Anne checking out the films she was going to show, and I caught a glimpse of young Jack in 1963, resplendent in his nice, bright orange cycling shirt. Previously, Eddie Howson had asked Jack to get something nice and bright for photos of a club tour. On the night of the show, Jack turned up, his nice, bright orange shirt just visible beneath his jumper. Anne started the film, and not long into it, Jack appeared. Stew called out, "nice shirt, Jack!" – that was it, I called to Anne "stop the film!" "But why?" she asked. "Never mind" I replied, "just stop it, and wind it back" and I put the lights on, so she could see what she was doing. I then called out "I think Jack's got something to show us!" Jack was such a great sport. He took his jumper off and walked up to the screen, standing in front of the image of himself from 60 years ago, as various members of the audience took photographs of him, in his nice, bright orange cycling shirt. Eddie Howson would have been so proud of him.

PS. Dave Collinge has done a tremendous job negotiating with Impsport, our club clothing supplier, for a new range of garments, including a nice, bright orange gilet – perfect for Jack!

Tony Stott.

## **CHRIS FITZER'S REMARKABLE YEAR.**

Very few cyclists receive the accolade of an Audax AAA Super Randonneur, but this year our own Chris Fitzer has achieved his ambition of becoming one. The AAA points (i.e. points awarded for hilly rides) that he achieved have given him his half century badge (38 Audax points/53.5 AAA points). Chris, by his solitary efforts, has now put Blackburn & District CTC on the Audax map for Cycling UK club points, the results of which can be found at <https://www.audax.uk/results/>



Chris completed 28 rides this season, climbing nearly 60,000 feet (60,000 metres) and cycling over 3,000 miles (4,950 kms) on his DIY Audax routes. He rode 6 @ 50 km, 4 @ 100 km, 3 @ 150 km, 11 @ 200 km, 2 @ 300 km, 1 @ 400 km and amazingly 1 @ 600 km.

Chris's efforts are still ongoing. He's hoping to achieve another Audax accolade, of riding 200 km every consecutive month for a year (he started last April) but not the easy way! He's going for the AAA points in these rides – that means they are all very hilly. Well done Chris, you're a star! Your Audax year has been truly remarkable.

# Chilterns and North Wessex Downs

Weds 24<sup>th</sup> to Weds 31<sup>st</sup> May 2023

Inspired by Tony and Anne and Nicola Chester's book – 'On Gallows Down'

## Day 1 Preston to Wendover (Buckinghamshire)

An early start and bike ride via Hurst Green, Longridge and into Preston to catch the 10.18 a.m. train to Milton Keynes. We even had time for a drink at a pop-up coffee shop operating out of a garage near Winkley Square which we had accidentally discovered last summer. Exiting Milton Keynes station brought us immediately to a bridge for pedestrians and cyclists and straight onto a series of bike paths taking us south through the edge of the suburbs alongside flood meadows and streams lined with Willow.

We stopped off for an afternoon picnic in the village of Aston Abbots where the exiled President of Czechoslovakia stayed during the 2<sup>nd</sup> World War. Briefly into Hertfordshire and a little further on, the Chilterns Brewery was a tempting diversion but we passed by, crossed the Grand Union Canal and past the enormous Halton RAF camp before descending into Wendover with its brick and flint buildings. Our halt for the night was 'The Bel and the Dragon at the Red Lion', a 17th Century coaching inn in the heart of the Three Hundreds of Aylesbury.



An evening walk exploring the high street and surroundings brought us to the King and Queen pub. With beers in hand we settled into a snug in the back containing a jam-packed bookshelf. I became engrossed in the Buckinghamshire Pevsner Architectural Guide and Caz was reading poetry. A local chap walked through then came back and stopped, 'Can I just say how wonderful, how delightful to see people reading, how wonderful!'

## Day 2 Wendover to Hambleton (Buckinghamshire)

After a look around the market in Wendover we set off on the steady climb up into the Chiltern Hills and on the outskirts of the town halted briefly to observe the civil engineering taking place with the construction of a 'cut and cover' tunnel as part of the HS2 railway. We continued upwards on a bridleway through magnificent beech woodlands and eventually to the summit of Coombe Hill, the highest point in the Chilterns at 260m (852'). An imposing monument to the Boer War has been built at

the lookout point with a view out over the Vale of Aylesbury. Ancient woodlands are classed as woodlands which are known to have persisted in an area since 1600. They cover just 2% of England, but in the Chilterns, this figure is much higher at 13%.

After a short descent we arrived at the side entrance to Chequers (built in 1556), the country house of the serving UK Prime Minister since 1921. Fortunately, just around the corner was a farm shop and so a morning coffee was called for with barely 5 miles on the clock and a fine view across the fields and the security fence to the Elizabethan mansion. The main driveway we passed a while later was a more secure affair with twin gatehouse lodges and heavy duty bollards behind the gates. A quick photo and then off we sprinted.

It wasn't long before we started to see the incredible sight of the Red Kites, prolific since their introduction from Spain in the 1980s. Their successful breeding has resulted in a current population of around 10 000 across Britain. A bridleway through the grounds of Hampden House had its own remote electronic pedestrian gate and allowed us to nosey at a church and historic house before heading out along woodland and the edge of Grim's Ditch. We then dropped out of the hills and picked up the Icknield Way Trail/The Ridgeway south of Chinnor. Lunch was on a bench surrounded by cow parsley, hedgerows and fields with hardly anyone around. This was a stunning route.

Our route then took us back up into the hills via Kingston Wood and over the M40 with the shadows of Red Kites cast onto the road. We cycled through the unusually named village of Christmas Common with its fields of Christmas trees and a detour on a single track road to Russell's Water village pond and location of a scene in the film Chitty Chitty Bang Bang where Truly Scrumptious ends up driving into the pond. A few minutes further on we came across a great little rural pub called the Five Horseshoes and a picture of a five-legged horse on the sign. Even better, it was still open! From here we rode across Russell's Water Common then plummeted through dark beech woodland to arrive at the entrance to Stonor Park. The road climbed steadily around the edge of the estate then descended along a spectacular valley with a windmill on the horizon. We were now entering cinematography paradise for TV and film.

The Cobstone (or Turville) Windmill built in 1816 was the fictional home of Caractacus Potts from the film Chitty Chitty Bang Bang and overlooked the village of Turville (Vicar of Dibley filming location). Finest church immediately to the south has an unusual Grade 1 listed church with its massive western Norman tower built in the early 12th century. The pub opposite was also turned into an antique shop for an episode of Midsomer Murders. As the sun dipped the fields were ablaze with colours of gold and brilliant green. We then had a short 3 mile ride down the valley to Hambleden and tonight's accommodation at the Stag and Huntsman. Whilst booking in at reception, a chap spotted our Blackburn club tops and came over to chat. It transpired that he was a local taxi driver but originally from Clitheroe.

On my recent commutes to Bowland High School I sometimes crossed paths with Nancy Bigmore, one of our Twiston neighbours. I got chatting about our planned trip



to the Chilterns and she mentioned that her dad, Simon Moyle, lived a couple of miles north of Hambleden. Caroline had previously worked for Simon when he owned the uniform company Simon Jersey in Altham. We arranged to rendezvous and conveniently, Simon and his partner Sylvana met us for supper (tea to northerners) at the pub where we were staying. He used to live in Twiston too so a great opportunity to catch up on old tales.

### **Day 3 Hambleden to Newbury (Berkshire)**

The Manor House in Hambleden is the former home of [James Brudenell, 7th Earl of Cardigan](#) who led the ill-fated [Charge of the Light Brigade](#). Henry Smith, heir to the WH Smith newsagent's fortune is the current squire of the Buckinghamshire village but the western part of the estate was sold in 2008. The 17<sup>th</sup> Duke of Norfolk, also lived in Hambleden and in his previous role as Earl Marshal, he was responsible for State occasions and the premier Duke in the peerage of England.

Another sunny morning and the village of Hambleden looked splendid. Brick and flint cottages with pantile roofs and perfect gardens. A clear chalk stream flowed right through the centre, there wasn't a cloud in the sky and Red Kites performed acrobatics overhead. On the banks of the Thames, a couple of miles to the south is Hambleden Lock and its great weir. A series of walkways allows you to reach the Thames path on the opposite bank and the traffic free route into Henley. Halfway along this path, riding at a snail's pace we approached a lady with a dog whose lead stretched across the path. We politely rang our bells and were told off for trying to usher pedestrians off the path. Welcome to Henley.

The marquees were set up and preparations were being made for the Royal Regatta. Caz noticed the taxi driver again from Clitheroe so we pulled in to have a chat. He told us about why he had moved away from Lancashire and listed a raft of celebrities who lived in the town. Lunch was a few miles up the road in the village of Stoke Row and a fabulous café on the main street with an owner much more welcoming to cyclists than the riverside lady.

Just a few hundred metres from the café was situated the Maharajah's Well. The 368-foot deep well, under its domed canopy was paid for by the Maharajah of Benares (now Varanasi) and opened in 1864 after a year's construction. He had met the young Edward Reade, the local squire, who spent many years in India where among other work he helped to sink a well for a village in Benares. He told the Maharajah that drought conditions also occurred on parts of the Chilterns. Moved by Reade's stories of water shortage in the parish, the Maharajah paid for a well to be dug in Stoke Row, at a cost of around £400.

Although by this point we were only a few miles from Streatley to the west where we would be staying in a few days' time we would cross the Thames again further downstream after a detour to Mapledurham House (1585) and village. We had a chat with the local postman about the viability of a nearby bridleway and he informed us that due a recent bereavement both the house and the watermill were closed. Both

Mapledurham House and Hardwick House further upstream are said to be the inspiration behind E. H. Shepards illustrations of Toad Hall in Kenneth Grahame's book '[The Wind in the Willows](#)'. We crossed the Whitchurch Toll Bridge over the River Thames between Pangbourne in Berkshire and Whitchurch in Oxfordshire and headed across country through the lanes to the Kennet & Avon Canal and to our accommodation at Newbury Racecourse.



I asked if there was somewhere to store the bikes and the receptionist let us put them in the Jockey's medical centre adjoining the hotel. The bikes spent the night leant against the beds in the mini hospital next door. A walk to the far end of Newbury high street brought us to the very relaxing Gurkha Nepali restaurant. I bravely chose a dish clearly described as 'very hot' on the menu and not long into the meal I seemed to be getting through the beer and jug of water rather quickly. 'I'm a mess Caz. I

can't feel my mouth!' Eventually I cooled down and the walk back to the racecourse was eased by a stop off at the Cow and Cask microbar.

#### **Day 4 Newbury to Shalbourne (Wiltshire)**

This was to be an exciting and varied day with a mixture of cold war drama and a literary theme. A couple of miles from Newbury Racecourse brought us to a coloured gate and one of several entrances to Greenham Common. A friendly cyclist gave us a brief guide to the layout of the site and directed us to the nuclear missile bunkers in the NW corner of the complex. From the announcement in 1980 that the site had been chosen to house 96 Tomahawk ground-launched cruise missiles, Greenham Common became the epicentre of peace protests and demonstrations. The whole base was upgraded pending the arrival of the missiles and six blast-proof bunkers were constructed. After tensions subsided, the last missiles were removed in March 1991 and by late September of 1992 the base had been handed back to the RAF. A significant campaign to hand Greenham back to the commoners has resulted in the area now being used for leisure and also as a nature reserve. We were overwhelmed by how much had happened here over the years and the historical importance of those events.

The control tower now houses displays and a visitor centre with a café on the ground floor. An American volunteer guide named Stacey filled us in with the significance of the base and the stand-off with the Soviet Union. She herself was former US Navy and had been on-board ships tracking Soviet submarines. The two runways, she told us, were the longest in Europe and had been available as an emergency landing point

for the Space Shuttle. A small section of historical runway had been left but the rest had been broken up and used as the foundations for the infamous Newbury by-pass.

From Greenham we crossed into Hampshire and climbed through very narrow sunken lanes to the foot of Watership Down and the entrance to Nuthanger Farm. The hedgerows were ablaze with Red and White Chestnut trees. We'd planned to bike through the grounds of Highclere Castle (Downton Abbey) but the estate was closed to the public so we cycled round to the north and then onwards to the Hampshire Downs and some more off-roading following the Wayfarers Walk. Along ancient trails, we climbed up onto the flanks of Walbury Hill at 297m (974'), the highest natural point in SE England. With clear blue skies the views were spectacular. I'd been looking forward to this area after reading Nicola Chester's book 'On Gallows Down' about her life in this part of Wessex, the fight to protect nature and the activities at Greenham Common. Her home lay in the valley below in the village of Inkpen. Gallows Down was just a little way further along the ridge.

At the top of Gallows Down (marked as Combe Gibbet/Inkpen Hill on OS maps) is a rare double gibbet erected in 1676 for the purpose of gibbeting the bodies of George Broomham and Dorothy Newman. The couple were having an affair and were hanged for murdering Broomham's wife Martha and their son Robert after they discovered them together on the Downs. The pair were hanged in Winchester before being gibbeted at Combe. After the 1676 gibbet rotted, a total of 7 replicas have stood in its place, the most recent having been erected in 1992. We leaned our bikes on the post and sat down to admire the valley of the River Kennet and the Lambourn and Berkshire Downs beyond.

Our destination was almost visible below but on the SW corner of the map was a distinctive unclassified road with an unusual curve. It stood out as an alternative route to our B & B in Shalbourne. It cried out to be cycled on and its name was the 'Chute Causeway'. We dropped off the scarp slope into an incredible chalk valley bending away into the distance and with sides that looked like they had been smoothed over with a knife. Through Vernham Dean and the road climbed again. The causeway itself was also marked as a Roman Road and followed a tree lined ridge stretching into the distance.

Our place for the night was the architecturally stunning brick and flint Westcourt Farm B & B and currently on the market for £3.75 million! The house frame was assembled from Savernake Oak in 1316 and some of the beams are still in place complete with the carpenter's Arabic assembly marks on the timbers. Unfortunately, we'd been given advanced warning that the village pub couldn't do meals that night as they didn't have a chef so we set off on foot with head torches for the 45 minute walk to the next village.

The Crown and Anchor Pub in Ham was a welcome sight indeed. A very loud diner sat with three others on a nearby table and dominated the conversation whilst the gentleman sat opposite him hardly said a word. Mr Loud chatted about Brazil and Portugal for a while then mentioned northern Oregon being on the border with



California. I looked at Caz and then whispered, 'That's geographically incorrect. Northern Oregon borders with Washington State. California is to the south.' It was very tempting to say something to him but I managed to restrain myself.

## **Day 5 Shalbourne to Ashbury (Oxfordshire)**

Today's route would start with the Savernake Forest and finish at the foot of the Lambourn Downs on the Icknield Way. The forest dating back over 1000 years contains thousands of veteran oak trees and was a roller coaster of a track with very loose stones. It also contains the longest grand avenue of beech trees in Great Britain at around 4 miles and was laid out in 1790 by Capability Brown. Marlborough provided a great location to stock up on food for the time we would be away from shops over the next couple of days.

We set off out of Marlborough via Sustrans NR403 along the banks of the River Kennet and past the grounds of Marlborough College with its former students including William Morris, Bruce Chatwin and the current Princess of Wales. Our route into Avebury village took us along the side of the 'West Kennet Avenue' with its two parallel lines of standing stones 25m apart stretching 2.5km and believed to date from 2200 BC. The Ridgeway National Trail was our main focus of the trip and it cuts through a surprisingly remote part of England. Although it stretches for 87 miles (139 Km) from Avebury to Ivinghoe Beacon, the eastern part is a mixture of footpaths and bridleways. We were covering the western section of around 40 miles. As one of Britain's oldest roads, The Ridgeway still follows the same route over the high ground used since prehistoric times by travellers, herdsman and soldiers.

Early afternoon and fully fuelled, we set off out of Avebury on the Wessex Ridgeway to join The Ridgeway proper further north. The bleached white chalk track stretched out before us and climbed to the distant horizon and the Marlborough Downs. Progress was an unknown and the first part of The Ridgeway was split into lots of very narrow paths and the long grass either side concealed small gullies. This required maximum concentration and constant adjustment of balance to stay upright. I was secretly hoping it was not like this all of the way and kept just out of earshot of Caroline who was behind me.

'Who wants a Ridgeway ice cream?' greeted Caz as we reached the summit of Hackpen Hill. An ice cream van was parked up where a minor road climbed up over the Downs. You can guess her answer. Past the hillfort of Barbury Castle and down the incredibly smooth grassy track off Smeathe's Ridge – like a bowling green with gallops down one side for the racehorses. It was at this point that I noticed from the signs that it would be 20 miles of track today not 15 as I'd told Caz. I wasn't looking forward to telling her but she relaxed when I pointed out it would be 5 miles less off-road the day after! We passed a dew pond close to the trail and these provided water for cattle in the otherwise permeable chalk. A shallow pit would be 'puddled' with a clay and soot liner which filled with water from the condensation of mist and cloud

Eventually we dropped off The Ridgeway and down to the village of Ashbury where we were staying in the Rose and Crown. Bikes were stored in a small room complete with brand new wall hooks. I lifted each of the bikes onto the hooks and let them hang vertically by the front wheels. When I went back to put the lock on, Caz's bike was on the floor upside down and mine was upside down resting on a table. The hooks, screws and Rawlplugs had pulled clean out of the wall. To her credit, the landlady was more concerned about the bikes than the damage to the fixtures. An evening meal and some beers from Arkell's Brewery in Swindon finished off the day nicely. We were excited about getting on the trail again the following day.

## **Day 6 Ashbury to Streatley YH (Berkshire)**

We'd asked one of the bar-staff in the pub how far we would have to go along the valley floor to see the White Horse from below and she said about 2 miles but when we got there the angle didn't allow us to see it so back we went. We climbed up from Ashbury to re-join the trail where we had left it the previous evening and with a packed lunches and drinks, we were self-sufficient until we reached the Thames gap. This was a day of archaeological sites and a full day on The Ridgeway. First on the list



was Wayland's Smithy, a Neolithic chambered long barrow and reputedly home to Wayland, the Saxon God of metal working. The earliest structure dates from 3590 BC. The trail was fantastic, smooth wide chalk with thick hedgerows to shelter us from the north-easterly wind. I constantly reminded myself of the number of people who have travelled this route over thousands of years including Tony and Anne.

Next stop was Uffington Castle on Whitehorse Hill, a large Iron Age hillfort followed by the White Horse – the oldest chalk-cut hill figure in Britain, perhaps 3000 years old. It was so big it was difficult to see from above too! We were now entering racehorse country and the 3700 horses reputedly stabled in and around Lambourn and the Downs. The chalk soil creates the perfect springy turf for training on the gallops. As well as the main trail itself, there were scores of bridleways and footpaths criss-crossing The Ridgeway in a complex pattern of routes.

Past the Devil's Punchbowl and Childrey Warren, East Ginge Down, Scutchamer Knob (Cuckhamsley Hill), Bury Down, under the A34, Roden Down and finally, the descent from Furler Down and back to the Thames. We'd booked accommodation at Streatley YH and the warden was great, a cyclist himself and he recommended a route for us the following day. The bike shed had a Campagnolo Record track chainset and pedal bolted to the door. Very classy! A fish and chip supper and beer on the riverside finished the day as we reflected on the forty miles of off road. Solitude,

views across the rolling downs, hedgerows, lots of cyclists and walkers, ancient monuments, tracks everywhere and silence. It really felt like we had been away from civilisation.

### **Day 7 Streatley YH to Oxford (Oxfordshire)**

Crossing the Thames once more, we headed north through Wallingford and past the giant car plant at Cowley. Lunch was in the eastern suburbs of Oxford where we sat at a pavement café and inadvertently watched as a couple chatted and then the guy seemed to unlock his bike and they wandered off. A few minutes later, the owner of the bike arrived at the bike rack to realise his had been stolen. After talking to a security guard he informed me that it had been reported from CCTV security and the thief was currently being chased. After an early check in at our hotel, we went off to explore Oxford's centre. It was exam season and students were busy registering in the examination hall outside our window. The historic Turf Tavern where Morse was filmed was tucked away down an alley and was worth seeking out with its great range of beers and low beamed ceilings.

My main aim was to visit Blackwell's bookshop, one of the finest in the world. Caz popped in for a few minutes then headed off to the Museum of the History of Science. She then mentioned a free event which would allow us into one of Oxford's University College quadrangles. Fifty minutes later we emerged from the Exeter College Chapel choral evensong. It was noticeable how hushed the city centre was with priority given to pedestrians and cyclists amongst the cobbled lanes and ancient buildings mainly constructed from oolitic limestone. Even the Thai restaurant we ate in was housed in a building dated 1637. It was noticeably cool in the evening with a spot of drizzle and temperatures significantly lower than recent days.

### **Day 8 Oxford to home (van hire)**

The original plan was to get the train home but the rail strikes put paid to that. Breakfast was at a cycling café above a bike shop (excellent) and then a short ride to the outskirts to collect a van from Enterprise rental. With the bikes secured in the back we headed north to Whitebirk and the familiar ride home via Whalley. Pendle loomed in the distance. It reminded us of the downs but we knew we were back amongst limestone and millstone grit. We'd left the chalk behind.

Dave Collinge



## The Ian Appleby Story

Ian Appleby, who has been a CTC member for sixty-six years, joined the Tricycle Association in 1959, so 1960 was his first full year as a member. Few can have gained more pleasure from cycling in the intervening years. Ian recalls those early days with great affection: 'When I joined the CTC, I knew Jack Forrest, of the North Lancashire Road Club who, with Jim Bailey of Nelson Wheelers,



broke the Land's End to John O'Groats tandem bicycle record in 1960. I used to see Jack as I did my paper round, riding to work on his trike. The touch paper was lit and I got a conversation set. Jack put me in touch with Geoff Duerden, at Littleborough, near Rochdale, and I bought my Higgins from him. I rode the same machine on club runs, to work and holidays, and raced on the same trike.' It is worth dwelling on the details of those sentences, because they capture much that is typical of the time and of the way in which the love of tricycling is passed on.

Like many club riders of the day, Ian enjoyed hostelling weekends: His club had a hostel weekend once a month: 'One of our favourite hostels was Stonecross, Kendal, as it was easy to get into the Lakes. One afternoon in 1963 we were riding our trikes on Windermere and a car had been driving on the ice, well away from shore. On another weekend Mick Chatterton and I rode up to Stonecross on Saturday afternoon and then on Sunday rode up Long Sleddale to Sadgill and over Gatescarth pass to Haweswater, across Shap and home. Gatescarth is a challenge, very steep both sides and rough. Trikes were base over apex move that once and this was walking, in February, with snow on the tops.'

'The Tricycle Association had a weekend in Shrewsbury on the last weekend of February every year. One year, Allan Littlemore said I could stay with him on the Friday night, so I set off from Blackburn after work on a wet and windy night: no problem, till I broke a front spindle in Bolton. It was seven o'clock and dark, and I began to panic, but I found it I did not get out of the saddle it was possible to keep going. In Warrington I asked the way to Acton Bridge. London was suggested! When I got to No 5 Mr and Mrs Littlemore were not expecting me to arrive because of the weather. We changed the spindle on Saturday and Marion told me off for putting oil on her lawn. We had lunch in an old hut on the old runway near Prees, which I believe is still there.'

'On these weekends, Ed Green would take us to a cottage on the A49 outside Tarpooley. The lady was called Lillian. You sat in the front room, with her father smoking his pipe, sitting in front of the fire. The fare was basic: beans on toast, or a cheese and tomato sandwich. The cottage is still there, but looks very up-market now.'

Another outing with Mick Chatterton was an Easter weekend excursion. On Good Friday they decided to go to Bridlington: 'We had an easy ride there, with a following west wind. On Saturday, however, how we got to Grinton Lodge in a gale, with driving rain, is a mystery. It was pitch black when we arrived and the hostel was full. Could we perhaps sleep in the police station! We found a bed-and-breakfast at the Buck Inn at Reeth. The landlady was very helpful and she only charged us 7/6d. She even took the trikes through the bar so they would be safe. The next day we rode over Buttertubs and home as Mick had to be at work on the Monday.'

Ian's memories stand for many cyclists who rode in those days. His racing too, seems to have been a happy combination of dedication and improvisation, in the best spirit of amateur sport. Teamed with Dave Gabbot, he set Road Records Association of Scotland tandem bicycle and tandem tricycle records that remain unbeaten, as well as breaking Crimes and Arnold's RRA fifty mile tandem tricycle record. Modestly, Ian recalls: 'We were just a couple of club lads doing average rides. It was Jim Bailey who told us to get a tandem trike to see if we could ride well together.' The year was 1963.

After a series of time trials over ten and twenty-five miles in club and open events, they borrowed a Bedford van and set off for Carlisle with Jim Bailey, who had organised up the record attempt, to pick up the time-keeper, Stan Churmage and a one-armed ex-commando, Alistair White, as team support. He was a 'great guy' though he had difficulty dealing with punctures. Transferring into Stan's long wheel base Land Rover, they set off to Moffat where they enjoyed a 2/6d cream tea and a visit to the pictures. The next morning they set off from the summit of the Devil's Beef Tub, heading north for Edinburgh. Their record schedule was based on Crimes and Arnold's record of 1.49.55 set in 1954. They returned 1.41.01, a time not beaten until Dave Pitt and Glen Longland improved the record to 1.35.35 in 1991. The ride also gave them a new Scottish record. At the top of the detailed schedule was the reminder in capital letters: 'Not to be given prior publicity'.

A month later, on the tandem bicycle used by Bailey and Forrest on their End to End record in 1960, the North Lancashire Road Club pair attempted to break the tandem records for fifty miles. The misfortune of a puncture after some twenty-five miles and being baulked by a bus towards the finish left the pair with the record that nobody wants: the narrowest margin of failure on record. They missed the RRA record by just over a second, though taking the Scottish record by a couple of minutes. It is a near miss that is unlikely to be beaten. At some sections of the course, in an attempt to make up time, they reached between fifty and sixty miles an hour and the Land Rover could not keep up with them.

Some conclusion came during the next season when the North Lancashire team of Gabbott, Appleby and Brian Kirkham set a new tricycle team competition record for twenty-five miles. Then, writes Ian, 'I decided to quit while ahead.'

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## BROMPTONS

My Brompton bike is cloud blue  
Just right for me, that's Sue,  
And Piccadilly blue  
For my husband, Stew.

Dave's is fire coral, Caz's racing green,  
Beautiful colours, a sight to be seen.  
Mark's is two-tone, Lesley's house red,  
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We make people smile when out for the day,  
Like being a kid again, I've heard them say.  
They're compact, portable and super fun,  
Easy to carry when all's said and done.

You've got the magic of the fold,  
Which is easy to do,  
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You'll be sailing through.

Bus, train, ferry or plane  
Travelling around will never be the same,  
The freedom to go anywhere you like,  
On your trusty BROMPTON BIKE.

Sue Clark.



## A CYCLE TOURING HERO

To begin with I had better introduce myself to those who don't know me. I rode with the Blackburn CTC from 1963 until 1986 with gaps when I was living away from East Lancashire and missed the almost weekly trundle up the Flass Road. In 1986 Stephanie and I moved to the Upper Eden Valley and then in 2004 to Galloway.

During the period when I rode with Blackburn CTC there were always people around to encourage and inspire you and when it comes to inspiration one person immediately springs to mind and that was Joe Lofthouse. Joe had dabbled in racing in his younger days but by the time I got to know him he was a tourist through and through. He loved the north country: the Lakes, the Yorkshire Dales and perhaps most of all the North Pennines – the valleys of the Upper Tees, Upper Wear, Allendale and the high moorland between them. This was Joe's "Big Country"- the highest roads and the longest climbs in England. Joe just loved them!



Joe was indeed a strong rider and sometimes the planned routes of tours were not enough for him. Two examples:

We were cycling up the Scottish west coast and in the early afternoon reached Salen on the shores of Loch Sunart, south of Mallaig. I can't remember for sure where we were heading for that night but Joe decided that he wanted to visit Ardnamurchan lighthouse the most westerly point on the UK mainland. This was 20+ miles each way and having had a holiday on the Ardnamurchan peninsula in 2019 I can tell you that they are far from easy miles.

The second example must have occurred, I think, towards the end of one of our traditional Easter tours to the North Yorkshire coast. As I remember it we were staying overnight at Helmsley Youth Hostel. Joe announced that he was off to Spurn Point at the mouth of the Humber. Well a round trip to Spurn Point and back to Helmsley would be about 160 miles and then he would have to ride on to another hostel or home. Did he really do that? Well it was Joe, he could have!

Another favourite Joe story was when we returning from a Lakes hostel weekend. We were riding steadily down the Lyth valley when Joe rode to the front and notched the speed up by at least 5mph. Tom had to tell him to knock a rev off as we still had about 60 miles to do.

Joe had a few oft repeated expressions. On reaching a stunning viewpoint he would say "This is what it is all about" On appropriate occasions Stephanie and I use it to this day. Another one was "We got away with murder" though this was not always used in correct circumstances. We had been battling with heavy rain and a strong headwind for some time. When we reached our destination Joe said "We got away with murder there" Pete Douglas and I exchanged wry grins.

Joe gone but not forgotten.

John Dewhurst

## SOME NOTES ON THE BLACK & WHITE PHOTOS, ON THE FIRST AND LAST PAGES.

1963 – The phenomenal pairing of Ian Appleby and Dave Gabbott. They attempted to break the British 50 mile tandem record on the Devils Beeftub course but failed by just three fifths of a second. They had immense bad luck, puncturing at 25 miles and being baulked by a bus nearer to Edinburgh. Their ride is still a Scottish record. A month earlier they broke the tandem/trike 50 mile record on the same course, by nine minutes! This also is still a Scottish record. The tandem was used by CTC members Jim Bailey (Nelson Wheelers) and our Jack Forest (NLRC) when they broke the Lands End to John o' Groats record.

1960 – The CHRISTMAS HAT RUN. What a great group and what fun! Back row, L to R: Brian Kirkham, Roy Haslam, Jim Reid, Brian Moore, Jack Standen (hidden), Pat Keers (the future Mrs Haslam), Mick Chatterton, Charles Jaffrey. Front row, L to R: Dave Brown, Ken Hartley, Arthur Roberts, Pete Goodhill. Ken Platt is buried in a sea of legs at the bottom!

Brian Kirkham (back left), along with Ian Appleby and Dave Gabbott, broke the national 25 mile team trike comp record in 1964. Brian was the first ever member to race for "Blackburn & District CTC" in the 1982 Circuit of the Dales, after the rule was invoked that CTC membership was no longer mandatory to race for our racing offshoot – the North Lancashire Road Club.

1959 – THE CLUB VAN. L to R: Tom Farnworth, Ken Hartley and Alan Shackleton. On the same day in 1959 that Alan did a 55-38 on Brock to break the national 25 mile comp record, Ken did a short "56". Alan's record only stood for 40 minutes. On the same morning down in Essex, Alf Engers did a 55-11. The van was a 1939 10 cwt Ford, bought for £30. Ken built the roof rack, Bill Whiteley did the bodywork.

1949 – The club at the SIGNPOST near Parsonage Reservoir. L to R: Ken Hartley, Mick Chatterton (just behind) and Ada Yarwood. R crouching is Tom Farnworth. Anybody know anyone else?

1950's – on Kemple End. Hill climb? Back row, L to R: Derek Mayhall, Ray Chadwick, Henry Gregson, ? Taylor, Bill Whiteley. Front L to R: Brian Collins, Ron Wild, Joan Wade, Frank Whiteley, Joe Lofthouse.

1950's – Kevin Metcalf, tourist of course! Kevin married Hilda Arkwright and was Anne Stott's colleague, friend and mentor. Without Kevin, Anne would never have started cycling and joined the club.

## LAST PAGE.

Early 1950's – On Tour. L to R: Chris Douglas, Hilda Arkwright, Brian Thomas; below: Ken Sandiford.

1970 – CTC/NLRC Prize Presentation. L to R: Terry Waring (Senior champion), Alan Bowles (Lancashire Road Safety Officer), Stuart Carter (Juniors), Anne Smith (Lady champion), Henry Gregson (President).

1984 – 1986. BEARD CUP winning team members. L to R: Jason Whiteley, Paul Smith, Richard Rawcliffe.

1969? – John (Ticker) Mullen time trialling on his (British Racing Green) Merlin. At the Centenary Day, at Grindleton, John couldn't believe that his dad (Eric) was a committee member for our club in 1943!

1953 – The Tam o' Shanter Tour! L to R: Ray Chadwick, Kevin Metcalf (age 18), Jean Fish, Dorothy Parker, Jack Aspin, Margaret Whitham and Brian Thomas.

2000 – NICK O' PENDLE hill climb, winning team: Carl Helliwell, Ian Stott, Dave Collinge.





# Blackburn & District CTC Information



**Clubroom: Rishton Methodist Church, 14 Albert St, Rishton, BB1 4JE**  
**Thursdays between 7:30pm and 9:30pm, entry £2**

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<b>Treasurer:</b>	<b>Caroline Collinge</b>
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<b>Committee Members:</b>	<b>Sue Clark, Lesley Miller</b>





**The Three Amigos**

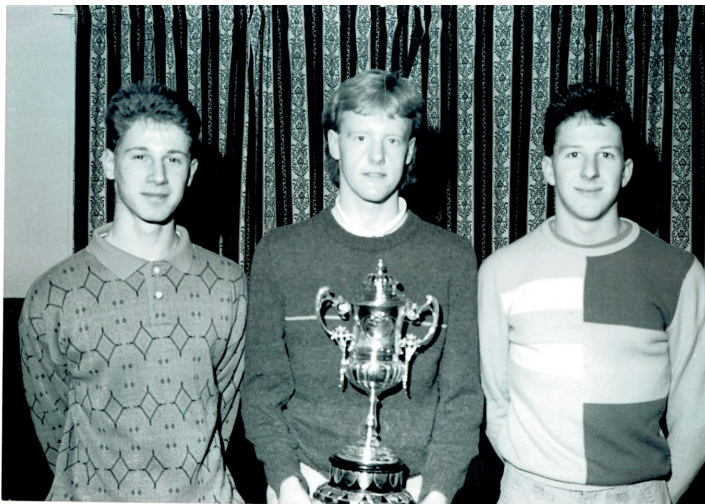


**Centenary Day 100 Minute Ride  
"Crossing the River Ribble"**





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