

Blackburn & District Cyclists' Touring Club



Centenary Edition 1923 - 2023

www.blackburncycling.club



**Christmas Weekend
Pilling, 2022**



Whalley Abbey West Gate, 2022



50 Miles within 5 Hours, October 2022



Picture B

**1955 North Lancashire
Olympic RC**

25 Miles Team

Picture A: Whalley Abbey West Gate, 1965



Picture C: Whalley Abbey West Gate, 1970

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.

A message from the President

At the 2019 UCI Road World Championships in Harrogate, I went in search of the plaque pictured below which commemorates the formation of the World's first touring club on the 5th August 1878 and is located just outside the St. George Hotel.

As TV crews set up their cameras nearby and international riders warmed up on the course I gazed at the writing, reminisced about all the cycling I'd done since 1982 and wondered how many people in Harrogate that day were even aware of this memorial. I'd been reading about the early history of the club in William Oakley's book 'Winged Wheel' (1977) published for the Centenary Year of the Cyclists' Touring Club. At this time around forty clubs were in existence mainly concerned with racing and social club runs. For those people interested in longer journeys – the 'cycle-tourists'-who wished to ride from place to place and stay overnight in accommodation, no organisation existed.



Fast forward to the 4th August 1923 and another group of cyclists convened, this time at 72 Ripon Street, Blackburn. The purpose of their meeting was to form a section of the North Lancs. DA, Cyclists' Touring Club to be called the Blackburn Section. As I write this in November 2022 and as we approach our Centenary next year, I've just finished recording all the club magazine content from Autumn 1982 to the present (111 editions). Listing all the articles highlights the sheer breadth of activities we have covered as a club: Touring, hostelling, camping, road-racing, track-racing, time-trialling, criteriums, hill-climbs, Audax, sportives, cyclo-cross, the clubroom and its social programme, map reading and photography.

Thank you to all members both past and present for ensuring our longevity. Adventure, camaraderie and discovery are the strength of the club. Long may it continue!

Dave Collinge (President)



The Blackburn Hundred Quest

To celebrate our club's Centenary, we are having a Quest, similar to the BCQ (British Cycle Quest). There will be a hundred quests in Lancashire, and it is designed to cycle to each quest, but it will accommodate using a car and walking (you don't need to ride a bike to do it). It's entirely up to you how you do it.



There are a hundred quests, and each correct quest will give you 10 points towards the Supertourist Competition. Therefore, if you successfully complete The Blackburn Hundred, you will gain 1000 points. A special centenary certificate will be awarded to anyone who completes the whole hundred quests. A bronze certificate will be awarded for 50 or more successful quests, a silver for 75 or more, and a gold for 90 or more.

You will have a full year to do it, in 2023. You will be able to access it online, or if you prefer, you can collect a printed sheet from the club room, or from Anne or Tony. You don't have to do the quests in any special order, just whatever suits you. Some areas will have a concentration of multiple quests. Your answers can be submitted as you go along, or all at once at the end of the year. We hope to do a progress report online, and on a printed sheet on display at the club room. It will be interesting to see how everyone is progressing, and who is actually doing it. What is so good about the Blackburn Hundred is it will take you areas of Lancashire where you may never have been before and discover all the hidden history, local lore and quirky curiosities that lie on our doorstep.

The hundred questions will be accompanied with a grid reference (along the corridor and up the stairs) OS map number, the name of the village or town, and in some cases, the exact name of the location. But obviously it won't be handed to you on a plate, you will have a small amount of detective work to do, but not much.

It's free to enter and all you have to do is obtain the list of quests from the club website or a printed copy from the clubroom or ask Anne & Tony. We have done all the work, now all we need is your support to make it successful. It's our club's centenary, which only happens once, so come on let's make it a big year for our club and let's make it one to remember!

We hope you enjoy your trips out and good luck to you all.

Anne, Tony & Richard

Example Quest:

WHALLEY OS 103 GR 723 375

On Mitton Road, what was the name of the hospital, where the bridge crossed the railway?

Centenary Rides & Events

On Sunday 2nd July there will be two Centenary Rides of 100km and 100 minutes. Afterwards, there will be a Centenary Event at Grindleton Village Hall with food and refreshments and a special display of club memories. Tickets will be on sale from January at the club room or by contacting Anne or Caroline.

Later, in Autumn, there will be a Centenary picture show at the club room with a display.

100th Anniversary Mugs

To celebrate our 100th anniversary year in 2023, we have worked with Bentham Pottery to create a beautiful bespoke hand thrown mug. These are currently in production at the pottery and the finished mug will be glazed in cobalt blue.

The price is just £7.50 each.



If you would like to pre order, contact Caroline on 01200 445245 or email carolinecollinge77@hotmail.com. Payment will be required on ordering.

Mugs will be available for collection from the Clubroom in February 2023 or at the 100th anniversary event in July.

Keep an eye on the club website or check at the club room for more Centenary news

The Royal Patronage of the Cyclists' Touring Club (Cycling UK)

In 1878, when the C.T.C. was founded, things were slowly taking off and we had 142 members. By 1899, cycling was booming in the UK, and our membership had reached an amazing 60,449. With the death of Queen Victoria and the accession of her eldest son, King Edward VII, our membership started to seriously decline, this despite the King being an enthusiastic tricyclist. It should be noted that he was also a very keen motorist. Perhaps it was the onset of the motor car that caused this decline in cycling. By 1910, when the King died, our membership had dropped to 18,227, and to save money, the club's HQ was moved from central London (Victoria Street) to more affordable premises on Euston Road. Later still, of course, HQ moved to Godalming, and then to Guildford, in Surrey. But in 1910, something else was needed to lift the club.



The new monarch, King George V (1865-1936), was also a cyclist (tricyclist), and it was a tremendous boost when he agreed to become the club's first royal patron, in 1910. His family were also cyclists. A crown was added to the top of our logo – “the winged wheel”. During the 1920's our membership picked up. In 1923, when the Blackburn Section was founded, a census revealed that there were more bikes on the road than anything else (presumably motor cars) and the first ever “National Bike Week” was inaugurated. To celebrate this event, a relay ride was organised of 880 miles around England, ending up at Buckingham Palace on the King's birthday, when a presentation was made. In 1935, another relay was organised involving 500

C.T.C. members, riding 2,215 miles in two weeks. Members of our North Lancashire DA rode the local section, southwards to Bolton. This relay commemorated King George V's Silver Jubilee, and the relayed message congratulated him on his reign. Unfortunately, in January 1936 the King died, after being patron of our club for 25 years.



A small crown was added to the CTC winged wheel badge in honour of their royal patron, King George V.

The patronage now switched to King Edward VIII (1894-1972). Like his father, he too loved cycling. In 1913 he had been made an honorary life member of the club. But, as we all know, Edward VIII abdicated in less than a year.

So, it was Edward's younger brother, King George VI (1895-1952) who unexpectedly took over the crown, and the royal patronage of the club. He did a good job of promoting the C.T.C. On one occasion, he allowed cyclists on a 100 mile ride to cycle through Windsor Park. When King George VI died in 1952, he was buried in Windsor Castle.

We have just enjoyed the longest ever royal patronage of the C.T.C. (Cycling UK) for in 1952, our Queen Elizabeth II took over the job. Photos of young Princess Elizabeth show

her delight at being with her bike. As secretary of Blackburn & District CTC, the patronage has been a huge benefit. My writing paper has the patronage printed on it, and I always emphasise this when negotiating our charitable status and discounts for the club. On February 6th 2022, Queen Elizabeth II celebrated her outstanding Platinum Jubilee, and an incredible 70 years patronage of our club. When she died in September, we lost our longest reigning monarch and our faithful patron. For most of us, she has been our patron all our cycling lives.

(We await news to see if the royal patronage will continue).



Princess Margaret and Princess Elizabeth, 1940s

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Hostel Weekend in The Lakes

After seeing a photo taken outside Black Sail Youth Hostel in 1969, this set me thinking about the hostel weekends in the Lakes which were a highlight of club life through the 1960's and 70's. Brownhill roundabout at 6pm on a Friday evening was the meeting place. Mr Day was often the last to arrive. He would pound over the brow from the Whitebirk direction and swoop down on to the roundabout without any application of the brakes until he reached the forecourt of the Brownhill Arms. The fainthearted couldn't bear to watch but a loud "AARGH B..... H... F... would announce that once again the "Luck of the Days" had held and we were ready for off.

Our familiar route took us through Ribchester, Longridge, on the lanes to Inglewhite and Garstang and then on the A6 to Lancaster and Carnforth. After Carnforth we took to the lanes again and they could be quite tricky to negotiate in the fading light or darkness. I remember when I was riding on the inside of Ken Day, I turned right at a junction and he didn't! Eventually the twinkling lights of Arnside would appear through the trees and soon we would swing onto the promenade and get that magic smell of the sea.

In those days Arnside Hostel was situated on a steep hill over-looking the prom. The warden was the fearsome Ben – woe betide anyone who got on the wrong side of him! It was especially important when brewing up to use the hot water from the kettle on his Aga stove and not to waste gas in the members kitchen. There was always the mischievous antics in the dorm at night till Ben stormed up. At Arnside the sound of the first morning train clanging over the viaduct was always a welcome one. After breakfast and a cursory attempt at duties, Ben would send any younger members of the party on a miscellaneous errand and then regale us older ones with the latest crop of jokes from his black book.

Once away from the Hostel our route to the Lakes was invariably via the A6, A590 and the Lyth Valley. Beyond Winster Tom's growing excitement was tangible as he anticipated that first glimpse of Windermere which had been his first introduction to the Lakes and the beginning of a love affair which I am sure continues to this day. What we did after a brew stop in Bowness would depend on the time of year. In the early spring or autumn, we might only be making for Conistone or Elterwater, but in summer our sights would be on more distant parts of the Lakes - Eskdale or Borrowdale or even the most remote of the Lake District hostels, Black Sail. We went there several times in the late 60's and early 70's and were quite proud of the fact that we accounted for a large proportion of the cyclists who visited Black Sail in those times. The ride to Black Sail was spilt between Friday evening and Saturday but on Sunday we had to get all the way back home which made for something of an epic.

The morning commenced with a tough scramble over Scarth Gap Pass and down to Buttermere. From here we went via Newlands or Honister to Keswick for an early lunch with most of the miles still to do. When we got to the narrow, winding road down the Lyth Valley we would single out. Sooner or later Joe would cruise down the outside of the line muttering his time-honoured exhortation "Keep it going lads". He would swing onto the front of the line and crank the pace up by 5 – 10mph to that level which was beyond

comfortable. After a mile or two of this Tom would work his way forward to remind Joe that we still had a long way to go and we didn't want to be totally smashed just yet, thank you very much. Poor Joe, as far as he was concerned, he was probably just towing the bunch up to that elusive breakaway. By the time we were back in East Lancashire we were indeed "smashed" but after a day or two to recover we would be looking forward to the next occasion when Brownhill – 6pm was the meeting place and we would be off again for another hostel weekend in the Lakes.

John Dewhurst (written in 1998)



Picture D: 1972 Black Sail YHA

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1940-1965 Saga of the section – the secretary's story by Henry Gregson

Quote from the Winter issue 1968 'Girls were frowned upon in those days.' Maybe in the late 60's, but believe me in 1940-50 and the early 60's anything but! In these years, girls played a very important part of the section.

In the 1940's with most of the fit lads in the forces the section was down to a very few – two or three elder statesmen, three or four youngsters and several girls, who promised to keep the section in existence for the boys to come back to. The mainstays were Cecil Fielding, Henry Barker, two sisters Eileen and Muriel Meara, Cilla Western and a very energetic 15 year old Harold Mathews. These kept things going – sometimes only one or two able to get out on a run – until 1945 when people started to return and cycling really took off. With petrol rationed and not many people owning cars there was a boom in membership, including many more girls!

The girls over the years ran the section. The Meara sisters were Secretary and Runs Secretary and Muriel in particular was one of the ablest and strongest distance riders I can remember – on a bike today's riders wouldn't be seen on! In the '50's competition also got going and our ladies were well represented. In the late '50's and early '60's we had two N.L.T.T.A Ladies champions – Kath Rayton and Margaret Towers and in a totally different sphere around this time we also had in the section Miss Great Britain – Val Martin! But I digress – we now had a very strong mixed committee who took the club forward and I took over as Section Secretary for the next eighteen years – during part of which I also had the honour of being one of three Lancashire representatives on the CTC National Council.

The club runs and touring provided the backbone and as early as 1947 we went foreign with a twelve party tour to Southern Ireland followed in 1948 with a section trip to Paris and on to the French Alps. This set the pattern for the future with Austria, Switzerland and Norway becoming popular with members.

During the '50's we also developed a strong camping section – Stainforth, Ingleton, Dent. Higher Birkwith and Downham providing ideal sites – and the York Rally being a must. Around this time Harold Mathews as enthusiastic as ever saw the photo of a beautiful silver cup in the Gazette and immediately said 'we'll have that!' So began the saga of the Beard Cup. A few of us made the trip to Wade Hill. The first sight of this was a very rough track – our gearing was way out and we did not shine! Harold did not even get there – having crashed rather badly on the Saturday somewhere on the fells around Malham. The following year better prepared with one Harry Westwell (who had actually trained for the event!) we won the cup and started a run of wins creating a record number for this event. Harry became a top class climber as did Brian Collins, Jack Burrows, Ken Hartley and Tom Melling. As a sequel to this first win – Manchester DA (owner of the cup) asked about a presentation evening and this brought about another first – we put on at Rishton a tea for well over 150 members. This catering was done by ourselves and here again great work by the girls preparing and serving the meal.

At this time Blackburn also had a big celebration year – including a carnival procession in which we took part. We also promoted the first Shear Brow Hill Climb – won by –

you've guessed it Harry Westwell. The section also had the first of its own Hill Climbs – on the top part of the Nick o' Pendle – everyone, boys and girls having a go – with the usual winner!

In the late '40's we began to lose members who were keen to race to the local Clarion – the CTC not taking part in racing in those days. This caused a small group to get together and form a racing offshoot limited to racing members – The Olympic Road Club which became The North Lancs Olympic Road Club and finally the North Lancs Road Club. This rapidly grew in numbers and gave added strength to the section.

Socially, the section along with the Road Club became well known for the Annual Dinner attracting attendances of around 250 members and friends from other clubs as far as Barrow in Furness, plus all the local club and CTC sections and had as guests of honour many celebrities from both the racing and touring worlds.

The Road Club, CTC members all, also gained a great reputation during these years with a tremendous number of team wins with Ken Hartley, Brian Collins, David Chadwick, Ken Platt and others including Alan Shackleton who with a superb ride on Brock brought the 25 mile competition Record to the club. While Jack Forest with Jim Bailey (N. E. Section) brought us the Lands End – John O'Groats tandem record and several in between records. It was also decided that we could do with a club room. No sooner thought of than done. Henry Barker offered us a room over his Blackburn workshop, which we painted, decorated and furnished and which gave us a base for a few years after which we moved to rooms in Duckworth Street for a few more years thence to the British Legion Rooms in Great Harwood. The opening ceremony was performed by World Champion, Reg Harris. After several years here we then moved to Salesbury Memorial Hall, well known to current members.

Photography also became popular – fitting in well with cycling – encouraged by Donald Carter and Ted Roberts. 'Younger' members like Tom Melling and Joe Lofthouse and others took up the hobby and over the years have brought to the Section much prestige and publicity. More good publicity during these came by the promotion of public lectures and participating in Hobbies Exhibitions held in Blackburn and Accrington and by regular weekly articles in the local press.

This takes me into the mid-sixties when my stint as Honourable Secretary ended – maybe the following years are someone else's story?

I have written this relying on an unreliable memory! If I have omitted anyone or anything important please forgive me. I can only apologise.

From the Autumn 1998 club magazine

Editor's Note: Henry was one of the most respected members this club has ever seen. He went on to become President for two decades, and served on our committee for 50 years. He cycled all over the world.

LOCKDOWN! A Year on the Bike

The search for the rich widow had hit a dead end. On the 20th of March 2020 I decided to ride the bike every day. A few days later I was stopped by a police officer for riding without lights, he said I would be summoned to appear in court, as it was a serious offence. I explained to the judge it was daylight, but he said I should expect a custodial sentence, and I was jailed, but he would allow me to exercise daily.



I was a model prisoner and was paroled in the summer. This allowed me to explore as much off road as I could find, within about 15 miles from home. I had already been to Horwich, Rochdale, and Todmorden using very little Tarmac. I had a ball exploring many routes, as it was dry but did find myself in the odd farmyard getting lost, and finding bridleways that had not been used for many years.

The Rossendale valley has many routes because of the mill towns and the quarries. In the autumn I just kept riding and maybe I could ride to the 31st of December. But I broke my parole conditions by cycling more than once a day, and was told I would have to be recalled to prison in January 2021. But could still exercise.

Then it was possible to ride everyday for a year. I had tried this twice before and failed. At 78 this was my last chance, what the hell go for it. I set myself a daily target of 10 miles a day. The winters are mild I got that one wrong! This may be a first for a member of our section of the CTC aka Cycling UK. But it can be bettered in a leap year.

I did not always reach my 10 miles a day and missed it six times. My worst day was 2 miles, it was so windy I was almost blown off four times. This was in the Autumn. Almost trouble free. Two punctures. Hub gear froze up twice while riding. Fell off once, well, laid down with style, and there was no ice or snow! Mileage no record.

So on 2nd of April 2021 the bike will stay in the shed having ridden for a year and a few days. I had to ride on the 1st of April as I joined the CTC on that day 64 years ago. I must admit I am surprised I rode everyday for a year as I never had a plan. My medical team advised a short break in Bacup and knitting, but with good food, medication, and rest I should recover.

Ian Appleby

Editor's Note: Ian is a phenomenal rider and character! A multiple record holder on trike, tandem and tandem trike. With Dave Gabbott he broke the National RAA 50 miles record in 1963 – their 1.44.01 is still a Scottish record!

Autumn 1999 - The first National Hill-Climb Championship Team Win Racing Report by Tony Stott

18 years..... That's how long our intrepid club secretary, David Brayley-Willmetts, has been in office. It's also how long our section has been affiliated for racing. In all those years the club has had success in most disciplines of the sport, but none more so than Halloween, 1999, when Dave Ebbrell, Carl Helliwell and Ian Stott lifted the National Hill Climb Championship.



The win provoked waves of admiration and satisfaction from the officials of the R.T.T.C, who were delighted that a 'proper club' and not a 'chain drain' sponsored team had at last won the championship. Ken's phone was red hot that night, long time acquaintances ringing in their congratulations. We also received two letters that were gratifying, one from Les Cross of the West Lancs. DA, our former counsellor, the other from Phil Liggett, our President. As an addendum to the hill climb, Phil was also pleased that we had whipped the Liverpool Mercury (his old rivals) again, for the team prize at the Kirkby Track. The sweet victory was achieved by three different riders – Shaun Pearson (who rode brilliantly all year), Ian Yates (a class rider with a great track record) and Chris Lee (surely deserving of most aggressive rider award).

The club dominated all the northern hill-climbs once again, unbeaten all season, so it was no surprise that CYCLING WEEKLY at last recognised us as potential medal contenders for the National. In the run-up, Dave Ebbrell produced an awesome ride of 4 minutes dead on the Nick of Pendle to win the North Lancs. Road Club event. Yet another team win was on Crown Point, when two more club members, Paul Smith and Neil Reynolds, joined Carl for victory. So to the National.....

After heavy rain, conditions on the Rake were dry but very windy. Team support was out in force, with horns, wigs, pom-poms, banner, psychedelic tights and white emulsion! We had an impressive nine entries. Jon Steer was in the juniors. Helen Dawson and Sue Cheetham were down as reserves, but luckily they both got rides and indeed came 1st and 2nd ladies. Sue, number 128 went off at number 2 and had the honour of being the only rider to be televised on Monday's Look North-West programme. I missed the Sunday night report, but apparently Blackburn and District CTC appeared with great prominence.

I had walked up and down the Rake 3 times, carrying spare wheels, tools and rollers, no mean feat when you recall how big the crowd was. The P.A. System was constantly being drowned by the horns of Blackburn Team support. Every time a 'Blackburn' rider was mentioned, or even the word 'Blackburn', off went the klaxons! All this time I was

checking the result board. I had my watch set on the Green brothers and Mark Flynn from Oldham (last year's winners). They were well down on us – no way they were going to beat us.

Up flew Jeff Wright to take over the lead from Richard Taylor (Chesterfield Couriers). By my reckoning, Chesterfield were now the only club capable of beating us. They had a top man, Chris Myhill, off at number 119, a minute before last man and reigning champion, Jim Henderson. As Chris Myhill rode past the emulsion, five seconds down on Carl and Ian, I reckoned we had won. Jim Henderson rode up with a smile on his face, relaxed and supreme, 10 seconds up on Wright, though the winning margin was down to 5 seconds at the finish. Yes we all had smiles on our faces on this great day. It was interesting at the result board. The officials were looking at Paul Smith's time for Blackburn and District CTC, having been the third counter in last year's National on Dovers Hill, where we were runners-up, the officials assumed Paul would be a winner again. They seemed to be completely overlooking Dave Ebbrell's performance and let's face it, Dave ultimately finished a superb fifth. Many thanks must go to the Lancashire Road Club though for their magnificent organisation (and eventually getting their mathematics right!). We had won!

As Ken Hartley steps down as racing secretary, I would like to thank him for all his years of service to the club racing section. The success of the racing section and Ken's enthusiasm and energy are surely synonymous.

Langden Castle in the Winter of 1962/3

I was 15 years old, and the club run was the track from the Trough of Bowland to Bleasdale, over the Bowland Fells. Langden Castle is not a castle as such, but a shepherd's hut. On this particular Sunday, I remember three members on the ride, along with me – Tom Melling, Ken Day and Jim Livesey. I recall the conditions were bitterly cold, and that when we reached the "Castle" for shelter, we had our sandwiches there. On finishing them, we used the wrappings, plastic bags and newspaper as insulation under our clothes. We continued our journey along the track towards Bleasdale, where we saw a welcoming sight – Toffee Jacks – a café used by cyclists, but which is now a private house. Once inside, we were treated to hot mugs of tea and a rip-roaring fire. It was a day on which I was glad to get home, safe and sound. Later, we learned that on the same day as that ride, three scouts unfortunately died in the same area of the Bowland Fells, due to the bad weather conditions. A ride I will never forget.



Bernard Pearson

The Fifty Miles Within 5 Hours - 16th October 2022



It was a glorious autumnal day for the 50. As Ted Hughes wrote in October Poem -like “a glass half full of wine left out”. It was a new course, with 100 metres more of climbing, through Ribchester, Longridge, Dunsop Bridge and Slaidburn, a route designed for scenery and not for ease!

Paul had organised our previous events on the Austwick course, but I felt it was time for a change. 16 members turned up at Whalley, including our two juveniles Bethany (11) and Matthew (14). Matthew was riding for the second time, but it was Bethany’s first event. Another first was Janice’s ride on an e-bike. Janice is riding her new bike with great consideration, only using extra e-power when she really has to, thus staying within the group. Speaking of the group, they rode well together,

in formation. Down the gorge at Whitewell, the beech trees were gleaming browns and golds. The Bowland Fells looked sublime beneath a blue sky daubed with creamy cloud. Mark had ridden (on his motorbike) up to the back lane round to Slaidburn and was duly taking some great photographs of the riders.

The group let Bethany ride into Whalley first, to applause from the 50 kms riders, one of whom rode his first reliability event as an octogenarian! Well done Bethany, and well done Steve! And what an accolade Paul achieved this day – 40 consecutive Blackburn & District CTC 50 mile events. Remarkable. Matthew seemed fresh and looked like he could ride another 50 miles. As for Bethany, she was off to the shop with her mum to buy some wine wine gums!

RIDERS: Bethany and Chris Fitzer, Matthew and Paul Smith, Janice and John Cowburn, Sue and Stew Clark, Dave and Caroline Collinge, Steve Hodgson, Bernard Smith, Peter Robinson, Anne and Tony Stott (50 kms) and, last but not least, Steve Gregson (50 kms).

PHOTOGRAPHER EN ROUTE: Mark Horrocks

PHOTOS AT WHALLEY: Anne Stott

Tony Stott, Organiser



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Pre-Christmas Weekend Away 2022 to Lancaster

Saturday. After an enforced absence of three years due to Covid 19, the ride was back on! 7 Lancashire members plus one adopted Yorkshireman met at Whalley and rode on delightful lanes through Thornley, by the River Loud towards Inglewhite, and onwards to Light Ash Café by the River Brock.

We escaped the predicted, torrential rain and caught a massive tailwind up to Pilling. We stopped for a group photograph by the “Pilling Pig” – a steam locomotive from the Garstang and Knott End railway. From there it was a short ride to Dave’s highly anticipated recommendation – the Farm Yard Brewery at Moss Edge. A multi-coloured mural on a modern barn wall told us we were there.



What a place! Well worth a visit. We rode up the coastal cycleway from Condor Green to Lancaster, and arrived at the homely Sun Inn just as it was growing dark and starting to rain. Perfect timing. Perfect organisation too, by Sue. The 6 bikes and one tandem were stashed safely in the cellar. The staff, beers and meals were all super. Later, we made a quick trip to the Three Mariners Inn, down by the quay.

Sunday. The talking point next morning over an amazing cooked breakfast was the banging in the night. A drunken lad was hammering on the locked front door for an hour and a half. We looked for a lad with bruised hands but couldn't spot him. Today was “Lancashire Day” and Mark suggested we ride along the cycleway to Caton, then to Wray and into Yorkshire. The wind had dropped and we all loved riding along Mewith Lane to Eldroth, and into Settle for a late lunch. The proprietors of the Singing Kettle were really pleased to see us – they thought we weren't going to return after our last visit there with the mixed-up bills. It was dusk when we got to Sawley and dark when we left Chatburn, after a tremendous pre-Christmas weekend away.

Total distance: 98 miles.

Riders: Stew & Sue, Dave & Caroline, Lesley & Mark, Anne & Tony.

The Elenith 300 kms or The Longest Day

Saturday 23rd April 1988

by JOE LOFTHOUSE (from the July-September 1988 club magazine)

We met on Ewood car park on Friday evening. DBW (organiser, manager, mentor and chief driver) was already there, helping to load the bikes into the van. It took an hour to secure all 23 bikes, then off we went to the Midlands, with DBW driving the minibus and Pete Douglas the big van. Later that evening, Phil Hargreaves took over from Pete. A snack at Keele, then on to Wheathill YH, arriving about 9.30 pm.

We had to be up at 5 am for a 7 am start from Kidderminster. 136 cyclists took part in a very well organised event. There were 18 riders from our club, with Helen Chadwick and the lads riding as a Team (A Team) for most of the day. The weather was perfect, with a gentle breeze pushing us along the first 90 miles. On the return leg we had some 25 miles of headwind. In the evening it died down to become a calm but cold night. From Kidderminster we cycled through Bewdley, Tenbury Wells and Mortimer Cross to the first checkpoint. Presteigne, New Radnor, Builth Wells. We were well and truly abroad now, and the cafes could not cope with the influx of foreigners! We had long waits to get served. After Beulah, we arrived at the Alpine-like village of Abergwesyn, then along a valley that looked Scottish – wild and isolated – a most rewarding experience.

Tucked away at the end of this valley is the Devil's Staircase – not a long climb, just a couple of 1 in 4's! Only 3 of our crew rode it – Ian Yates, Ian Kay and Nigel Lewin. There was a checkpoint at the top, and a welcome hot drink. A word of praise for the two Ians and Nigel, plus Ray Chadwick and Dave Collinge – you did a great team job! Peter Pickup struggled early on, then rode really well later.

The road was an up and down affair, with a great descent to Tregaron. After this we started turning for home, into the wind. The stronger lads bade farewell to the likes of me. It was a sad moment but it comes to us all. There was a strange beauty in the Ystwyth Valley. At this point I lost Pete Douglas, Les Jeal and Jeff Duckworth. Hunger knock! I passed the lads, courtesy of a puncture. They finally caught me in Rhayader where it took 1 hour 20 minutes to get served in the café.

The long day was drawing to a close. The lights were switched on, but we still had 50 miles to go. At Eardisland, the last stop, the time was 11 pm and there was still 30 miles to go. Pete and Les set the pace to the finish. Pete Morgan and myself hung on to Kidderminster. We were 30 minutes behind our gang. It was 1.45 am so we had 75 minutes to spare. The weather had been kind to everyone. The scenery in Wales was beautiful. The teamwork was first class. We would all like to thank DBW for organising the weekend – it went like clockwork. You might not ride 'em, David, but you have the Midas touch sorting them out.

RIDERS – Dave Collinge, Ian Yates, Ian Kay, Nigel Lewin, Peter Pickup, Helen Chadwick, Ray Chadwick, Dave Edwards, Jason Whiteley, Andy Southworth, Phil Morgan, Jeff Duckworth, Les Jeal, Pete Douglas, Phil Hargreaves, Robin Lancaster, Brian Orr and Joe Lofthouse. 300 kms is 188 miles. Time allowed 20 hours.

BACK-UP CREW – Sam Bidwell, Dave Ebbrell, Paul Hodgkinson, Nick Rajski and David Brayley-Willmetts.

Club News

Janice & John Cowburn and Stew & Sue Clark rode the Tri-Vets 100 in July 2022 on the lanes of Cheshire, organised by Chester & North Wales CTC



Dave Collinge is currently digitalising our club magazine archive, starting with the 1980s editions— you will be able to access them on the club website.



Sue Clark won both the print and digital competitions in November with shots of “A Frosty Scene by the River Ribble” (digital) and “I never go for a walk without my bike” (print).

Anne Stott was named as one of the 100 most influential women in cycling by Cycling UK in 2021



Club Clothing: 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. Check the website for further details and up to date pricing. For any queries on Club Clothing please contact Dave Collinge.

Blackburn & District CTC
Club Room Dates - Social Programme 2023

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

2023- JANUARY

Happy New Year Everyone!

12th My First Fifty Years of Cycling

Steve Fleming

19th The Club Boundary

Anne & Tony Stott

26th Across the Roof of the World, part1

Bernard Smith

FEBUARY

2nd Video Clips Members Contributions

9th Going Dutch Again

Sarah & Carl Helliwell

16th A Night with Joe & Jimmy

23rd Shuttleworth Cave

Peter Monk

MARCH

2nd Tandem Touring in Twenty Twenty Two
– from the Trent to Turnberry via Tecklenbrug

Sue & Stew Clark

9th Amazing Quiz Night

Richard John

16th Picos d' Europa

John Cowburn

23rd Presentation Night

30th That's Norway

Ian Stott

APRIL Wednesday 5th AGM 7.30pm at club room.

It's our 100th AGM , miss it at your peril!

Special Centenary AGM cakes, including Anne's Granite Munchies.

The Club Room will close for the summer after our Annual AGM on Wednesday 5th April, and reopen on September 27th in autumn

Thank you all for supporting our club room, and a big thank you to everyone who has so kindly entertained us with their picture shows and to all our bakers.



Blackburn & District CTC

RUNS LISTS JANUARY - JULY 2023

Date	Destination	Meet	Leaving Time (am)	Lunch	Special Notes	Approx Distance
01/01/2023	New Year Ride	Whalley Bus Station	9.30	Packed Lunch		Short
08/01/2023	The Tramway (Preston to Johnson's Hillock Locks)	Brownhill Roundabout	9.30	The Village Tearoom - Wheelton		Medium
15/01/2023	Hodder Valley	Whalley Bus Station	9.30	Old Vicarage - Tosside		Short
22/01/2023	Scorton	Whalley Bus Station	9.30	Daisy Clough - Scorton		Medium
29/01/2023	Wrea Green/Lytham	Ribchester Car Park	9.30	Roots Café - Blackleach		Medium
05/02/2023	Paythorne	Whalley Bus Station	9.30	Gardenmakers - Wigglesworth		Short
12/02/2023	Catrigg Force	Whalley Bus Station	9.30	Singing Kettle - Settle		Medium
19/02/2023	Crook o' Lune	Ribchester Car Park	9.30	Jo-N-Lees Café - Hest Bank		Medium
26/02/2023	Black Bank (via Rome & Wham)	Whalley Bus Station	9.30	Elaime's Tea Room - Feizor		Medium
05/03/2023	Little Bowland (Joint with Burnley & Pendle CTC)	Whalley Bus Station	9.30	Brabin's Shop & Gallery - Chipping	Joint Ride	Short
12/03/2023	St Michaels on Wyre	Ribchester Car Park	9.30	Light Ash - Bilsborrow		Medium
19/03/2023	Gormley Statues ("Another Place") Crosby <i>Mothering Sunday</i>	Croston OS sheet 108 MR 485192	9.30	Crosby	Meet on lane to Velo Café (car assisted)	Medium
26/03/2023	Knott End Ferry and Blackpool (British Summer Time starts)	Ribchester Car Park	9.30	Knott End Café	BST starts	Long

Date	Destination	Meet	Leaving Time (am)	Lunch	Special Notes	Approx Distance
02/04/2023	Pendle Lanes	Whalley Bus Station	9.30	Clarion House	Introductory Ride	Short
09/04/2023	Littledale	Whalley Bus Station	9.00	Bridge House Farm - Wray		Long
16/04/2023	Calder Vale (the bluebell woods)	Ribchester Car Park	9.00	Daisy Clough - Scorton		Medium
23/04/2023	Eden Valley (car assisted)	Askham	9.00	Packed Lunch	(car assisted)	Medium
30/04/2023	Norber Erratics	Whalley Bus Station	9.00	Inglesport - Ingleton		Long
07/05/2023	Ginney Hey	Whalley Bus Station	9.00	Brabin's Shop & Gallery - Chipping	Introductory Ride	Short
14/05/2023	Cam Houses	Whalley Bus Station	9.00	Packed Lunch		Long
21/05/2023	Lanes of South Cumbria (car assisted)	Crooklands OS sheet 97 MR 538827	9.00	Kirkby Lonsdale	(car assisted)	Medium
28/05/2023	Wainman's Pinnacle	Whalley Bus Station	9.00			Long
04/06/2023	Tosside	Whalley Bus Station	9.00	The Old Vicarage - Tosside	Introductory Ride	Short
11/06/2023	100 Miles in 9 Hours Standard Ride*	Ribchester Car Park	8.00	Packed Lunch	Supertourist Event	Long
18/06/2023	Barden Moor	Whalley Bus Station	9.00	Burnsall		Long
25/06/2023	Ashurst Beacon	Brownhill Roundabout	9.00	Parbold		Medium
02/07/2023	100 kms within 7 hours (Halton Gill)*	Grindleton Village Hall	8.30	Singing Kettle - Settle	Centenary Ride*	Long
02/07/2023	A 100 minute ride (15 miles)*	Grindleton Village Hall	1.00 pm		Centenary Ride*	Short

*Event counts towards 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.

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 2023



*Thursday 12th January

*Thursday March 23rd

*Wednesday April 5th

Thursday 11th May

*Sunday 11th June

Wednesday 21st June

*Sunday July 2nd

Thursday 28th September

*Sunday 15th October

Thursday 5th November

Thursday 14th December

Club room opens.

Prize Presentation Night

A.G.M. and the Club Room closes for summer.

2up Team Time Trial, L105 (Anne Stott)

100 miles within 9 hours (Chris Fitzer)

Spoco, Bashall Eaves (Richard John)

Centenary Celebration Day Grindleton Village Hall with 100k & 100min, Centenary ride. (Tony & Anne Stott)

Club Room Opens.

50 Mile within 5 Hours (Tony Stott)

Closing Date for Club Magazine Articles.

Christmas Party at Club Room

Freewheeler & Club Hill Climb to be confirmed, dates will be in summer leaflet.

*Events where points will be awarded for Super Tourist Competition.

This Centenary year, 10 points will be awarded for every attendance at the club room, but you must sign the book.

More information on the Centenary events at the club room and on the website.

HOW TIMES CHANGE

THE CLOTHING

MENS WEAR –

White shirts, ties, and woollen knitted jumpers - long sleeved club track tops

Woollen tank tops (sleeveless jumpers) and newspapers - gilets

Baggy plus fours and long woollen socks - Lycra bib tights and Lycra $\frac{3}{4}$ tights

Green spot jackets - brightly coloured wind-stopper jackets

Long baggy shorts - tight Lycra skin shorts

Scarves - buffs (I love them)

Spatts - waterproof socks and overshoes

Yellow stiff capes - Gortex cagoules

Clumpy lace-up flat leather shoes - arched velcro shoes with cleats

Sou-westers, bob hats, baseball caps & “Ian Appleby” woolly peaked jockey hats - helmets



WOMEN –

Head scarves - buffs and helmets

Cardigans - track tops /gilets

Anoraks - Windproof jackets/ track tops

Bri-nylon stretch pants (with elastic waists bands) - Lycra sexy tights

THE BIKES

27 $\frac{1}{4}$ inch tyres - 700 cc tyres

Down tube gear shifters - ergo levers and electric gears

Messy upright cables - concealed cables

Centre pull, side pull brakes that barely stop you - stop on a sixpence disc brakes

Sturmey archer and single chain rings – triple chain rings

5 speed gears and high bottom gears - Granny gears and a massive selection

Toe clips - cleats/ spd/ Look

Ball bearing bottom brackets and cotter pins - hollow tech

Track nuts - quick release

Maps - Garmin / Google

Dynamo and battery lights you could barely see with - lighthouse bright halogen and LED

Mileometers - smart devices and apps

Puncture outfit - spray can instant fix (or mobile phone!)

PERSONAL EFFECTS

Cash - cards

You need nothing now only a mobile phone.

SLR cameras - i phones

Flasks/butties - Cafés with brews and meals

But the main structure of a bike still remains, the basic triangle shape of the frame, and of course the Brooks B17 saddle has stood the test of time. The rain is still as wet, the head wind still as strong, the views still as stunning, the spirit of the landscapes as vibrant, the club's bonding comradeship and banter will last for ever.

Anne Stott



The North Lancashire D.A. team leaving Burnley for Bolton with J. H. Heap, mayor of Burnley, speeding them on their way.

1935 Round Britain Relay Ride to Celebrate King George V's Silver Jubilee

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Thu : 9.30-6.00

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Sat : 9.30-1.00

may be closed on Wednesdays in Winter - please check before visiting

Find us on Facebook:  bloodsweatandgearsycles

AN INTRODUCTION TO THE C.T.C. – by Dave Stamp

Myself and John Edward Mullen (known as Ticker, named after Ticker Mullins a great time trial rider of the 1960s), have been good friends since the age of seven and lived through our formative years exploring the history and countryside around us.

At the age of 13 to 14 years I qualified for the use of the family bicycle, a Raleigh Lenton Sports, 531 double butted frame with a 3 speed Sturmey Archer hub gear, quite a good frame at that time.

At a similar time Ticker inherited one of his father's cycles, a Dawes with a 5 speed derailleur and we started to discover the tracks and lanes around the Pendle Hill area. Christmas of 1964 brought an upgrade for me. For a hard earned £10 my widowed mother purchased my pride and joy a Carlton Catalina with 10 speed Campag Gran Sport gearing (using a *double clang* as double chain-rings were called back in those days) it was second hand but opened up new horizons for me.

Where to go? How about Prestatyn North Wales, Tickers birth place. Good Idea!

Our equipment was basic and heavy – 1 Bukta Windover Oundle Ridge tent with wooden poles and separate rubberised groundsheet, a 1 pint paraffin stove, ex army Dixie pans and bulky sleeping bags. How do we carry all this stuff? My bike had a fitted carrier to which I strapped a large canvas rucksack,. That was me sorted! Ticker on the other hand made his carrier out of Meccano and strapped a large wicker picnic hamper to it, plus all sorts of other things tied to it! Its 80 miles to Prestatyn; down to Queensferry and turn right.

Surprisingly we got there and back without any major incident apart from Tickers one gallon water bottle bouncing down Wigan high street on the outward leg of the journey. The blue touch paper had been lit, and our enthusiasm for cycling grew.

Our next trip was the turning point (bear with me). We ventured on a camping weekend to Stainforth (not too far). Ticker on his brand new steed, a Falcon with a proper carrier, and as you can see from the photograph we both used rucksacks. The hamper had been abandoned. Unfortunately, our water proofs were not water proof! And on our homeward trip we got an absolute drenching, soaked down to the bone, so much so that we had to abandon



the ride at a farm on the south end of Sawley bridge. A telephone call from the farm to Eric, Ticker's father, secured a rescue, BUT Eric was not a happy chappy at our abandonment due to bad weather. He had been a rider with the CTC in the late 1930s and 40s with other illustrious riders such as the late Henry Gregson and company. He could see our enthusiasm had to be directed in the right way. One Friday night Eric took both myself and John down to the British Legion club rooms where the C.T.C held its

weekly meetings. There we were introduced to Tom Melling and the late but great Joe Lofthouse and from this point onwards our life of cycling took to the road.

This little tale is really a thank you to the C.T.C. celebrating its 100 years in 2023, but mainly to the three men who were inspirational to me. Both Tom and Joe taught me over many thousands of miles how to look after oneself and respect the countryside and others, and without Eric's introduction who knows where the road would have lead?

Cycling before The C.T.C.

This piece was found by Ticker in Blackburn reference Library, it's an abbreviated copy taken from "Clitheroe in its railway days" by Stephen Clarke

Cycle Meet

Annual event held in our borough. Cyclists meet at Station Road Whalley, and ride to Clitheroe, to the Swan Hotel for tea and edifying speeches. The King-Wilkinson Challenge cup is presented to the club having the largest number of persons present. It was in 1880 that the idea was formed, with a view to stimulate interest in cycling.

The idea was that of three gentlemen of Tiddlewood :-Mr King-Wilkinson Snr, Mr King-Wilkinson Jnr and Mr Cecil Wheeler of Chatburn.

Mr Wheeler became manager of Sharbrook Manufacturing Coventry (Bicycles). In 1887 The Association of North East Lancs cycling clubs was founded and took over the management of the annual meet. The prize was awarded to members in "uniform", In 1898 the need for uniform was abolished. The cup was held for 12 months, and Burnley Victoria have held the cup most times.

1887	Burnley Victoria C.C.	37	members
1888	"	55	"
1889	"	76	"
1890	"	74	"
1891	Colne C.C.	48	"
1892	Burnley Victoria C.C.	84	"
1893	Clitheroe B.C.	24	"
1894	Livsey B.C.	41	"
1895	Blackburn Trinity C.C.	45	"
1896	"	68	"
1897	"	28	"
1898	Preston West End	89	"
1899	"	93	"

The number of affiliated clubs varied over the years from 10 to 15.

In 1895 the association voted to the foundation of the N.C.U. They brought out a "Route Guide" which sold for 6d per copy, over 2000 copies were sold.

A Century of Cycling – A Brief History of the CTC in North Lancashire 1913-2013

The Cyclists' Touring Club was formed in 1878 in Harrogate. In 1910, King George V became our patron, an honour repeated by every succeeding monarch. The UK was divided up geographically into District Associations (DA's) and each DA was divided into Sections.

According to our records, the earliest date of the C.T.C. in North Lancashire is 1913. This is when the description "North Lancashire" did indeed mean just that – it was an area north of Southport, Wigan, Bolton and Bury that included all the northern parts of old Lancashire such as Coniston and Barrow-in-Furness.



In 1914, there were 17 members on the prestigious North Lancashire C.T.C. committee. At the AGM in March, the Bishop of Burnley and Archdeacon Hornby both sent their apologies. In the August of that year the committee was sadly disbanded due to the war – the secretary, Mr K Steen, knew the significance of the war, even at that point. He writes "DA DISBANDED GREAT WAR".

In 1920, the North Lancashire District Association committee (15 members) was re-elected and monopolised by the Nelson Section. There is nobody on this committee who was on the 1914 committee. Shades of "A Day Out" by Alan Bennett, a must see film about the Halifax C.T.C. on a Sunday ride in 1913.

In 1923 the BLACKBURN section was founded, and its district included Darwen, Oswaldtwistle, Church, Accrington, Altham, Clayton-le-Moors, Rishton, Great Harwood, Little Harwood, Wilpshire, Whalley, Clitheroe, Copster Green, Mellor, Pleasington and Hoghton. Mr Harold Jackson of Clayton-le-Moors was one of the founder members, as secretary, (then later as president until 1958). This was also the year of the first National Bike Week (pictured above).

At the 1925 AGM of the North Lancashire D.A. held at the "Boro Café", 27 Leeds Road, Nelson, a Mr R Stott (Harle Syke) and L Palmer (360 Railway St, Nelson) were elected onto a committee that was presided over by the very reverend Dr.Henn of Reedley Lodge, the Bishop of Burnley. The Bishop was president of our DA from 1920 to 1930. During this time the committee continued to be monopolised by the Nelson Section, both politically and numerically.

By 1926, if not earlier, six sections comprised the North Lancashire DA. These were Nelson, Blackburn, Preston, Fylde, Lancaster and Furness. The membership "strength" for each of these sections is interesting.

Nelson Section	126 members, including Nelson (46), Burnley (36) and Colne (19).
Blackburn Section	89 members, including Blackburn (51), Darwen (13) and Accrington (10).
Preston Section	68 members, including Preston (49) and Chorley (9).
Fylde Section	55 members, including Blackpool (28), St Annes (9) and Lytham (8).
Lancaster Section	15 members, including Lancaster (10), Morecambe (3) and Heysham (2).
Furness Section	14 members, including Barrow (10), Ulverston (3) and Dalton (1).

Total : 367 members.

(Further analysis of the Blackburn list in 1926 reveals that there were 7 members in Great Harwood, 2 in Clayton-le-Moors, 1 in Whalley, 2 in Clitheroe, 1 in Copster Green and 2 in Pleasington).

In 1929, the North Lancashire DA shield was established for an inter-section Sports Day competition. This was to encourage new members, by including events other than cycling. These were the events –

1. Hill climb	1 st prize value 7/6 2 nd 5/-	entry fee 6d
2. Gents relay ride team of 3	3 prizes value 5/-	entry fee 1/-
3. Matrimonial race couple	2 prizes of 2/6	entry fee 2d per
4. Tug of War person	9 prizes of 1/- each for the winning team	entry fee 1d per
5. 100 yds flat race men	1 st 7/6 2 nd 5/- 3 rd 2/6	entry fee 3d
6. 80 yds flat race ladies	1 st 7/6 2 nd 5/-	entry fee 3d
7. Ladies Slow race	1 st 7/6	entry fee 2d
8. Men's Slow race	1 st 5/-	entry fee 2d
9. Final Men's 100 yds		

This shield is now being used for Blackburn & District's "Supertourist" competition, but the original rule as engraved on the trophy states : "for competition between Sections in the DA's area." Check out the back of the shield for a review of the winning Sections. I imagine the competition to be intense, and the glory for the winning Section to be supreme!

In 1930, the DA boundary was re-drawn. Now there were only two sections in the DA. The other four, Preston, Fylde, Lancaster and Furness, became the North West Lancashire DA. The enigmatic "North Lancashire" area as defined by Nelson Section and Blackburn Section was born. At this point in the club's history, it might have been better to rename our area as the North East Lancashire DA but of course this never happened, and we remained "North Lancashire" into the next century. Here are the minutes from January 12th 1930 recording the change –

“A Special General Meeting was held in the Assembly Rooms (above Country Kitchen) Waddington

for the purpose of agreeing or otherwise to the formation of the North West Lancashire DA from a portion of our territory, composed of the area North of the railway line from Southport to Wigan, not including the towns on that line, West of the railway line from Standish to Chorley, including the towns on that line, and West of a line drawn from Chorley to Five Barred Gate (Salmesbury : now called “The Trafalgar”) to Longridge and to the County Boundary at the junction of the rivers Hodder and Loud. (I assume the new North West DA was contained by the continuation northwards of the Yorkshire and Westmorland county boundaries). The meeting agreed to hand over the territory outlined and wished the new DA every success.”

In 1934, Nelson Section became known as the North Eastern Section. Blackburn still remained “the Blackburn Section”.

At a committee meeting held in Padiham on 18th December 1937, the secretary (Mr G A Hudson of Nelson) “reported on the progress made in connection with the AGM ... that the change of title of the Blackburn Section to North Western Section be ratified”. 70 members attended that AGM earlier that year (2.30pm, 17th January at the Assembly Rooms, Hurst Green) but when I checked through the Minutes this name change was never recorded or voted upon. There were 465 members in 1937, 300 in the NE Section, and 165 in ours. This was the day we lost our name for over 40 years.

Annual Report (for 1939). The Hon Secretary, Mr J.H.Watkinson of 46 Railway Terrace, Padiham, writes that this report “is rather different from the one I hoped to give. War has overtaken us and already many of our members have left us or are about to do so. Furthermore, a great field of potential membership is now closed to us. It is not my intention to repeat (what was written in the Minute book of August 1914) ... for I know that if we do our duty to the Club and the pastime, the future of the C.T.C. is assured.” Sunday 10th March, 1940.

Mighty words. Words that are still applicable today.

In 1942 Mr Watkinson writes in his D.A. Annual Report that it “has been a very trying year (1941). At one time it seemed that the North Western Section would have to be abandoned as such, but it was decided to carry on as long as a handful of members could keep together.”

“For the first time (1942) in the history of the North Western Section the secretarial duties have been taken over by a lady member. Familiar figures continue to disappear from our midst, and when we are faced with loss it is amazing how someone is found to take his place, proof of the old saying that –“the hour will provide the man,” or maybe the woman.” J.H.Watkinson, 1943.

In 1944 Mr Watkinson writes “The North Western Section have again elected a new secretary and again the choice is a young lady, and here I would like to put on record my gratitude to all these young and enthusiastic cyclists who have come into the Club and helped to tide over a critical period. The D.A. membership now stands at 498.”

The Annual Report for 1945 states – “Here is the peacetime report we have all been waiting for. Although the transition from war to peace appears to be slow, there is no doubt our pastime will soon be on normal footing again. Many of our long, absent members are back with us. The dark days when we almost had to abandon one of our sections (North Western) seem a long way behind us, the pestilential blackout and other restrictions are gone, the Future is ours.” J.H.Watkinson, Hon Sec.

At a D.A. committee meeting on 6th November 1950, Henry Gregson intimated a racing offshoot to the North Western Section, the Olympic Road Club, had been formed. At the AGM on the 19th November, it was reported - “The formation of a racing club (with membership confined to C.T.C. members) in the Blackburn area was brought forward at North Western’s AGM. The blessings of the section were sought in this venture. Some doubts were expressed as to the wisdom of giving this. However, though no formal vote of approval was taken, the progress of the Blackburn racing side will be watched with interest.” Eddie Kendall, D.A. Secretary.

Thus was born the North Lancashire Road Club.

In 1954, Eddie Kendall writes – “The North Lancashire Olympic Road Club has had its best year. (Though) the formation of the racing offshoot was the responsibility of North Western Section, it must not be forgotten that in theory the Olympic is an offshoot of the North Lancashire D.A.”

In the D.A. Annual Reports of the 1950’s there are many references to North Western Section winning the Beard Cup, which lay the foundation for a huge hill climbing tradition in our club.

In 1963, Ken Hartley organized the Blackburn Carnival hill climb, and there was a C.T.C. float in the procession. Ken, a C.T.C. member since 1948 (and later our club President) joined the D.A. committee in 1956. Ken forges the link to one of our founder members from 1923, Harold Jackson. Harold retired from the D.A. committee in 1958 after serving on it since 1935.

The clubrooms of both North Eastern and North Western Sections were in trouble again, losing money through shirkers and cycle parts through hooligans! The Stainforth Rally in 1964, however, was a great success, where the competition for the D.A. shield was keenly contested. Nellie and Albert Holden, organisers, reported a profit of £27 11s 8d. That is mega money, 49 years ago!

In 1968, (despite Anne Smith and Tony Stott joining the club), membership dropped considerably. North Western Section had 221 members; North Eastern Section had 148 members. This compares to over 600 in the combined membership 10 years previously.

The 1960’s and 1970’s saw many cycling stalwarts on the D.A. committee – Henry Gregson, Ken Day, Tom Melling, John Dewhurst, Joe Lofthouse, Geoff Matthews, Marjorie and Jim Bailey, to name a few. We are indebted to their enthusiasm and effort.

In 1978 there was a non-stop centenary "Round Britain" relay ride. 14 members of the D.A. rode the leg from Appleby to Longtown in Cumbria at 2 o'clock in the morning!



The year 1980 proved to be quite momentous in the history of the North Lancashire D.A. On the 25th March, after 43 years, there was a change of name from North Western Section to Blackburn & District Section. Next, our racing offshoot, the North Lancashire Road Club, decided to scrap "restricted membership qualification" (that is, C.T.C. membership) in the hope of promoting more varied racing. From then on, you did not have to be a C.T.C. member to race for the NLRC.

On 13th December, 1981, Blackburn & District C.T.C. formed a new racing section, affiliating to the RTTC and then BCF. Ken Hartley's brainwave won the approval of the National Council and we became the first C.T.C. Section to do so. Brian (Six Guns) Kirkham, Blackburn & District C.T.C., became the first ever member to race for a C.T.C. club, this being in the Circuit of the Dales, 1982.

Around 1982, our National Office computerised club membership. D.A.'s and Sections were now defined in areas by Postcode (Royal Mail had completed Postcodes in 1974). What was previously uncertain now became sure. Gone were the definitions "north of the railway" and "west of the county boundary". Unfortunately, HQ did not take into account the Bull Hill watershed in Darwen, and we lost both Darwen (BB3) and Rossendale (BB4) to the Mid-Lancashire D.A.

In October, 1983, David Brayley-Willmetts, our intrepid secretary, applied for a D.A. boundary change. There was much wrangling and writing over the next 9 months. On 11th July, 1984, Alan Leng, National Secretary, informed our D.A. that the Mid-Lancashire D.A. had agreed to a boundary change, thus losing postcode areas BB3 (Darwen) and BB4 (Rossendale). Blackburn & District C.T.C. was now defined by postcodes BB1-BB7 inclusive, and the D.A. by postcodes BB1-BB12 inclusive.

In 1988, another political move saw Blackburn & District and North Eastern Sections going separate ways after 58 years of being in tandem. The North Eastern Section (Nelson) became Burnley and Pendle CTC. The anomaly of the name "North Lancashire" was even more emphasised as Blackburn & District became the only section in North Lancashire D.A.

The 1990's saw the beginnings of many World Tours by our members, many Beard Cup team wins and the first of five National Hill Climb team championships.



In 2008, CTC National HQ wanted to scrap the names “D.A.” and “Section”. At the AGM of 2008, the North Lancashire D.A. agreed to be re-named “Blackburn & District C.T.C. Member Group”. Thus the name “North Lancashire” became confined to the history books (i.e. our Minute books and associated records) though the name does still live on with the North Lancashire Road Club.

In 2012, Blackburn & District C.T.C. won the Beard Cup for the 15th consecutive year (picture here).

2013 was our 90th anniversary and the centenary of recorded CTC cycling in “North Lancashire”. Thanks to all our members, past and present, who have contributed so much to the rich history of this wonderful club.

Tony Stott, Honorary Secretary, Blackburn & District C.T.C.

ADDENDUM.

In 2016, HQ attempted to scrap the name “Cyclists’ Touring Club” and brought in “Cycling UK.” They tried to scrap “the winged wheel” too, but after some protests decided to keep this historical element of our club, and to allow Member Groups to keep the name CTC if they wanted to. (“We are Blackburn & District CTC” and always will be, I hope).

We continue to organise two races a year, the 2-up and the Spoco, though the glory days of our great National racing successes seem to have passed. In March 2020, club activities were suspended due to Covid (shades of the Great War). Committee meetings were held online (zoom and google), the AGM was deferred for 6 months, and because that was held virtually (31st March 2021), the committee continued in its role for another year without any changes. Stewart Clark introduced and sent out vital and regular newsletters, to keep our membership up-to-date. He also nominated Anne Stott to be considered as one of “the 100 women in Cycling, 2021” for which she was accepted. By March 2022, the clubroom at Primetime, Norden, had been closed for two years, and everybody felt we needed to move on to pastures new. Stew found a contact for a new, super venue at Rishton Methodist Church, and so a new era of cycling with the C.T.C. “in North Lancashire” began.

Crossing the Nick – May 1983

As Joe said whilst we were having lunch at Middleton in Teesdale - 'It's just like the old days – a good group of us in good country'.

The question was should we attempt a crossing of High Cup Nick? The morning's heavy showers made us view this venture with doubt. But first of all we had to give Ken Day his treat by letting him get the victuals in. He was well suited with a monster leek which prompted the shop-keeper to ask if he thought he was Max Boyce.

Up Teesdale for a few miles then a walk through the woods to England's mightiest waterfall, High Force. Here to the photographers' delight the sun came out and this was enough for Phil to decide that High Cup Nick was on. Joe readily agreed and his excitement impelled all of us, even though with slight misgivings to turn left at Langdon Beck up the narrow road to Cow Green Reservoir. Whilst the others scrambled over the rocks to look at Cauldron Snout Ken and I continued up the track to that last outpost of civilisation – Birkdale Farm. The distant cry of Golden Plover could be heard but this plaintive moorland sound was soon replaced by Phil and Mecky's demonic laughing as we floundered in the sodden, peaty morass which came after the farm. Slowly we made our way down to Maize Beck, some avoiding the worst, others ploughing through regardless. Ken day lamented that his new shoes let in water but as we'd been going in over our ankles it was difficult to see how they wouldn't!

In deference to the conditions we decided not to cross the beck at the usual point but to head up-stream in search of the footbridge which a forlorn sign promised us. On and on we went in conditions which I imagine a 'yomping' Falkland soldier would find familiar until with not a hint of bridge in sight we decided to cut our losses and make for the other side. Most plunged straight in on the basis that they couldn't get much wetter. Joe carefully threw in boulders to form stepping stones and then went up to his calves anyway!

Once across we were soon at the rim of the Nick but our luck was out as the hope for the view of the Lake District mountains was blotted out by a curtain of rain. It came inevitably towards us and added to our difficulties as we edged along the rock path which runs high along the northern edge of the Nick. The track down to Dufton offered yet more mud at one point I cut a far from elegant figure as I slid on my tummy down a steep grass banking, digging my elbows in to try to stop myself and at the same time trying to prevent my bike crashing on top of me. At least we had compensation in the view of Dufton and Knock Pikes silhouetted against the rain curtain moving north up the Eden Valley.

It was after 8.30pm when we reached Dufton hostel. There we were very dirty, very tired and very hungry. But we'd done it, we'd crossed the Nick and as Joe said 'that's what it's all about'.

John Dewhust

From the April to June 1983 club magazine

Blackburn “Centenary” Questionnaire.

Thanks to Sue Clark, Sarah & Carl Helliwell, Tony Stott, Dave Collinge, Ian Appleby, Mike Jay & Bernard Pearson.

1. **What I love best about our club.**

Sue & Ian and Mike & Bernard - Friendship.
Sarah & Carl – The colour blue.
Tony – Comradeship & Spirit
Dave – the heritage, inspirational people, adventures, touring.
Bernard – The club room.

2. **What was my biggest worry on my first club ride.**

Most people said “keeping up with the group,” Tony & Mike worries were Mechanical failure and Ian said “none at 14 years old!”

3. **What was the name/model of my first bike?**

Sue, Carl & Tony Dave – Raleigh, Sarah a Harry Hall. Ian a Triangle Trike
Mike a Dawes Coronation Bernard a Carlton

4. **My favourite youth hostel (and why)?**

Sue – Hartington Hall, Peak District. Lovely old manor and great food.
Sarah & Carl and Mike – Hawes, Arnside, Lizard a great tour with happy memories.
Tony – Aviemore, on the doorstep of the spectacular Cairngorms.
Ian – Stonecross, Kendal, it gives access to the Lakes
Dave – Dufton , Red sandstone, setting at the foot of North Pennines and fabulous view

5. **How I got to know about the Blackburn Club.**

Sue – Talking to the Stotts out on a ride.
Sarah – Clare (Stott) Carl – Dave Ebbrell.
Tony – Tom Melling rounded me up as I was sat on Mercer Hall steps.
Ian – Henry Gregson.
Dave – advertisement for Cyclists Touring Club in early edition of Cyclists Monthly Mag.
Mike – Ken Hartley Bernard - from a friend

6. **Who was/is my cycling hero?**

Sue – Ian Appleby for all his achievements.
Sarah – Dave Cook & Joe Lofthouse.
Carl – Gethin Butler
Tony – Alf Engers & Ken Hartley
Ian – Beryl Burton.
Dave – Ken Hartley, jimmy Boocock.
Mike – Ken Hartley, Dave Collings, Tony & Anne
Bernard – Tom Melling , for taking me under his wing.

7. **My favourite club ride.**

Sue – Arnside & Silverdale, such a beautiful Place.
Sarah – Barbondale with Kingsdale
Carl – Buttertubs & Ribblehead.
Tony & Mike – Langstrathdale Chase
Ian – The next one (I love that answer) Bernard – all of them.
Dave – Littondale.

8. **My favourite café (past or present).**

Sue – Hellifield Station, Shed 24 H it's a great breakfast and lovely staff.
Sarah – Ingleton & Feizor Carl – Rathmell
Tony – Wallings Ice Cream, Cockerham
Ian – Flookboroughm
Dave – Lunesdale Bakery / Airton.
Mike – Stainforth

OUR 80TH BIRTHDAY in 2003, by Ken Hartley

(This article has been edited to fit in better with our other historical contributions by Henry and Tony).

MEETING held at 72 RIPON STREET, BLACKBURN, 4th JULY 1923

1. Resolved: That we form a Section of the North Lancashire DA Cyclists' Touring Club to be called "the Blackburn Section".
2. Resolved: That H. Jackson be elected as Secretary.
3. Resolved: That Frank Davenport be elected as Treasurer.
4. Resolved: That we have a Committee of six members.
5. Resolved: That Messrs. W Burns, H. Lancebury, H. Sargent & Miss H. Davenport be elected for Committee.
6. Resolved: That H. Sargent be elected as Chairman.
7. Resolved: That the next meeting be held at 14 Lower Audley Street, Blackburn, on August 7th 1923, at 8.00 pm.
8. Resolved: That we pay 1d (one penny) per week per member to acquire funds.
9. Resolved: That H. Sargent be elected as Captain.
- 10 Resolved: That W. Burns be elected as Vice Captain.

Signed: Harry Sargent, Chairman

All this in beautifully scripted copperplate handwriting on the opening page of a dark green Minute book. And so the Section, 77 years from the 21st Century, arrived on what must have already been a bustling cycling scene. Straightaway, there were teething problems, when "A letter be forwarded to Miss X and to Mr X regarding their conduct on the last run". Even worse, "That a letter be sent to Mr G.H. Stancer protesting against the membership of Miss Y". George Herbert Stancer was possibly the most famous of CTC national secretaries. The GHS Memorial 10 miles Championship for boys and girls was instigated in 1966 and is still going strong.

The first AGM, was at the Assembly Rooms, Waddington (above the Country Kitchen) on Jan 6th 1924. The club's rubber stamp was acquired for 3 shillings and 9 pence. At the next AGM, held at the Craven Heifer Hotel, Clitheroe, on Dec 21st 1924, there was a split : it was resolved "That a Hardriders Section be formed, and that such a Section

be run separately and elect their own officers". On June 30th, 1925, it was resolved "that we hold a 100 in 8 hours time trial from Oaks Bar to Lindale and back".

At the AGM of 1925, once again held at the Craven Heifer in Clitheroe, it was resolved "That the Hardriders be merged into one Section as formerly". In 1927, there was an Inter Club time trial with the Clarion and Little Harwood Wheelers (no RTTC then, that came much later in 1937). The monthly meetings, held at the members' houses, mainly discussed and approved the runs list, Malham, Quernmore, Halton Gill, Ingleton, Hutton Roof, Impromptu etc etc – the rides looked much like ours today.

The December 1934 AGM. Motion: "That this meeting considers the present title inadequate and it should be changed into one that indicates the whole area covered by the Section". It was defeated.

In March, 1937, there was a Sports Day with the Rossendale Section. Then, momentarily, at the AGM of that year held at the Assembly Rooms, Hurst Green, there was a Motion to the meeting by Mr Peter Devlin: "That the name of the Blackburn Section be changed to a more suitable title". After some discussion it was resolved: "That from now on, the title of the Section be –

The North Western Section of the North Lancashire DA". Devlin was elected President in 1938.

After the war, in 1945, the new President was Mr Harold Jackson – who I can just about remember – and he was at the forefront of a campaign to reopen the roads around Bolton-by-Bowland, and the Settle/Flass road. All those nice little grassy lay-bys, so beloved by present day Sunday motorists, were laid for tons of ammunitions and war supplies. The entire area was covered with ammo dumps and guarded by the military. Only residents were permitted past the check points, but it was possible to sneak through when the guards were having a quick fag!

The Section was still churning out riders for whom 100 miles was still a comfortable distance for a clubrun, and racing proper was the domain of clubs like the Clarion, Blackburn Eagles, Darwen CC and the East Lancs Velo. Many of our members raced under N. Lancs Clarion C&AC colours, and were prominent on Harry Aspden's early season training rides, all over 100 miles. "All rideable hills will not be walked". At 16 years old, in 1948, I was clinically burnt off at Windermere on an all steel BSA and hadn't the faintest idea where I was. I was overtaken by another jettisoned rider whose surgical boots were no impediment to him. Henry Gregson saw me to Lancaster where Harry was alleged to have laconically remarked, that leaving the kid at Windermere was "character forming".

EDITOR'S NOTE: In 1969, in my first year with the club, during a ride to Morecambe, I got left behind on the promenade. The club were going to Bleasdale for tea, and I had no idea where that was. I was cycling down the A6 when a rider from Preston passed me and asked me where I was going – I told him my club had left me and they were going to "Toffee Jacks". He very kindly escorted me there. Can you imagine the club's surprise when I turned up. As Ken Day remarked – "How the bloody hell fire did she get here!" Character forming.

At the 28th AGM at Jack Barrow's Cottage Café, Longridge, in October 1950, a racing offshoot was given full approval by the members. The North Lancs Road Club was born. The offer of a clubroom over small industrial premises by prominent member Henry Barker was accepted. The rooms were at Blakey Street, Blackburn. By 1956 we had moved to a new venue at St Lukes Church Youth Club, Dickinson Street, Blackburn, and it was open twice a week. There was a full-sized snooker table and a weight-training room.

The AGM of 1958 at Dickinson Street saw the retirement of founding member and President, Mr Harold Jackson. Harold Matthews was duly elected as the new President. Then, at the AGM of 1966 in Great Harwood, Henry Gregson was elected President - his almost total involvement with the club from treasurer to secretary, press secretary and indefatigable social secretary stretched from pre-war days. The previous year we had lost our tenancy of the St Lukes clubroom, and had taken up the offer of the British Legion Club, Town Hall Street, in Great Harwood, where the upstairs rooms were duly decorated by our members for a grand opening in October 1965 by Reg Harris. Reg lived in a large house near St Michaels at the time, and we were delighted when he readily agreed to join our celebrations, which continued for senior members into the early hours in the separate downstairs bar. I remember we all hastened to hide our pints when a policeman popped his head in. He was only helpfully asking who was the owner of the car with its headlights on. It could well have been Reg's latest sports car!

By the mid 1970's, long serving secretary Geoff Matthews (7 years) and runs secretary Joe Lofthouse (11 years) stood down. The clubroom in Great Harwood was losing its appeal, and a new venue at Salesbury Memorial Hall near the Bonny Inn was secured. Geoff, along with John Dewhurst as nearby residents, helped greatly with the administration, but also had to answer to the hall committee for real and imagined exuberances from an increasing juvenile membership.

The Centenary of the Club nationally, in 1978, was a cause for many special events. We had a 100 mile tourist trial with no time limit, and a generous offer by the Borough of Blackburn Parks Dept for a floral setting of the "winged wheel" in Corporation Park. Anne Stott was now club secretary at a time of significant changes. The start of the 1980's saw us reverting to our old title when, on the 25th March, 1980 - "That our name be changed from "the North Western Section of the North Lancashire DA" to "the Blackburn & District Section C.T.C."

Convulsions were experienced at the 57th AGM in October 1980 when it was noted in the secretary's report that our racing offshoot "No longer require obligatory C.T.C. membership" though a few Road Club members were still C.T.C. members. Headquarters were to be informed of this break by the North Lancashire Road Club. A committee meeting at the Plough Hotel, Great Harwood on November 4th 1981 voted unanimously "That this Section be affiliated to the North District Council of the RTTC as - Blackburn & District C.T.C. Cycling Club. In April 1982, Brian Kirkham of Darwen became the very first member clubman in the country to race for the C.T.C. He completed the Circuit of the Dales (Ed: on a trike?)

For years and years Tom Melling, who had done just about everything for the Section, had been printing the runs list, but he no longer had the resources. The suggestion of a small charge for the runs list brought cries of poverty from some svelte members. One door shuts, another door opens. Mr Jimmy Boocock took over, and the Club Magazine arrived (Ed: see article on the magazine's history). Anne Stott fitted in the secretarial work with a growing family until the 59th AGM on the 22nd October 1982, when David Brayley-Willmetts, arrived on the scene.

There followed more than a decade of feverish activity. Close connections with school cycling, first with Steve Fleming's Saturday rides, then DBW's contacts with St Wilfreds and then Norden High School. Vans full and trainloads of kids to Scotland and Wales. (Ed: see Joe's article about the Elenith 300 kms). The Norden school bus and 16 bike KH trailer soon followed. The Eurobus to Brittany. Hostels block booked everywhere and ESCA trophies adorning the school trophy cabinet every year. An awful lot of people owe David Brayley-Willmetts a debt of gratitude for his vision of what club life should be and the way he created it.

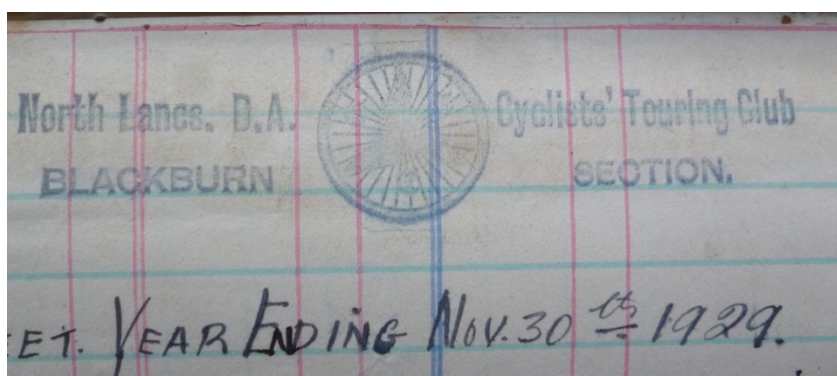
Our incompatibility with Salesbury was reaching new heights, and so we moved to Primetime at Norden, Rishton, and DBW is the man we have to thank for it.

Our racing successes (Ed: built on a diet of long Sunday club rides and intense speed training on Tuesday evenings) are there to be read every week in Dave Brown's column in the Evening Telegraph. The blue tops demand respect everywhere, from the Kirkby Track to the Manchester Velodrome. We have kept up riding to the Beard Cup Hill Climb as guests of Manchester DA, and with a total of 25 wins, the event proved to be the instigation of the Section's wonderful record in the National Hill Climb. Three wins, two second places.

Like all clubs we have our sad moments, the loss of Henry Gregson and Jimmy Boocock were mourned by everyone. What was harder to bear were the premature deaths of teenagers Ian Coulthurst and Richard Rawcliffe. The Stott family are currently shouldering more of our committee work than should be asked to do, and I am more relieved than I can say to welcome Caroline Palmer as our new treasurer. I am sure members and ex-members alike will join with me in thanking the long list of officers, committee and helpers from 1923 to 2003, but above all, for that tiny band of people who formed the C.T.C. in Blackburn all those years ago. To their memory we say HAPPY BIRTHDAY and THANK-YOU.



72 Ripon St



Ken Hartley, President, 2003



Blackburn & District CTC Information



Clubroom: Rishton Methodist Church, 14 Albert St, Rishton, BB1 4JE

Thursdays between 7:30pm and 9:30pm, entry £2

Secretary:	Tony Stott Field Cottage, 16 Hygiene Place, Clayton-le-Moors, Accrington, Lancs, BB5 5HW Tel: 01254 232537
President:	Dave Collinge
Vice President:	John Cowburn
Chairperson:	Anne Stott
Treasurer:	Caroline Collinge
Racing Secretary:	Dave Collinge Hill Foot Farm, Twiston, Clitheroe racingsecretary@blackburnanddistrictctc.org.uk
Welfare Officer:	Carl Heliwell
Registration & Communications Officer:	Stewart Clark
Promotions Officer:	Stewart Clark webmaster@blackburnanddistrictctc.org.uk
Social Secretary:	Anne Stott
2023 Web Officer:	Chris Fitzer www.blackburncycling.club www.blackburnctc.org
Magazine Editors:	Anne Stott & Richard John clubmag@blackburnanddistrictctc.org.uk
Committee Members:	Sue Clark, Lesley Miller

HISTORIC PICTURES – WHO'S WHO?

Front Cover:

Top picture - Harris End Fell 2022: L to R: Sue Clark, Chris Fitzer, John & Janice Cowburn, Nick Mackey.
Bottom picture - Tarn Hows 1971: Front Row L to R: Ken Day, Chris Miller, Dave Ellison, Dave Pickup, Pete Thompson, Ian Parker, Steve Fleming.
Back row L to R: Anne Smith, John Smithson, John Dewhurst, Mervyn Turner, Martyn Smithson, Martin Kenyon, Stan Ormerod.

Picture A – iconic club mag cover, West Gate 1965: L to R: John Yates, Brian Haworth, Dave Bateman, Tom Melling, 1st rider Ken Day, 2nd rider Trevor Easterbrook.

Picture B - L to R: Ray Chadwick, Brian Collins, Bob Paul, Ken Hartley.

Picture C – West Gate 1970: Front Row L to R: Dave Brown, Anne Smith, Robert France, Joan Gregson, Roger Haydock, Dave Veevers, Ken Day. Back Row L to R: John Kitching, Ian Parker, John Smithson, Martyn Smithson, Dave Moore, Mervyn Turner, Shaun Lucas, Tom Melling.

Picture D – Front Row L to R: Dave Ellison, Shaun Lucas, Stan Ormerod, Anne Smith, Dave Veevers, Ian Parker, Tony Stott. Back Row L to R: Joe Lofthouse, Les (the warden), Ken Day, Mervyn Turner. Far Back L to R: Jeff Duckworth, John Smithson.

Picture E - Ken Hartley.

Picture F – John Kitching.

Picture G - Front – Denise Burton, Beryl Burton, Joan Gregson, Chris Miller, Anne Smith. Back - Henry Gregson, Terry Waring.

Picture H – Front Row L to R: Henry Gregson, Hilda Arkwright, Kevin Metcalf, Jack Forrest, Dave Chadwick, Chris Douglas, Brian Collins, Peter Yarwood, Ben Myers (warden), Dave Warner.

Back Row: 4L Brain Thomas, 5L Barry Fairbrother.

Picture I – Keld YH weekend '69: Foreground L to R: Anne Smith, Tony Stott, John Mullen, Dave Holden.

Picture J – L to R: Dave Ebbrell, Dave Collinge, Chris Edmondson.

Picture K – Ian Stott.

Picture L – Front row L to R: Lesley Miller, Bethany Fitzer, Sue Clark, Janice Cowburn.

Back row L to R: Anne Stott, Caroline Collinge, Josie Smith.

Picture M – Front L to R: Neil Carter, Jo Kembury, Dave Collinge, Caroline Palmer, Sarah Hartley. Next Row L to R: Anne Stott, Dennis Walsh, Jenny Spurrett, Sam Bidwell. Back Row L to R: Will Kembury, Richard John, Carl Helliwell, Ian Stott, Tara Stott, Susan Bidwell.

Picture N – L to R: Chris Fitzer, Dave Collinge, Bernard Smith, Caroline Collinge, Sue Clark.

Back Cover:

Top L Picture – 1968: Front Row L to R: Malcolm Duris, Stewart Carter, John Mullen, Dave Stamp, Phil Brookes, Ken Day. Back row L to R: Stephen Taylor, Tom Melling, Brian Haworth, Alex Rajski.

Top R Picture – Grinton Lodge YHA 1971: Front Row L to R: Dave Moore, Tony Stott, Dave Veevers, Tom Melling. 2nd Row L to R: Chris Miller, Pete Thompson, Anne Smith, Stan Ormerod, John Dewhurst, Dave Ellison, Ken Day. Back Row L to R: Mervyn Turner, John Smithson, Ken Winterburn, Joe Lofthouse, Robert France, Martyn Smithson.

Centre Picture – Marl Hill 1987: L to R: William Kembury, Edward Hayes, Ian Kay, Ray Chadwick, Brian Orr, Helen Chadwick, Paul Smith, Jason Whiteley, Sam Bidwell, Ian Yates, Dave Collinge.

Bottom L Picture – Xmas YHA Arnside 2009: L to R: Jenny Spurrett, Tara Stott, Chris Miller, Sarah Hartley, Steve Gregson, Dave Collinge, Carl Helliwell.

Bottom Right Picture – Sawley 2022: L to R: Sue Clark, Nick Mackey, Paul Melling, Anne Stott, John Cowburn, Janice Cowburn, Chris Fitzer, Dave Collinge (hidden), Caroline Collinge, Dave Galloway.



Picture E: 1950



Picture F: 1969



Picture G: 1972



Picture H: Arnside YHA, 1955



Picture I: Ribblehead, 1969



Picture J: Beard Cup, 2003



Picture K: The Rake, 1999



Picture L: Club Room 2022



Picture M: Hawkshead YHA, 2007



Picture N: Buckden, 2022

Blackburn & District Cyclists' Touring Club



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enthusiasm with us.

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