

# THE ANFIELD CIRCULAR



JANUARY - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

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VOLUME XLVIII

January, 1952

NUMBER 550

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## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

Jan. 1952

- |    |   |                               |
|----|---|-------------------------------|
| 5  | Halewood (Derby Arms)                               | Wildboarclough (Stanley Arms) |
| 12 | Lymm (Spread Eagle)                                 |                               |
| 14 | Committee Meeting, 3 Whitechapel, Liverpool         |                               |
| 19 | Parkgate (Deeside Café)<br>(Ladies' Invitation Run) | Middlewich (Woodlands)        |
| 26 | Kirkby (Cottage Café)                               | Dane-in-Shaw (Coach & Horses) |

Feb.

- |    |   |                               |
|----|---|-------------------------------|
| 2  | Halewood (Derby Arms)                       | Wildboarclough (Stanley Arms) |
| 9  | Lymm (Spread Eagle)                         |                               |
| 11 | Committee Meeting, 3 Whitechapel, Liverpool |                               |
| 16 | Woodbank (Yacht Inn)                        | Somerford (Sunnyside Café)    |

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## COMMITTEE NOTES

75, Avondale Road North,  
Southport.

*Transfer.* J. R. Walton has been transferred from Full to Honorary Membership.

*Changes of Address :—*

The Rt. Hon. Lord Kenilworth, Rockmount, Gorey, Jersey, Channel Islands.

R. Wilson, 2 Snab Lane, Ness, Neston, Wirral.

C. Randall, 9 Penylon Place, Penylon, Cardiff.

A. Lucas, 3 Lauriston Gardens, Edinburgh 3.

**Ladies' Invitation Run, Parkgate, January 19th, 1952.** Please let me have names for this fixture as soon as possible so that adequate catering arrangements can be made.

W. G. CONNOR,  
*Hon. General Secretary.*

## M.C. AND A.C. ANNUAL DINNER

8th December, 1951

One advantage of being an exile from Anfieldland, and of living in Birmingham, is that our friends of the M.C. and A.C. periodically invite me to partake of their hospitality—very generous and acceptable hospitality—on the occasion of their Annual Dinner. It is my misfortune to have missed the last one or two of such events, owing to circumstances beyond my control, but on the second Saturday in December I gleefully wended my way to the swagger Queen's Hotel in the heart of Brum., crossed the threshold with a certain amount of trepidation (and also with a member of the Club, just encountered) and meandered up the stairs to the "Warwick Room", where the rations were to be distributed.

The "Midland" do things so nicely. The food and drink were delightful; the hospitality was magnificent; the atmosphere was friendly in the extreme; the speeches and entertainment were first-class. I was proud to represent the Anfield Bicycle Club in my own feeble way, at such an event, and I thank the "Midland" for providing me with a very pleasant evening, which, I may say, did me all the good in the world from the mental point of view.

A special feature of the affair was the presentation to the Club of a new gold vase by the B.S.A. Company (per the hands of Noel Brealey) to replace the one (No. 2 of the line) which has now been won outright. An announcement as to the cost of such a vase, plus Purchase Tax, took my breath away, and I have hardly got it back again! Another feature worthy of special mention was the usual chaste menu card containing *inter alia*, a delightful bit of verse signed "F", the which

being interpreted, conceals (or fails to conceal, as the case may be) the identity of that rotund person and entertaining companion Frank Urry who has done so much to publicise the joys of cycling.

I would fail in my duty were I to omit to mention that Tommy Chapman presided over the large gathering with skill and complete acceptance. He is now at the end of a three-year term as President and he feels that the time has come for him to "pack". In this view he constitutes a minority of one. Minorities are sometimes right, but this is not one of those rare occasions.

ROBBIE.

### "THE KIRKBY CAFE-TEERS"

What is more appropriate at Christmas time than a ghost story? This is more than a "story", for on Wednesday, 19th December, 1951, for the second time, the ghosts of the old "Willaston Tea Tasters" materialized in a grand reunion at Kirkby Cottage Café.

The writer was only just in time, having waited for George Connor who had promised to call at Crosby Manor, en route from Southport.

Soup was being served as we crashed in, barely preceded by Charles Tumilty, one of the Kirkby Café-teers not belonging to the A.B.C. We were pleased to have with us Johnny Williams of the Mersey R.C., who appeared to be doing himself justice both volubly and gastronomically. Jack Davies and Tierney had installed themselves at tactical points around the table. Frank Palmer, chatting away, appeared to be enjoying himself with a plate of hot pot, whilst Immaculate Marriott, beautifully turned out by the tonsorial artist, had arrived by bus having put in a useful spot of work at the office with a typewriter, or was it a typist?

The sweet having been disposed of, Don Steward made himself useful doling out generous helpings of coffee, whilst the conversation wandered off to cameras and days of yore. Pipes and cigarettes glowed and through the haze at my end of the table could be seen the mysterious movements of Jack Davies and George Parr who, like alchemists of old, appeared to be mixing vile potions in the corner. It was but flash powder and I realized that a photo was about to be taken.

Frank Perkins, complete with W.T.T. badge and mouth full of mince pie, sat smiling benignly on the assembly.

All too soon 10 p.m. arrived and Tommy Mandall, Jack Davies, Tumilty, Len, Alan Bretherick, Rigby and George Parr adjourned to sample the local brew at the village milk bar, leaving Fred Churchill to battle alone with the rising wind along the inhospitable East Lancs. Road for more miles than the writer cared to contemplate.

George and I had but a leisurely eight miles of easy going and as we journeyed through the silent night we agreed that the evening was well spent and that nothing but good could come of those mid-week fixtures. May 1952 give us many more.

### ODDS AND ENDS

Congratulations to Percy Williamson, whose sideboard will hold the "Chesh" Cup for meritorious service during this year. Everyone (except Percy) will agree that it goes to a most worthy holder.

Congrats also to Alan Gorman, who has managed to pass on the job of Hon. Sec. to the M.D.T.A. to another—he has evidently been taking lessons from Marriott!

There is much planning of strenuous training and new speed irons in the Manchester area. Bryan (in exile near the Anfield colony of Cotton-opclis) and Eddie have new bikes on order; Walter and young Bren are acquiring something natty in tin wheels and all these are guaranteed to do well under the hour (with the right bloke steering). The proposed place to place record routes of the N.R.R.A. are interesting some of these lads and everything points to blood, sweat and tears in 1952.

Jimmy has heard from The O'Tatur, Everbright and Norman Heath who sent greetings and best wishes for the New Year to all Anfielders.

Len Walls is open to receive suggestions for the Easter Tour of the fast pack. At the moment Worcester and the Malvern area are being considered but nothing definite is fixed, so speak up quickly, for time is running short.

Club ties are again available, price 9/6 (10/- post free). Orders, with cash, to Rigby Band, 16 Campbell Drive, Liverpool 14, within one week of receiving this *Circular* please.

Complete mystery surrounds the movements of one Marriott on a recent Saturday, when he sidled into the Derby Arms, Halewood, at precisely 9-30 pip emma. In an endeavour to evade answering awkward questions he proposed to acquire, entirely at his own expense, a quantity of upper cylinder lubricant for distribution among the indigent poor of Anfield, they being of British (or other) parentage, of sound mind and unable to benefit under the Statute of Elizabeth 1601, The Poor Law Amendment Acts or subsequent legislation (Officers and Committee barred). None of the remaining voters being qualified under any of the conditions laid down, Sammy was able to stand around at no cost to himself. The events leading up to his late arrival remain a matter for conjecture by the gentlemen of the Anfield (who had gone home at a respectable time) and provided an excuse for ribaldry on the part of the other types who were sitting it out until DORA said 'Time'.

### RUNS

#### Halewood, 1st December, 1951

A large dinner and the subsequent lounge before the fire conspired to lull me into a state of blissful indifference; besides it was cold and why should I have to go all the way to Halewood for another feed when I wasn't hungry? But I had experienced this Saturday afternoon lethargy many times before and knew that once out on the road it would vanish.

The wind was strong but helpful as I steered the barrow down the garden and pedalled gently out into the country. The excellent camberless roads almost everywhere make tricycling a joy of joys, and wind assisted I swept through Kirkby and along the North Perimeter Road to Knowsley. This area, never exciting, is very drab in winter garb, and is not improved by the odour of chemical manure. But the very action of cycling was in itself sufficient and soon the "Blue Bell" appeared, followed by Huyton. I was, as usual, very early and a pleasant half-hour was spent in Ivy Cottage, Cronton, imbibing tea and chocolate biscuits.

It was getting dusk when I left but a stand by electric lamp was good enough for the short run to the Derby Arms.

Gently patting the pedals I became aware that a couple of young local harriers had tucked in ; I left them there for some time and could almost hear them muttering mirthfully about the old cock on a three-wheel bike then a gradual acceleration soon had them gasping and I was once more alone.

A bright fire greeted me as I entered the parlour and two immaculate figures with razor edged slacks greeted me. Ben Griffiths and John Futter told some yarn about business in Chester which necessitated a train journey ; Chandler arrived looking very fit having pushed his trike most of the day around Cheshire and George Parr, who followed is now an ardent devotee of the three wheeler and wonders why he didn't start years ago !

The ever-green President, also on his trike, honoured the Liverpool run with his presence, together with Stan Wild and Percy Williamson. Zero hour arrived and the dining room which had known so many of the élite, was once again the scene of a grand gorge. Goose with the usual perfectly cooked trimmings soon muffled the hubbub of conversation and the writer was content to sit back and listen to a learned discussion on biology in which Frank Perkins took a prominent part whilst Jack Davies came in with fresh quotations from his famous wireless. Morris beamed jovially on all and sundry, whilst Swift took the opportunity of wishing the Presider a Happy Christmas. As usual, Len Hill came in late and the welcome of "there's no room for you" left him unperturbed ; he finished up in the corner with a table to himself and more grub than anyone !

The happy, carefree atmosphere was, however, soon to be dispelled by the arrival of the Editor, who had already dined. Behind his apparently jovial greeting to the assembly, it was obvious he was looking for a victim and unfortunately I caught his eye.

Shortly after 7-30 George and I made a move, taking the shortest way via Gateacre Brow and Cuckoo Lane. Rain threatened most of the way and as a squall appeared imminent George dived for the train at Seaforth. I had but ten minutes more to go but so heavy was the rain that I arrived home pretty well soaked, having stubbornly refused to cape up.

Thus one more Halewood run becomes history.

Those present were Bert Green, Chandler, Morris, Swift, Lambert, Preston, Griffiths, Futter, Stewart, Parr, Hill, Davies, Palmer, Williamson, Wild, Perkins, Mandall, Connor, Barker, Birkby and Marriott.

#### Lymm, 8th December, 1951

A wind of gale-like strength was battering heavy rain against the window panes as I left home. It was truly a filthy afternoon, and I never disagreed more with Laurie Pendlebury who, in his most enthusiastic moments has been known to describe rain as benevolent! My adjective would start with the same letter but would be of a ruddier hue!

Leaning against the wind I paddled along through the lanes from Hale to Rostherne, a village which has remained unspoiled through the years. Can it be because it does not possess a public house? I crossed the main road at Bucklow and reached Hoo Green, where a little café provided me with a welcome cup of tea and a chance to discard the oil-skins for a while. It was quite dark when I resumed and glory be, the rain had ceased, and I completed my journey to Lymm in comfort.

The lights of the Spread Eagle shone through the gloom like a welcoming beacon light, and after the usual chat before the electric fire a party just one short of a dozen sat down to a most satisfying spread. During the meal it was interesting to hear of Alfred Howarth's latest ambition—to become the Rector of Aberdeen University; his jokes are corny enough, anyway!

It was, however, a delightful session, and it was with some reluctance that I tore myself away at 7-30 to have the run fastened on me. I cannot answer for any member who may have arrived after my departure, but at that time the following were present: the Presider, Tommy Mandall, Percy Williamson, Walter Thorpe, G. B. Orrell, B. Orrell, Alf Howarth, Don Stewart, Fred Churchill, Stan Wild, and a prospective member, Dave Brown.

#### Kirkby, 15th December, 1951

Setting out from Anfield in a very happy frame of mind, the cyclist quickly caught up two of "Nature's little gentlemen"—Tommy Mandall and Jimmy Long. No sooner had he introduced himself, however, than the air became blue with adjectives which would have made even the Captain blush: thoroughly disillusioned he rode in stony silence behind the terrible pair until the Cottage Café was reached.

George Parr, Jack Davis, Don Stewart, Arthur Birkby and Fred Churchill had arrived and said that Rigby Band and family had just left them close on 5-30. Alan Bretherick stalked in sporting a new line in gauntlets—his wedding gloves. He was followed by a huge creature that looked like "the abominable Snowman" but which answered to the name of Frank Marriott. As tea was being served Len Hill staggered in carrying a barrow load of bricks.

The after tea topics were mainly about Frank Marriott, with occasional sojourns into the private lives of Stewart, Parr and Hill. Nothing could



deter "the abominable one" however, who spent the night trying to sell copies of *Cycling* for January 3rd. Latest news of the Hill mansion is that Len's Folly is symbolic of the nation—no visible means of support.

Soon after 7-30 the party began to break up and Messrs. Parr, Davis, Stewart, Birkby and Hill adjourned to the "local". Jimmy and Frank rode slowly towards Scouserland, the former complaining that "there is too much Jimmy Long in the b—— *Circular*. So you see, gentle reader, that what Jimmy lacks in real life he makes up for in print.

Those present were J. Long T. Mandall, J. Davies, G. Parr, F. Churchill, A. Birkby, A. Bretherick, R. Band, F. Marriott, D. Stewart, L. Hill and F. Palmer.

### Middlewich, 15th December, 1951

Following a succession of minor ailments a sensible person would have stayed indoors, and when Eddie called to inquire whether or no I would accompany him I ought to have firmly declined and gone back to my jig-saw. Not being sensible and not wishing to disappoint the lad I got the tandem out and we set out as the rain set in. At Mobberley through a curtain of water we descried Percy Williamson, and slowing down we made his pace ours for the rest of the journey. At 'Woodlands', gathered round the fire we found Alfred Howarth, Walter Thorpe, David Brown (a prospective member), Hubert Buckley and young Bren. Treading close behind us came G. B. Orrell himself. As the clock neared six and the President had not arrived our manners, which bade us wait, struggled with our appetites, which urged us to begin; I must record that our baser natures triumphed and that someone (not Hubert) slipped into the kitchen to tell them that we were ready, which, by the way, was something of an understatement. We had begun a hot dinner when the President arrived saying that he had 'found it hard,' and seemed to think that he was the only one who did so. Last man in was Stan Wild, whose arrival started Hubert off with a story about the Abominable Snowman. I must not forget this next item reader, nor must you; make a note of the date—the *Sub-Captain made a profit on the meal*. He would not disclose the amount of the surplus, but Eddie, who was watching him closely said it was a shilling. Lingered a little whilst Walter rendered assistance to Bert whose dynamo was playing tricks, we eventually departed seven strong; anyway, there were seven of us until G.B. left us at Holmes Chapel. Dropping down Saltersford we let the tandem have its head and this was interpreted by the younger element as a challenge to a blind. Nothing loth we put on speed along the valley, Alf led the chase for our back wheel until he decided all of a sudden that the matter was unimportant. Young Bren and Walter, thus baulked, couldn't catch up and the tandem sailed over the top with several lengths to spare from Walter; it is not known whether Hubert outsprinted Dave Brown. Firmly resisting the temptation of an offered cup of tea at Twemlow and leaving Hubert, Walter and Dave at Jodrell, we arrived home without

incident. Looking through the above I find that I have omitted to mention the name of Pendlebury, who was the twelfth man. He doesn't deserve to be mentioned anyway after the way he met the visitor at Halewood without going near the place.

#### **Parkgate, 22nd December, 1951**

Eleven members attended this last run before Christmas, but it must be noted that a few of those present had arrived by the kind assistance of Liverpool Corporation Transport and Crosville Motor Services.

After putting the bike in the yard behind the "Deeside", I strolled along the prom and met the first busite—Jack Davies, who was soon followed by Tommy, George Parr and Jack Seed, also by the bus. I was beginning to feel out of place ; so far I was the only one on a bike, but I was soon put at ease with the appearance of Jimmy Long, Frank Perkins, Ben, John Futter and Ginner Williams.

As usual the Captain was last to arrive, having spent the day on his estate at Heswall installing an oil stove in his wooden hut. From reports he has a fine hut for passing the time away but so far there are no signs of building operations having started.

Eggs (in the plural) on toast were quickly disposed of and after everyone had finished eating, Ben gave a brilliant demonstration on how to finish off the remainder of the cakes.

At seven-thirty the party split up with the majority moving along the prom to another hostelry to wet the whistle before moving off into the cold night for home and bed.

#### **Prestbury, 22nd December, 1951**

For the Saturday nearest to Christmas Day we fix always a venue at a short distance and with transport facilities to tempt the weaker brethren. And how glad I was this day that I hadn't any farther to go, for the rain came down and the wind nagged so much that I was almost convinced that the bearings must have been filled with sand instead of oil. However, there's an end to everything and I arrived, though somewhat late, and certainly very wet, to find a goodly party already assembled. Old Bick was there and Jim Cranshaw, but some others who usually manage to get to this run didn't do so this time, and all the rest were regulars. A few had been "round the earth", but most, like myself, had just ridden straight out. Since we were seated at four separate tables, I cannot report the subjects of conversation, but it was merry enough and obviously made up of the usual chaff and leg-pulling. As I had to leave early, I was unable, to my regret, to join the party across the road, but I've no doubt it was a success, and hope that everybody got home safely and reasonably dry, for, fortunately, there was nothing worse than a thin dampness in the air to annoy one, and the wind blew in the right direction.

There were fourteen members and two friends at tea.

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1952

Feb.

- |    |   |                                |
|----|---|--------------------------------|
| 2  | Halewood (Derby Arms)                       | Wildboardclough (Stanley Arms) |
| 9  | Lymm (Spread Eagle)                         |                                |
| 11 | Committee Meeting, 3 Whitechapel, Liverpool |                                |
| 16 | Woodbank (Yacht Inn)                        | Somerford (Sunnyside Café)     |
| 23 | Kirkby (Cottage Café)                       | Middlewich (Woodlands)         |

March

- |    |   |                               |
|----|---|-------------------------------|
| 1  | Utkinton (Smithy Farm)                      |                               |
| 8  | Parkgate (Deeside Café)                     | Dane-in-Shaw (Coach & Horses) |
| 10 | Committee Meeting, 3 Whitechapel, Liverpool |                               |
| 15 | Halewood (Derby Arms)<br>(Birthday Run)     |                               |
| 22 | 1st "25"                                    |                               |
| 29 | 2nd "25"                                    |                               |

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## COMMITTEE NOTES

75 Avondale Road North,  
Southport.

*New Member.* David Henry Brown, 12 Burton Road, Hazel Grove, near Stockport, has been elected to Junior Full Membership.

*Application for Membership.* Dennis John, 68 Caernarvon Close, Shotton, near Chester. Proposed by J. C. Futter, seconded by L. J. Walls.

*Changes of Address.* W. P. Rock, 58 Crofton Road, Trammere, Birkenhead ; A. Bretherick, 21 Greenfield Road, Liverpool 15.

*Resignation.* The resignation of J. H. Jones has been accepted with regret.

W. G. CONNOR,  
*Hon. General Secretary,*

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24 Kendal Green,  
Kendal.

Dear Mr. Editor,

I expect members will be interested to know what stage my history of the Club has reached.

I finished the manuscript at the end of November and thanks to the great generosity of Stevie and his daughter-in-law, Edith, the typing from my uncertain handwriting has been achieved and proof-read and the thing is now ready for the printer.

My job is nearly finished, Stevie's is just beginning : but it won't be long now !

Greetings to all.

NORMAN TURVEY.

## NEXT MONTH

March is going to be a busy month, with the Birthday Run on the 15th and the first two Club events at 25 miles on the 22nd and 29th.

Since the annual Birthday Run was started in 1949 to mark our "Seventieth", the event has become a firm favourite with many members and threatens to rival the Whit week-end in popularity.

Book the date now, Saturday, March 15th, for a trip to Halewood ; you will be certain to find members of your vintage who will be glad to see you and so that nobody has to go hungry please send word to George Connor for assistance in estimating numbers.



## RACING NEWS

New stocks of Wintergreen have been acquired and the lads are getting well tuned up for the first scraps on the last two Saturdays in March. Other Club events will be April 26th, May 17th and September 13th (at 50 miles) with 25 miles on July 12th and September 27th.

The "100" is, of course, on Whit Monday, June 2nd, and arrangements have already been made for the Headquarters to be the Lion, Shrewsbury.

## THE CLUB HISTORY

A letter from Norman Turvey printed elsewhere in this issue tells of progress towards the publication of the history of our first seventy years. There is much to be done yet but as Norman says, the back has been broken and the end is in sight.

## SPEEDWELL B.C. ANNUAL DINNER

19th January, 1952

In my view there is nothing like a series of cross-toasts for quickly "hotting-up" the atmosphere, and it was through this medium, with all its impudence and frivolity, and its complete lack of respect for personalities, that "the goods" were immediately produced at the 76th Annual Dinner of the Speedwell B.C., held in the Imperial Hotel, Birmingham. Eighty-year-old Sid Capener ("Cap" to most of us) was the ringleader in this Campaign for the Better Prevention of the Populace from Absorbing Food—and such excellent food, too!—but there was no dearth of support from various members of the large company. President Jack Adams, happily ensconced in the chair, was quite clearly an accessory before, during, and after the fact.

The policy of the Speedwell, adopted some years ago, of recognising the existence of the so-called fair sex (possibly this is the club's method of saying thank-you to those ladies who provide such valuable help in the road events) results in this annual social function being graced with wives and other encumbrances, and it was indeed pleasant for my better-half to be included in the invitation which came to me.

Despite the fact that comparisons are odious, or odorous, or odoriferous (or whatever our local poet—name of Shakespeare—called 'em), I have no hesitation in asserting that the two best speeches of the evening came from Bernard Newton in proposing the toast of "Ladies and Visitors", and Mrs. Adams (the President's wife) in providing part of the response. Both speeches were markedly humorous and most acceptable. (How I wish it were possible for me to tell you Mrs. Adams' story of Sir Thomas Beecham and the elephant !)

In between times the prizes were distributed (the Speedwell obviously have some good lads coming along) and some delightful songs were sung by Harry Bryan, and at 10-30 p.m. the event came to its official end, the remaining half-hour of the extended licence period being devoted to foregatherings of old friends and to much chin-wagging.

A very jolly evening, for which thanks are hereby tendered to "whatever gods may be"—and to my Speedwell hosts.

ROBBIE.

### ODDS AND ENDS

Jimmy Long has had word from Dave Rowatt, who sends greetings to all Anfielders from Rhos-on-Sea. It is some years since Dave managed to be with us but up to the early part of the last war his wanderings from the Principality to Anfield venues were most regular and it wasn't a real run without him.

The Treasurer has also heard from D. C. Kinghorn, who says he was delighted to have a real pow-wow with Rigby and hopes that any other members visiting the I.O.M. will look him up.

Peter Rock has had a long spell of working late but thinks he can now see the tide turning and hopes to get out on a few runs before long.

There's muttering in Matlock and diddling in Didsbury and we have had an indignant letter signed A. Howarth, B.Sc., Hon. S.C.—A.B.C., N.B.G., etc., concerning a report sent by his good friend (the letter actually says "that cad Gorman") to the effect that he had netted a clear profit of 1/- at a recent run. It would appear that the surplus was in fact three-pence and this was offset by a deficit of a similar amount the next week. Alf has hit on a brilliant scheme to balance the matter and we wish him every success. In the meantime we are sending a suggestion to the Red Brick Universities concerning the inclusion of some elementary instruction in the Third R in their science courses.

News is to hand that Cyril Smart had an operation in November, and whilst as interested in the game as ever he is unlikely to be cycling for some little time and has a R.R.A. Raleigh for disposal at a very reasonable price. Anyone interested should contact Cyril as soon as possible.

We were pleased to receive the very excellent Handbook of the Manchester and District Time Trials Association just before going to press and noted that a Panel of Service—"a record of appreciation of services rendered to the Association" contained seven names, four of them belonging to Anfielders, viz: E. Buckley, S. Wild, R. J. Austin and A. Gorman. Rex and Alan are also listed as vice-presidents.

Bert Lloyd is in the news again, for we note that he attended the Annual Dinner of the Southport R.C. and presented the prizes.

## RUNS

**Woodbank, 29th December, 1951**

This last fixture of 1951 threatened to be wet, but apart from seeing the hedgerows and gutters round Willaston way full of hailstones all escaped having to "cape-up".

I passed Two Mills about 4 p.m. and although there were quite a number of bikes outside the café, none of "Ours" were in evidence.

Turning off the main road at Saughall I went via Blacon (over roads I have never covered before) into Chester. A quick call at Percy Carter's shop and then back to the Yacht by the main road to find four others around the stove thawing out. The arrival of Frank Chandler, Jack Davies and Len Hill brought the number to eight, the others being J. Long, T. Mandall, Geo. Parr, F. Perkins and Don Stewart. This was almost a Lancs. Week-nighters run; where were the Broughton Bashers and the Cheshire men who live on the doorstep? Rumour has it that "*Les Girls*" were responsible for some absenteeism.

A request that we vacate the tea-room drove us all (excepting Chandler, who left early) into the bar, where we spent a jolly hour and a half yarning, and story-telling. Then out into the cold, a brisk ride bringing us to Clatterbridge and the parting of the ways, the two Birkonians walking the Wishing Gate hill to restore circulation to cold feet before riding the last few miles home.

**Somerford, 29th December, 1951**

For the last run of 1951 a party of ten gathered at the Sunnyside Café. Among those present I saw the President, Percy, Stan Wild, Bren senior and junior, Alan, Walter, Alf and Eddie.

After tea the conversation took its usual course from specification for a new bicycle via the Radio programmes, to a discussion between Bren senior and Alan on tandem riding and racing.

Considerable interest seems to be taken in the new N.R.R.A. place-to-place records, particularly the Manchester to Carlisle.

The party broke up about 8 o'clock. The writer and Walter left the rest of the party at Lower Withington and after a short stay at Broken Cross we came out to find the roads covered with ice, but the writer managed to get home without any trouble and reports indicate that the rest of the party did likewise.

**Halewood, 5th January, 1952**

Wending my way through the masses of football enthusiasts who invade the fair city of Liverpool at 4-30 p.m. on Saturdays, I rode in pensive mood until just ahead I glimpsed a "trike". On top of it and

hanging on for dear life was Jack Davis. Jack remarked that he was all right on the straight but couldn't turn corners, and he gave a demonstration of this as we arrived at Halewood. Jack suffered no harm and the Derby Arms was repaired next day !

George Parr and Arthur Birkby greeted us and as we lounged in front of the fire Bert Green, Percy Williamson and Jimmy Long walked in. When the hatches were removed Anfielders poured in from all directions, and Messrs. Bretherick, Marriott, Mandall, George and Peter 'Stevie' and Don Stewart congregated in the bar.

At 6 o'clock the pangs of hunger won a decisive victory over the craving for beer and as we trooped upstairs we were joined by 12 stone of original sin in the form of the Captain. The feast was of the usual Halewood standard (even Marriott being satisfied), while the ensuing conversation was of the usual Anfield calibre (*i.e.*, who could insult the other the most). Marriott bore the brunt of the equivocations but suddenly he retaliated by telling Len Hill that "he was nearly as low as Arthur Birkby": as Len is universally regarded as the lowest of the low this raises the very interesting problem of how low down is Birkby to be found.

Soon after 8 o'clock the party began to break-up ; Bert and Percy started on their long ride to Manchester, while Jimmy, Don and the two Franks meandered slowly through Woolton until Jimmy started to half-wheel the Long One and some very un-Marriott-like adjectives rent the welkin. At Queen's Drive the quartet broke up, the Birkonians making for the Ferry and the others for their respective bits of Liverpool.

#### Wildboarclough, 5th January, 1952

The daily press published A.A. reports of heavy falls of snow in the High Peak during the previous night which made one wonder what conditions would be found on the run to Stanley's. However, like the reported death of Mark Twain, these reports were greatly exaggerated. There was very little snow to be seen anywhere and roads were quite clear.

Darkness had fallen as I climbed up the Langley Valley, but the gentle light of the new moon reflected the overshadowing hills in the still waters of the reservoirs in eerie fashion, and I was glad when I began the final climb through the trees to Standing Stones. From this lofty spot there was a vast prospect across a huge hollow in the hills and it was good to see the twinkling lights of the inn far below.

The usual friendly welcome and excellent fare were forthcoming at the Stanley Arms. Mr. Howarth talked so much that he was eating long after the others had finished and in the process he had reduced Hubert to the saintly silent state that we only experience when his wife is present. I wonder what Alf will be like when he obtains a wife ?

It was with reluctance that we rose to depart. The night was clear and mild and it says much for our conversational drop down the Cat Road that on reaching Macclesfield we did not recall rounding any of the acute bends of the descent.

The two Brens bade us adieu here whilst the remainder adjourned to Buckley Old Hall, where we discussed feminine fashions and drank Hubert's beer until a late hour.

Those present were H. G. Buckley, E. Goodall, A. Gorman, A. Howarth, B. Orrell, G. B. Orrell, W. Thorpe and S. Wild.

### Lymm, 12th January, 1952

This was a grand day for mid-January, the air was crisp and the light north-west breeze offered little resistance to movement. The occasion to add a few miles to the chart was opportune, so away to make a wide circle round the tea venue with the bicycle responding nicely to a gentle effort.

Great Budworth is only a village and people do live there but not I feel sure on Saturday afternoons. Its quietness gives almost a sense of a deserted place and a feeling that one must glide noiselessly through the one thoroughfare so as not to awaken it.

Comberback presents no scene of animation either, but the inn sign with the legend "Spinner and Burgamot" does set a problem as to how it came by the name.

The Bowling Green Inn at Bartington has a lovely old C.T.C. sign but can one obtain a meal and would a welcome await the tourist seeking bed and breakfast.

These questions are still unresolved when the circle is completed at the Spread Eagle, with its homely atmosphere and a promise of a nice meal. The table is set, the loaf is hacked into the appropriate number of pieces, and the soup is served.

The Presider heads the big table, where George Parr, Alan Gorman, Eddie Goodall, Alf Howarth, Bren Orrell junior, Walter Thorpe, Bren senior, Dave Brown, Jack Davies, Arthur Birkby and Fred Churchill, fill the remainder of the chairs.

A small table very close to the fire accommodates Tommy Mandall, Percy Williamson and Stan Wild, the latter having arrived in the nick of time to get the last and largest dish of soup.

The anticipation of the frosty atmosphere outside induces a desire to linger in the warmth of the hostelry, but the effort made and in the saddle it is a joy to ride in the sharp air with a full moon shining from a clear sky. Lights are only necessary to satisfy the law as the homeward journey is completed and another good afternoon's cycling recorded on the chart but best of all as a memory of a friendly gathering.

**Kirkby, 26th January, 1952**

The spring-like morning had aroused in me a great desire to explore, on the way to Kirkby, Billinge Hill and its surroundings, and this idea was uppermost in my mind as I propelled the trike along familiar lanes through Sefton and Maghull "patting the pedals craftily, not pugnaciously" as Bidlake would say. Ploughing was in operation almost everywhere, and on the fields of last year's hay were piled heaps of what appeared in the distance to be manure, but on closer inspection turned out to be tons of decaying oranges, which could be smelt for a considerable distance.

Barrow Nook and Rainford followed, and here I decided to restore a little circulation to my feet by walking. It was fast becoming colder and a glance towards the west revealed ominous looking clouds which spelt snow. Under these conditions, I felt that a smoke and detour via Bickerstaffe would complete my programme nicely. Walking briskly and sucking a particularly sweet pipe I was able to watch the oncoming clouds. Nearer and nearer came the snow until I was enveloped in a swirling mass of flakes. The world seemed suddenly deserted and I decided that the comfort of the Cottage Café was very desirable. The intervening few miles were reeled off and I was soon exchanging pleasantries with Frank Marriott, who was the first to arrive. Tommy came next, closely followed by Frank Palmer, Len Walls and Don Stewart, all bearing a close resemblance to the Abominable Snowman.

Geo. Parr was I think on his barrow and I fancy joined me in secretly wishing for a sharp frost to play havoc with the nerves of the common herd on bikes, but the roads were not difficult.

The usual excellent mixed grill was disposed of and the benefit of a lengthy discussion on various topics was indulged in, the party breaking up to wend their various ways homeward at about 8 p.m.

Those present were Frank Marriott, Frank Palmer, Tommy Mandall, Don Stewart, Len Walls, Geo. Parr, Rigby Band and Arthur Birkby.

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We regret to say on going to press that Dave Rowatt passed away in his 88th year on February 12th, 1952.

An appreciation will appear in the March issue.

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The Editor of this journal is K. W. Barker, 6 Heathfield Road, Bebington, Wirral. We close for press on the Tuesday before the last Saturday in the month and all matter for publication *must* be in the hands of the Editor by that day. Contributions must be on one side of the paper only and should be typed if possible.

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# THE ANFIELD CIRCULAR



MARCH - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

March, 1952

NUMBER 552

## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

### March

- 1 Utkinton (Smithy Farm)
  - 8 Parkgate (Deeside Café) Dane-in-Shaw (Coach & Horses)
  - 10 Committee Meeting, 3 Whitechapel, Liverpool
  - 15 Halewood (Derby Arms) (Birthday Run)
  - 22 1st "25" \*
  - 23 (Sun.). Tarvin (Owen's Restaurant) General Meeting (lunch at 1 p.m.)
  - 29 2nd "25" \*
- \* Headquarters for these two "25's"—Owen's Restaurant, Tarvin.  
Dressing Accommodation, Red Lion, Christleton

### April

- 5 Highwayside (Traveller's Rest) or Utkinton (Smithy Farm)
- 7 Committee Meeting, 3 Whitechapel, Liverpool
- 11/14 Easter Tour. H.Q., Glynceiriog (Glyn Valley Hotel)  
alternatives  
Red Lion, Great Malvern, or
- 12 Parkgate (Deeside Café) Prestbury (White House Café)
- 19 Winwick (Swan Hotel)
- 26 1st "50". H.Q., Owen's Restaurant, Tarvin  
Dressing accommodation, Red Lion, Christleton

## COMMITTEE NOTES

75, Avondale Road North,  
Southport.

*Birthday Run, Halewood, March 15th.* Will those members who hope to be present at this fixture please let me have their names in good time so that the necessary catering arrangements can be made.

*Easter Tour.* Accommodation for this tour has been booked at the Glyn Valley Hotel, and is limited, so please let me have your names early.

*General Meeting.* I would like to be as accurate as possible in my numbers for the lunch at Tarvin on March 23rd. Please either send me your name or give it to the President or Sub-captain.

It is hoped that as many as possible will be present as the business for discussion is of rather a contentious and important nature.

W. G. CONNOR,

*Hon. General Secretary.*

### DAVID CRAWFORD ROWATT

The passing of Dave Rowatt will be felt as a great personal loss by everyone of those members who had the pleasure and honour of his acquaintance, and the Club mourns the removal of one who was a strong link with the early days of the game, for he was in his eighty-eighth year, and had been an Anfielder since 1890.

Dave joined the Club as one of a party who came to us from the old Bootle Club and whilst he never held office he became a "Black Anfielder" with great enthusiasm and he was ever ready to lend a hand checking or helping in races or in any other way.

With the passing of the years he had to give up active cycling, but even after his removal to Rhos-on-Sea he continued in active support of Club fixtures and quite unique must have been his knowledge of bus and train timetables and routes. On completing 1,000 run attendances he was elected to Life membership and proceeded to add another 240 attendance marks to his score ; it is only over the last few years that he found it impossible to be with us and he missed us, as we missed him.

Dave was of a most friendly and kindly disposition, in every sense of the word a gentlemen, and it was typical of his great generosity that one of the last things he did was to send a cheery note to the Treasurer enclosing a handsome contribution towards the cost of publishing the History.

The Easter Tours at the Glan Aber, Bettws, would not have been the same without Dave : in the later years of those fixtures he came in a car with Billy Toft or Teddy Edwards, and it gave him great pleasure to insist on "standing" the entire party coffee and/or liqueurs after lunch on the day runs and cigars in the "Chapel" during the evening ; but to those who knew the story it was his courage in adversity which marked the greatness of the man.

One of his sons was struck down with poliomyelitis in the prime of life and had to be brought home from Canada, quite helpless, for Dave to care for ; even after all hope of a cure had failed Dave did everything possible for him until, after lingering many years, he died. Two other sons, David and Edmund, both members of the Club, made the supreme sacrifice in the 1914/18 War. Such blows might well have soured a lesser spirit but his was a quiet heroism which enabled him resolutely to carry on with the "daily round, the common task" and, though striking no headlines in this world yet his courage remains a lasting monument in the thoughts of those who knew and marvelled.

Our deepest sympathy is with his relatives and we can assure them that those who knew him set a high value on his comradeship. He was a man we were proud to call friend.

F.D.M.

### JAMES H. WILLIAMS

Another link with the early days of the century has been severed with the passing of Jimmy Williams, on the 16th of February, in his seventy-seventh year.

Jimmy joined the Club in 1906 and retained his interest to the end, and older members particularly will remember a man who was ever ready to help. Perhaps we can best describe him through the medium of a story, for it tells of a simple but kindly act which was typical of his thoughtfulness.

One Easter, news somehow reached the Glan Aber that a member had broken a pedal on the road from Capel Curig and was walking to Bettws. Jimmy immediately set off in his car to seek the unfortunate one and was in no way put out by the fact that he was not to be found, having "thumbed" a lift in a truck and was in fact at the Glan Aber long before Jimmy returned.

After dinner the lusty pedaller removed the broken spindle and was about to walk into Llanrwst to seek a replacement when he found he had been shadowed by Jimmy, who pushed him into his car and spent the next couple of hours ensuring that the necessary repair or replacement could be made. Such actions as this do much towards fostering a real club spirit and it was in this way particularly that Jimmy was a true Anfielder.

At the funeral on February 19th at Landican, the Club was represented by McCann, Long and Zambuk ; Oliver Cooper, who was unable to attend in person, was represented by his son.

To Jimmy's sister we would offer the sincere sympathy of all our members with the assurance that we share in her loss of a good companion.

### AFFILIATION TO THE N.C.U.

#### FOR AND AGAINST

With this issue is a Notice and Agenda for a Special General Meeting called to discuss affiliation to the N.C.U.

The Committee invited Ernie Davies to put forward the points in favour of affiliation and Alan Gorman to speak for those holding the opposite view. Their contributions are printed below.

Since the date was fixed for our meeting it has been found that massed start racing on open roads is to be considered once more at the N.C.U. Council Meeting in March and the result of this meeting may settle the issue for us, for we are pledged to consider affiliation *only for such time as the Union bans this form of racing on roads open to the public.*

*FOR—*

I should like to put the following points forward in favour of the proposed affiliation to the N.C.U. :

- (i) Many of our younger members wish to ride in Massed Start events on closed roads, *i.e.*, I.O.M., Blenheim Park, Brands Hatch, and any other course approved by the N.C.U. Council. These members could join the N.C.U. as private members and race as such, but they all feel that they would prefer to ride for the Anfield B.C.
- (ii) Present-day riders have proved beyond doubt that participation in individual and team pursuit racing has helped to create faster times in Road Time Trial events and while the Anfield B.C. holds to the present policy of non-fraternization with the N.C.U. we are depriving our young racing men of a type of training from which other riders benefit.

These two are the main points that I wish to put before the Club prior to the Special Meeting called by the Committee, but I should like all members to bear in mind this factor :—As far as I can see the main objection to the proposed affiliation is that it might split the Club into two sections. My answer is that the day will come when our riders will ride both massed start and track events, and if that comes about with our racing men riding as private members, then I feel that an unhappy state of affairs might develop.

*AGAINST—*

It is with some reluctance that I accede to an Editorial request for a contribution on the vexed question of joining the N.C.U. Being a member of only a few years' standing I feel that what I have to say would come better from an older member and in any case I do not like entering the *Circular* with controversial matter. When the question of affiliation to the N.C.U. was raised at the last A.G.M. I did voice opposition to the move and nothing that has happened since has changed my mind. My objection to the proposal is not so much that the N.C.U. is likely at any time to embark on a programme of mass start events on open roads. That I think is something that could be considered when it happens. Much more serious is the danger I foresee in the insidious threat to the greatest Anfield institution—the club run. The way I see it is that affiliation will result in the formation of what will amount to a track section. New young members will be attracted to the meetings and we will probably get new members from contacts made at the trackside. In a little while we will have two factions in the Club ; I have seen the same thing happen and I warn you it could happen to the Anfield. Although all readers might not think so, I quite see the point of those members who wish us to join in order to participate in pursuit races and the like. Nevertheless I put the Club as a whole before a part of it. I've heard all about being

'behind the times', 'Ought to be more progressive', 'Get some new ideas', etc., etc., but the Club as it is suits me fine ; I see no necessity for change and I fear this proposal for the radical change it may bring. A policy of 'wait and see' is no good. If ever the situation becomes as I think it might it will be too late to do anything about it and we shall be just another club.

### ODDS AND ENDS

The N.R.R.A. have adopted four new place to place record routes, viz., Manchester to Carlisle ; York to Berwick-on-Tweed ; Lancaster to York and back, and Liverpool to Lincoln and back.

Mr. Bick has been re-elected President and we note that Mark Haslam is listed among the Timekeepers.

Before the next issue is out the Treasurer and Editor hope to resume their nocturnal mid-week prowls and will make known the day and destination as soon as these are settled.

Six of the fast pack have booked at the Red Lion, Great Malvern, for Easter ; others wishing to join them should make their arrangements direct. Len Walls will supply details.

Alf and Walter have paired up on a twicer, complete with a pair of historic bars supplied by the frail Hubert ; is the above mentioned "Lincoln and back" in peril or does Carlisle sound more attractive ?

Alan Gorman has bought a "500" Norton in order to get his wife out a bit but doesn't intend to let it interfere with Club runs and racing.

Johnny Berry is trying to get a piece of pipe long enough for Bryan's seat tube ; he begged a steel sodium lighting column from Manchester Corporation, but it was too thick.

Walter's new nylon head bearings have proved a wash out and are being scrapped. (He should have taken note of the advert which says "There's nothing like Leather".)

Don't forget—Halewood—15th March. If EVERYONE is there except YOU how annoyed you'll be when it's too late !

An advert for "Pink Paraffin" seen recently claims that it gives "Freedom from char and smoke". We heartily commend this brew to Stan Wild.

### RUNS

Parkgate and Middlewich, 19th January, 1952

The annual New Year meet with the ladies at Parkgate provided another opportunity to meet Mrs. Mandall and daughter, Mrs. Salt, Mrs. Ernie Davies, Mrs. Hill and Mrs. Reg Wilson, each with her respective wusser half. It was good to see McCann and Jack Seed again and a fine contingent from Manchester, consisting of the President, Percy and Laurie—the latter rode back to Cottonopolis the same night—what a man !

Bryan Jones managed to get along during a spot of leave from the Army, and others present included Chandler, Ginner, Parr, Davies, Walls, Benno ap Griffiths, Perkins, Stewart and Palmer.

The Manchester lads made for Middlewich over a mixture of tarmac and pack ice but the conditions did not prevent a good muster consisting of Walter, Dave Brown, Hubert, two Orrells, Alf, Alan, Eddie and Stan Wild. Immediately after tea Stan and Hubert started a duet which effectively restrained Alf from playing over a recording of *Take it from here* so everyone (or nearly everyone) was happy and remained cheerful in spite of the temperature on the homeward journey.

(Apologies to the two reporters but space is precious this month and these really belong to the previous issue.—Ed.)

#### Dane-in-Shaw, 26th January, 1952

Ice ! It was grand fun to see Eddie come off just outside Cheadle Royal (no comment), then at Wilmslow we met Walter, who proceeded to give a demonstration of how to ride fast over slippery roads.

Dave Brown and Alan Gorman were not out (nesh), but we met young Bren at Siddington and after some argument made our way to Somerford, where we found Bert just finishing a cup of tea. He didn't wait, but pushed on. ("You'll soon catch me up"); I have it from Walter that he and Eddie nearly murdered themselves trying to do so.

At the "Coach and Horses" seven of us eventually sat down to an excellent hot-pot followed by the usual cross-talk for some time whilst Eddie made his normal contribution to the conversation by fiddling about piling up plates before some of us had finished eating. The discussion zoomed around for a while, finally settling on a screamingly funny quip out of *Take it from here*, which referred to a certain Miss Blyton. Bert and Stan were not amused. (Neither was Miss B.—Ed.)

We began the homeward journey in one group but finally Bren senior and Stan made a breakaway and were never caught. The rest of us gingerly slithered our various ways home and thus ended another Anfield run (modern style) on ice.

Those present were the President, G. B. Orrell and son, S. Wild, W. Thorpe, E. Goodall and A. Howarth.

#### Halewood, 2nd February, 1952

The Anfield Bicycle Club possesses many things that the "others" haven't got. Notably the "Hundred" week-end at the Lion at Shrewsbury, the Autumnal Tints week-end at Glyn Ceiriog, and the monthly winter run to the Derby Arms at Halewood. With the passing of the years there has been a noticeable lowering of many standards in the cycling world but these fixtures are in keeping with the highest traditions of the past. It behoves everyone to attend such runs as these as often as possible before



they pass into the limbo of the lost. Manchester still mourns the passing of the Red Lion at Goostrey.

A Manchester member cannot get to Halewood as often as he would like. It is a long hard ride on a winter's day and needs the early start which cannot often be made. Today, however, the writer was away in good time, and amid the snow and ice of south-east Lancashire found much comfort in being astride three wheels. This mode of progression proved to be an excellent medium through which a strong and icy north-wester was overcome and we reached the Derby Arms dead on 5-30 p.m. in reasonable condition and full of a healthy glow from his exertions.

A pre-prandial discussion on current topics with Arthur Birkby, Len Walls and Frank Palmer, and then a party of sixteen made its way to the dining room upstairs. The quality of the meal was no surprise, but how grand these days to sit down to such a spread—soup, turkey, lashings of potatoes and several other vegetables, with trifle, mince pies, and tea with which to finish off. If my journey wasn't really necessary it was well worth while! By keeping the Compleat Tourist under close observation and nodding when he did the writer managed to obtain several liberal second helpings, but was quite shocked to see the gentle Perkins scraping out the trifle dish.

Anfielders are excellent trenchermen and during a meal their silence (apart from masticatory noises) is most marked, but when they sit back gorged to repletion (as the writer certainly did) their conversation is a delight. Vice-President Mandall skilfully changed the subject from soccer to cycling by noting that Parr looked lonely without his tricycle; Davies carried on with photography, of which he is such a capable devotee; Bretherick skated delicately on the thin ice of matrimony, whilst Stevie beamed away at all and sundry with a good humour that was infectious. And so time passed without notice, until just after 7-30 the writer realised with some sadness that he must hit the road for home. A Manchester man had enjoyed greatly the company of the Liverpool gentlemen, but as he rose to depart he felt there was a contradiction of terms here when Walls, in the gentlest of voices, asked him to write up the run!

With the wind abaft and a bright moon in a clear starlit sky, the journey home was most pleasant, and a fitting conclusion to a fixture of rare quality.

Those present were T. E. Mandall, A. Bretherick, A. C. Birkby, F. Chandler, G. Connor, J. Davies, L. J. Hill, F. Palmer, G. Parr, F. Perkins, G. Stephenson, D. Stewart, L. Walls, S. Wild and two visitors.

#### Wildboarclough, 2nd February, 1952

Although insisting on the inclusion of my name on the roll of keen cyclists I must confess that on an icy Saturday morning I prefer pottering around the house to embarking on a long ride. So on this particular Saturday Goodall and I made a leisurely ride to Macclesfield, arriving there about 4-30. After a minor adjustment to one of the machines and

a look in a shop window or two we made our way on to the Cat and Fiddle road and started work. We quickly worked our way from dry roads through wet roads and slush to half frozen snow. Pressing on we sighted three honking figures on the skyline who, after we had put in some collar work, proved to be Messrs. Thorpe, Howarth and Orrell junior. At this point we were surprised to meet a returning Williamson who had decided that discretion was the better part. Refusing to be discouraged by this we slipped, slid and slithered down to Stanley's, passing a pedestrian, Buckley, on the way. Seven of us there were, and a right jolly party it was, Bren senior being the other arrival. The road back was rideable to capable cyclists but great concentration would have been necessary. We elected to walk and talk for a few miles and I for one was glad that we did. A few minutes spent in taking leave of Hubert in Macclesfield and we were away on the last lap of a pleasant journey.

#### Lymm, 9th February, 1952

It had just turned four o'clock as I left home and headed in the direction of Warrington and Lymm, choosing the main road through Prescot and Rainhill. With the wind aft I hardly noticed the climb into Prescot, but to racing members and handicappers it does not mean that I am fit !

I threaded my way through the busy streets of Warrington, over the canal and headed for Lymm. At the top of the hill leading into the village I caught up with Alf and Bren who had been out all day getting the miles in around Cheshire.

Fred Churchill was already in command, but soon the party increased one by one until seventeen were present. The last to arrive at six o'clock were Tommy, George Parr, Jack Davies and Arthur Birkby and it later transpired that they had a genuine excuse for being last, George having had a puncture ; when repairing it he did not put the patch over the hole and so had to start all over again. He is now considering writing a book *'Punctures and how not to mend them'* !

An excellent meal of Lancashire hot pot, served in Cheshire soon disappeared and it was left to Alf and Stan Wild to start the usual barney after the meal.

At seven-thirty the Liverpool brigade moved off headed by Arthur and George on barriers, with Rigby bringing up the rear on his. Soon after starting Rigby's front light fell off, and so like good Anfielders the remainder rode on, leaving him to retrieve the lamp and catch up.

In Warrington Arthur lunged exceptionally hard on his pedals and was away, disappearing into the night and that was all we saw of him. Then Jack and Tommy dropped behind and soon George stopped at an hostelry to await their arrival, and so it was left to Rigby and I to ride on into the cold night air for home.

Present, but not already mentioned, were H. Green, P. Williamson, E. Goodall, A. Gorman, D. Brown, W. Thorpe, G. B. Orrell and D. Stewart.

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# THE ANFIELD CIRCULAR



APRIL - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

April, 1952

NUMBER 553

## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

### April

- 5 Highwayside (Travellers' Rest).
- 7 Committee Meeting, 3 Whitechapel, Liverpool.
- 11/14 Easter Tour. H.Q., Glyn Valley Hotel, Glynceiriog.
- 12 Alternative fixtures have been arranged as follows:—Parkgate (Deeside Café), Prestbury (White House Café).
- 19 Utkinton (Smithy Farm).
- 26 First "50". H.Q., Pandora Restaurant, Tarvin.

### May

- 3 Holt (White Lion). Somerford (Sunnyside Café).
- 10 Hatchmere (Ivy Cottage, Flaxmoss).
- 12 Committee Meeting, 3 Whitechapel, Liverpool.
- 17 Second "50". H.Q., Pandora Restaurant, Tarvin.
- 24 Highwayside (Travellers' Rest).

Please note that the fixture arranged for Winwick on 19th April has had to be re-arranged to Utkinton (Smithy Farm) as above.

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## CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 3 Gresford Avenue, Prenton, Birkenhead, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.

## COMMITTEE NOTES

75, Avondale Road North,  
Southport.

At a Committee Meeting held on March 10th, 1952, the President referred to the loss the Club had sustained in the deaths of two members, viz., J. H. Williams and D. C. Rowatt. A resolution of sympathy with their relatives was passed in silence.

*Open 100.* Accommodation for 25 has been reserved at the Lion Hotel, Shrewsbury. Will members requiring accommodation please let me have their names in good time in order to avoid disappointment? Lunch on Whit Sunday has been reserved at the Herbert Arms, Chirbury, Mont.

*New Member.* Dennis John, 68 Caernarvon Close, Shotton, near Chester, has been elected to Junior Full Membership.

W. G. CONNOR,

*Hon. General Secretary.*

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 THE CLUB HISTORY

The Honorary Treasurer acknowledges with thanks the receipt from an anonymous donor of ten guineas towards the cost of publishing the History "In memory of W.P.C."

## AFFILIATION TO THE NATIONAL CYCLISTS' UNION

In view of the decision by the Council of the N.C.U. to sponsor a series of massed start racing on roads not closed to the public, the refusal to affiliate to the Union by our Special General Meeting was not surprising.

With this decision to take part in a form of racing which they have tried for years to stop, the Union are inviting official action which may well wreck road sport notwithstanding the fact that there appears to be no Home Office antagonism to time trials at the moment.

It is now necessary for the R.T.T.C. to consider the position at an early date and it is to be hoped that their attitude will be a definite and uncompromising refusal to have any truck with bodies or individuals who take part, in any capacity, in massed start racing on the highway. The wheel has turned full circle; the Union, who abandoned and attempted to kill road sport over half a century ago because of the attitude of the police, now propose to re-enter the field in face of stiffening official opposition which may soon result in positive action.



## ODDS AND ENDS

Some months ago we published an account of an epic ride by Ernie Davies from Kidderminster, and our contributor cast some doubts re the timing arrangements not being up to R.R.A. standard. We now hear of the Wirral-cum-Broughton Training Squad doing 8 miles in 15 minutes and 17 miles in 37 minutes on gears varying from 68-in. to 73-in. We understand it is merely a matter of depressing the footrests often enough.

The spouse of one of our trike merchants out shopping with their young son recently was asked to buy one of a dazzling array of junior three-wheelers. Deciding that one was enough in a family the youngster was told gently but firmly that he was too old for a trike ; was mother's face red when he piped up : "Oh no I'm not—daddy rides one !"

Congratulations to Jack Beauchamp on his election to the Presidency of the Bath Road Club in succession to the late J. Burden Barnes.

Bryan Jones was reported to be in hospital early in March—we have no details but hope all is going well. Another in-patient is Tierney, who was admitted to the "Royal" just before the Birthday Run for a further operation. He had recently undergone two others. We missed him at Halewood and send best wishes for a quick and complete recovery.

In the funeral procession of the late King George VI, Bert Lloyd led a detachment of police from all over the country.

The Hon. Secretary, brother Walter, and Bert foregathered at the Lloyd establishment in Southport recently and we understand that a good time was had by all. Incidentally, Herbert might bring Walter to a Club run—we haven't seen either of them recently.

A history of the Speedwell B.C. is being compiled and our Midland friends are hampered by the fact that many of their records were lost in the blitz. Members who can fill gaps by loaning any material should communicate with Mr. R. Hulse, 41 West Hill Road, Birmingham 30, who will undertake to return all such matter in good order.

The Photo Run has been fixed for the 24th May at Highwayside, and it is hoped that members will make a special effort to attend. If those with cars could arrange to bring out some of our older members this could become a real re-union.

The Club "50", arranged for the 13th September (see list in February issue) has been re-arranged and will be run on the 6th September. This is to avoid clashing with the Manchester Wheelers' "12".

We understand that when Hubert rode into the yard at Halewood for our Birthday "do" Stan Wild expressed surprise that he could ride so far. The Derby Arms has had to be completely re-decorated, so blistering was the Frail One's reply, which concluded with a reference to "people who live in suburbs of Warrington".

## RUNS

**Somerford, 16th February, 1952**

After two fine Saturdays it was almost too much to hope for a third in the series. But it opened all right and I trundled cheerfully along the high road to the Swan at Bucklow, and then on through Knutsford to Toft Corner and so to the Crown at Allstock, with no wind and the temperature not so low as it had been. At the Crown I took the right fork, following the lane, which never seems to have any traffic on it, to the Duke o' Portland and then left, with the idea of going through Davenham. However, when I reached King Street I found further progress barred—the road was closed and a diversion in the direction of Northwich indicated. For curiosity's sake (although I've passed over this road hundreds of times I couldn't remember any lane to supplement the one closed) I turned right and found that the diversion was along the by-pass to Hartford. Up this by-pass I saw a lane on the left, along which I'd never been and thought I'd try it out. It's a nice lane with a good surface and certainly, by the look of it, should have led somewhere, but it didn't, except into the yard of a works. Back again to the by-pass and then by the orthodox road through Davenham to Middlewich.

During these excursions a mist, not thick, but damp, had appeared, which, though not clearly calling for the use of a cape, was decidedly penetrating, and I was glad to get out of it for a short time whilst I drank a cup of tea at the Woodlands. Then on through Holmes Chapel, to Somerford, the mist getting thicker and darkness closing down much earlier than it should have done. I arrived at Sunnyside Café just ahead of Alf Howarth and young Bren, who had been mile-eating and getting very wet and dirty, Alf's face especially seeming to have attracted all possible particles of smut from the atmosphere. There were twelve of us altogether, most having come fairly direct and there was the usual leg-pulling over tea. On the party being told of the Special General Meeting to be called for March 23rd, what might have developed into a debate on racing in line on the road commenced. Whether it did or did not I don't know, for three of us decided to start for home and went out, to find the fog very dense. The disadvantages of dynamo lamps were demonstrated once or twice whilst we were in the lanes, for once dismounted it was exceedingly difficult to get going again with no light. However, when we got on to major roads with "sparklers" down the centre we had no further difficulty and bowled along confidently at our usual speed, to reach home in good time, though somewhat damp.

**Middlewich, 23rd February, 1952**

The B.B.C. forecast fine weather and I looked forward to the ride to Middlewich, but was not sorry when busy Cheadle was astern and I found myself skirting Ringway Airport with its incessant circus of squeaking "jets".

In spite of the adverse wind it was easy riding and with Mobberley and Peover passed, Middlewich was reached just on 5-0 p.m. and I found myself first arrival at the "Woodlands".

Percy, Bert and Bren senior soon followed me in and by the time tea was served at 5-30 a good muster was on parade.

The fast pack charged in muttering something about "last 50 miles in two hours" but, late or early birds, all managed to do full justice to the excellent fare set before them.

The full muster was fifteen, including a friend of John Futter, who had ridden over from Broughton with John and Ben. The local contingent, twelve in all, was made up by Bert Green, Percy Williamson, a couple of Orrells, Stan Wild, Hubert, Stan Bradley, David Brown, Alan Gorman, Walter, Alf and Eddie.

Riding homeward with Bert, Percy and Stan was a real delight, for it was just the type of night I like best; as dark as the blackest of black markets when lights stab into the inky region ahead and lighted windows make fleeting oases to be seen for a moment and left astern as purring tyres hum towards home.

#### Utkinton, 1st March, 1952

There was a real Irish wind abroad today—always "agin", but apart from this the run was memorable for me as I had not previously seen Acton Bridge closed, indeed I had regarded the warning notices as mid-Victorian relics—a description which also fitted the two vessels that passed by.

On arrival at Smithy Farm I found Arthur Birkby comfortably seated before a blazing fire and was pleased to hear that the rumours regarding his recent health were false. The rest of the party soon arrived and being the only member to possess a watch I was appointed official "egg-timer" but becoming deeply absorbed in a learned dissertation by Prof. Howarth on the number of calories necessary to boil an egg I forgot to warn the good lady that the time was up. Outwardly calm but inwardly panic-stricken I had visions of the extra calories absorbed causing the Anfielders to become radio-active, until I realised that I had confused calories with neutrons.

Inevitably conversation drifted to radio but instead of eulogising *Take it from here*, Alf made a blistering attack on *Have a Go*, which canned corn epic was championed surprisingly enough by sophisticated Stan Wild.

The other table was presided over by Tommy Mandall and Alan Gorman, but discussion there was gastronomic rather than verbal. The way those lads stowed the food would put any stevedores to shame, vast quantities just vanished without any "wisible swelling".

In short, a very pleasant run and time to return home came all too soon. Those present were the President, A. Birkby, D. Brown, F. Churchill, J. Futter, E. Goodall, A. Gorman, R. Griffiths, A. Howarth, D. John (Prospective), B. Jones, T. Mandall, G. B. Orrell and Junior, G. Parr, L. Pendlebury, D. Stewart, W. Thorpe, S. Wild and P. Williamson.

One of the evening's discussions had been on the virtues or otherwise of various tyres and as one of mine happens to be of a make which was severely "slated" I faced the lonely ride home with some trepidation, picturing myself struggling along with a few shreds of canvas on one wheel, however the comparative civilisation of Warrington was reached without incident and soon after saluting the Statue of Liberty (late O. Cromwell) I was home in Golborne.

#### **Parkgate, 8th March, 1952**

I made an early start today, my main thought being to get some miles in before the early Club events, and as I made my way on to the ten-to-nine boat whom should I see but the Baron of Childwall off to his country residence at Heswall.

After leaving Len at Lever Causeway I headed for Queensferry, Mold and Ruthin where a ten minute halt was made for a sandwich and a cup of tea. The climb on to the moors followed and with the wind in a westerly quarter it was quite hard, nevertheless Glasfryn was made for lunch. The afternoon ride was delightful and with the wind behind I was soon at the top of the "Sportsman", then followed the fast descent into Denbigh and so to Mold.

Near the Mills I met Jimmy and together we rode to Parkgate closely followed by Tommy and young Frank. I don't think the Broughton lads—John, Ben and Dennis—had got the racing dates mixed up but they all arrived on sprints and tubulars.

Don Birchall made one of his rare appearances, and Georges Connor and Parr, Ginner and Len Hill made the number up to twelve who sat down to eggs on toast. Ken Barker arrived shortly afterwards and on seeing Don Birchall asked him to write the run up, but the very blunt straight to the point answer was all he received.

Conversation roamed over a wide field including building and then Tommy enlightened all present concerning the fishing hut and contents at Gayton. What we could not understand was why a fishing club should have to keep a stock of tinned sardines for its members unless, on second thoughts, they catch the fish already in tins!

At eight o'clock Len, George Connor, Frank and I departed, Len leaving us at Heswall to go and see if anyone had removed the foundations.

#### **Birthday Run, Halewood—15th March, 1952**

There was an awful sniff of long trousers at Halewood this afternoon. Long trousers on an Anfield Club Run, and a birthday run at that! Now we wouldn't complain if all the said long-uns were garbing the legs of the elder brethren. No! The pity of it all is that too many came on bicycles and armed with a pair of trouser-clips. Did someone venture to say "Ichabod?"

Yet, trousers or no, we had a splendid run today. We did miss Jack Walton and that country cap of his from Yorkshire, and Sid Carver failed to make another epic ride from Hull. Mark Haslam's angelic countenance and smile were missing though we did hope that our Bolton friend would make an annual of the birthday run. Forty-three turned up, and in no particular order we will mention them : Frank Chandler, George Connor, Alan Bretherick, Tommy Mandall, Donald Stewart, Jimmy Long, Jack Davies, Churchill (yes, from Kent, but not "W.S."), Frank Palmer, George Parr, Norman Turvey (all the way from Kendal), Denis Johns, Ben Griffiths, Len Hill and Ken Barker. Pride of place here surely must go to Frank Wood, who came down from near Penrith to meet with old friends. Frank is (or was) merely a name to many of us, but he has been an Anfielder for more than fifty years, and one of that rapidly diminishing list who joined in the nineties.

To continue : we were pleased to see George Stephenson, Arthur Birkby, David Brown, Eddie Goodall, Alan Gorman (eyes still bright, we would love to know how he does it), Bert Green, Alfred Howarth, the two Orrells (father and son), Vic Lambert, Laurie Pendlebury, Walter Thorpe, Stan Wild and Rigby Band, Percy Williamson, del Blotto (yes ! but on a motor-cycle), Hubert Buckley, Bradley, Frank Perkins, Harold Kettle, Jack Salt and friend, Len Walls, Frank Marriott, Fred Swift and Albert Preston. There is only one we haven't mentioned—Zam Buck. How pleasing to see our old friend once more, and talk again of the old days.

The recent passing of dear old Dave Rowatt and Jimmy Williams cast a cloud over the proceedings, but we did miss many who usually come along to these birthday runs including Eddie Morris, Jack Seed and Tierney. We seem to get a bigger turn-out when we arrange a lecture, as when Gordon Shaw came over from Sheffield to entertain us in royal fashion. Would the membership prefer some entertainment to be arranged ?

The writer of this account seems to remember little else but the meal. He has recollections of spurning all but a mere modicum of potatoes, but he dreamed that he had *three* helpings of sweet and at least *six* pieces of apple pie ! Even Salty couldn't do better than that !

After miles of yarns and tall tales, one by one the folks drifted away, certain that they would come again to an Anfield Birthday Run.

#### First Club "25"—22nd March, 1952

The 1952 Club Racing Season has certainly started with a bang.

On a day which at first appearances seemed hard, John Futter romped round the course in 1.3.3, but hard on his heels came Ben with 1.3.43. The outward half was very fast and at the turn Frank Palmer timed Ben as five seconds faster than John. Bren Orrell was third fastest at the turn, a position he held to the finish, where he recorded 1.5.32, sufficiently fast to win the handicap.

Reg Wilson came out of retirement to record a 1.8, whilst Dennis John and Dave Brown, both riding their first events, acquitted themselves creditably.

Jimmy Long timed the event and other members out were H. Green, T. Mandall, J. Davies, Georges Parr and Stephenson, P. Rock, B. Jones, Bren Orrell, J. Salt and F. Marriott.

Name	H'cap Mins.	Turn	Actual	
J. Futter	..... ¼	29.35	1.3.3	Fastest
R. Griffiths	..... 1	29.30	1.3.43	
B. Orrell	..... 5½	30.15	1.5.32	1st H'cap.
A. Howarth	..... 1¾	31.0	1.6.54	
W. Thorpe	..... 4¼	31.10	1.8.30	
D. Stewart	..... 4¼	31.40	1.8.38	
R. Wilson	..... 1	31.55	1.8.45	
A. Gorman	..... 1½	32.10	1.10.8	
L. Walls	..... 6¼	33.30	1.11.48	
D. John	..... 5½	33.30	1.14.35	
D. Brown	..... 5½	34.50	1.17.32	

#### Second Club "25"—29th March, 1952

A bitterly cold east wind provided conditions under which only super-enthusiasts or madmen would dream of racing, and consequently there were but six starters out of a possible twelve.

It was particularly hard from Handley to the finish and young Bren's winning ride of 1.9.8 must be regarded as a very fine effort on such a day. Alf Howarth was second fastest and takes the handicap prize under the "one man—one prize" rule which operated for the last time, the General Meeting (held on the 30th March) having decided to revert to our former practice in this matter.

Len Walls, Salty, Frank Palmer and Denis John were at the turn, Bren senior and Ben Griffiths were on the course and Jimmy Long with Bert Green and Tommy returned the following times :

Name	H'cap Mins.	Turn	Actual
B. Orrell	..... 2½	32.45	1.9.8
A. Howarth	..... 1¾	32.40	1.9.23
J. Futter	..... ¼	33.35	1.9.27
D. Stewart	..... 4¼	34.35	1.12.47
A. Gorman	..... 1½	35.0	1.12.55
W. Thorpe	..... 4¼	35.02	1.13.35

The Editor of this journal is K. W. Barker, 6 Heathfield Road, Bebington, Wirral. We close for press on the Tuesday before the last Saturday in the month and all matter for publication *must* be in the hands of the Editor by that day. Contributions must be on one side of the paper only and should be typed if possible.

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insert circulation May 1952

Our President, who joined the Club in 1912, has averaged some fifty runs annually throughout his forty years' membership and will, it is anticipated, reach his 2,000 attendances on the 14th June, when the venue is the Travellers' Rest, Highwayside.

A number of members have expressed a wish to mark the occasion by a small presentation, and others wishing to be associated with this may care to send a *small* donation to the Honorary Treasurer. Bert is quite unaware that any mischief is afoot and it is hoped that members will keep him in ignorance until the above date.

# THE ANFIELD CIRCULAR



MAY - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

May, 1952

NUMBER 554

## FIXTURES FOR THE MONTH

- May  
3 Holt (White Lion), Somerford (Sunnyside Café)  
10 Hatchmere (Ivy Cottage), Flaxmoss  
12 Committee Meeting, 3 Whitechapel, Liverpool  
17 Second Club "50". H.Q., Pandora Restaurant, Tarvin  
24 Highwayside (Travellers' Rest). (Photograph Run)  
31/2 June Open "100" Week-end, H.Q., Lion Hotel, Shrewsbury
- June  
7 Utkinton (Smithy Farm)  
9 Committee Meeting, 3 Whitechapel, Liverpool  
14 Highwayside (Travellers' Rest)  
21 Holt (White Lion), Somerford (Sunnyside Café)

## COMMITTEE NOTES

75, Avondale Road North, Southport.

*Open "100"*. Accommodation at the Lion Hotel, Shrewsbury, is still available for Whit week-end. Members requiring accommodation are requested to send me their names at once in order to avoid disappointment. It is intended to cancel any accommodation not spoken for a week before Whit.

*Resignation and appointment of Captain.* The resignation from the office of Captain by L. J. Hill has been accepted with regret.

A. Gorman has been elected by the Committee to fill the vacancy caused by the resignation from office by L. J. Hill, and has accepted the Committee's invitation.

W. G. CONNOR,  
*Hon. General Secretary.*

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## NEWS IN BRIEF

This issue has been held up so as to include as many run reports as possible and leave the maximum space for the Whitsun week-end and the "100" in the June issue.

A note from Crompton Humphreys contains greetings to all Anfielders and expresses the hope of seeing some of their names against the new record routes.

In the recent W.C.T.T.C.A. "30" John Futter was third fastest with 1.15.38, Ben Griffiths was fifth in 1.16.28, and young Bren took a handicap prize for his 1.18.9 ride. These three made up the second team,

1 m., 11 secs. behind the Birkenhead C.C. The event was won by J. O. Jones (Griffin R.C.) in 1.13.37. Other Anfielders out were Bryan Jones (1.20.11), Ernie Davies (1.20.18) and Don Stewart (1.22.7)—all personal bests. Bren senior, Salty, Len Walls, Dennis John and Bill Jackson were stewarding.

Cliff Halsall, our member from Nannerch, has returned from military service to the police training college at Warrington and the Anfield Constabulary will soon be three strong.

Ernie Davies will be glad of help round the "100" course and the Editor will welcome items of news, however brief, which will help towards a comprehensive report of the event.

The Photo Run is on the 24th May at Highwayside and a good muster is expected. Come along and swell the numbers; it would be grand if we had to publish the picture in instalments!

"Red Slips" will be sent out with our next number. You have been warned!

A note in the cycling press recently intimated that Ken Joy is now resident up north and hopes to ride in our "100".

## RUNS

### Highwayside, 5th April, 1952

After spending all week looking forward to this run and visualising all that the run to Highwayside can offer, it is shattering to all my illusions to find myself riding out from Wilmslow on my own into a nagging wind while the rain falls steadily.

I wonder why Alan and Eddie have not turned up and it is only cool (or should it be 'damp') comfort to remember that it was a much greater man than I who found first that "the best laid schemes of mice and men . . ."

But Church Minshull finds everything completely changed; the rain has gone, the sun, shining on the small white clouds which are sailing across the sky, is sending shadows hurrying across the fields and a call at Bates' has found a hot cup of char for the inner man and the opportunity to change part of the outer one into dry socks.

Catching up with the President, the lanes around Wettenhall are ridden in company and bring us to tea less than five minutes late despite the wind.

Tea is soon on the table with twelve Anfielders in close attendance, members present being the President, Ira Thomas, (hoping that the wind didn't treat you too roughly on your ride back to Shrewsbury), Bren Orrell and son; Alan Gorman—to whom Walter apologises in case it was he who misunderstood the arrangements; Alf Howarth, Percy Williamson, Tommy Mandall, Jimmy Long, George Parr and Walter Thorpe—to whom Alan apologises in case he may have misunderstood them.

### Easter Week-end, 11th-14th April, 1952

#### Glyn Valley Hotel, Glyn Ceiriog

There was quite a punch in the S.W. wind which the seven Easter Tourists had to contend with on Good Friday. From the west came Turvey,

by train to Warrington, when a sudden postal arrangement to contact Jack Davies and George Parr came unstuck, due to British Railways inconsiderately using a different time table from that in the possession of Norman. However, Fred Churchill rolled along and the trio, with George astride his "barrow" hammered their way to Glyn via Overton, St. Martins and Weston Rhyn. Jimmy, accompanied by the V.P. also had much to say about the weather ; details of their route were not disclosed, but knowing the pair, I should imagine that the licensed premises in Wrexham and Ruabon were visited, also the "Swan" at Pontfadog.

Bert Green found the wind troublesome and declared it was blowing from all points of the compass simultaneously.

The Glyn Valley was quite busy but after dinner strategic seats in the lounge were secured and the evening passed pleasantly in small talk with an occasional throat moistener.

Saturday dawned with beautiful blue skies and a warm sun and how the villagers of Selattyn and Llanrhaiadr must have marvelled at the strange assortment of wheelers ! A venerable old gent with youthful visage led the contingent, breasting each hill with masterly ease. Youth was represented on a dazzling C.B. machine possessing every modern refinement. Like the pale moon rising over the hill came the bald pate of our Hon. Treasurer engaged in animated scientific discussion with the expressionless V.P. and sleek-haired photographer. Curiosity turns to admiration as the "pram" sweeps around the corner, the inside wheel poised precariously in mid-air.

The "Sun" at Llanrhaiadr supplied a meal enabling the party to struggle up to Tan-y-pistyll, which was in fine condition, giving the photographers a good opportunity to secure yet another record of this gem of scenic beauty. A suggestion that someone should co-operate and pose beneath the cascade fell on deaf ears.

A scamper back to the village followed, during which several motor cars were threatened with destruction.

Llanarmon D.C. was soon reached, but the hills had produced a thirst which was only partially satisfied by afternoon tea at the "West Arms". The remaining five miles were soon disposed of and once more the party sat down to a well-earned dinner.

The locality of the tour combined with the spring weather gave me an irrepressible desire to repeat one of my old pleasures, namely, a really early start with the fascination of watching the dawn break to the accompaniment of bird songs. Jimmy says he will join me next time !

A 4-15 a.m. start from Crosby on Sunday enabled me to put Chester well behind by 6 a.m. All went like clock-work and a few spots of moisture in the air near Chirk Bank gave promise of a hot day. As I entered the valley the sun broke through the mist and I sat on a seat to drink in the scene with the aid of a thermos flask of hot coffee. On arrival at the Glyn Valley Hotel, at 8-40 a.m., there was no sign of the cycling inmates, but on pushing open the bathroom door I was presented with a beautifully

intimate picture of what club officials look like "off-stage". A wash and another breakfast revived my enthusiasm and teaming up with George, Norman and Fred we decided to explore some lanes between Llanstinil and Llanarmon D.C.

Selattyn provided the arch-swiller with a few pints, enabling him, as he artistically put it, to let his food down with a splash. The café which we had in mind on the old Oswestry race course rose nobly to the occasion, and we spent some time admiring the distant views of the Berwyns. Mileage was of secondary importance and many were the stops for basks and smokes until the final drop brought us to the lovely village of Llanarmon D.C., but today there was no welcome for us. The motor cycle trials had encouraged a horde of vehicles which hitherto had probably never heard of the place, and we sought quiet near an old bridge at Treceiriog, where the murmuring of the river brought tranquility to at least one member who promptly fell asleep.

An early dinner was welcomed and during this we learned of the movements of the others. The President, who was not feeling too fit, had a lazy morning, and after lunch ambled gently around Selattyn, returning via Gobowen (where a cup of tea was disposed of) and Weston Rhyn.

Jack Davies, also a bit off colour, decided to accompany the other "cyclists" on a *walk*, having previously watched a number of stink bike exponents endeavouring to commit suicide.

All good things come to an end and Easter Monday dawned full of promise. Posing before a battery of cameras we all smiled, at least Jimmy said that was what he was doing. Bert, George and myself were first off, being anxious to dodge the crowds, and St. Martins was reached before Turvey and Churchill caught up with us, but the party split up again at Overton, where the President headed for Ellesmere. Bangor-on-Dee saw Norman and Fred off towards Tarporley, leaving the trike and myself to wend our way through the pleasantly deserted lanes to Holt, where an excellent salad preceded by a shandy was disposed of in a leisurely manner. The traffic was nowhere troublesome but some congestion was observed in the neighbourhood of the Chester Zoo.

Clouds were beginning to gather and nearing Woodside a blast of cold air brought a few spots of rain together with a peal of thunder, and we dived for the shelter of the ferry boat. The train from Exchange station suited me well but George courageously rode, getting slightly moist though not so wet as the trio who had dinner at the "Wynnstay" in Ruabon.

It is reported that our Hon. Treasurer was heard making vocal noises on the way home which could be described as singing—no wonder it rained!

Thus ended a very enjoyable Easter Tourlet, not high in mileage, but rich in memories shared by pleasant companions through the medium of the bicycle.

Those present were Bert Green, T. Mandall, J. Long, J. Davies, Geo. Parr, Fred Churchill, Norman Turvey, Arthur Birkby.

### Malvern—Alternative Tour

The start of the fast pack's Easter tour began on Thursday evening, when Jack Salt, Ben, John, Len, Alf and Bren left Chester for Llany-mynech for the night.

I left on Friday morning and at the Pier Head met George Alcock and his friend Jack Baines off on the tandem to Anglesey. My route lay through Chester, Whitchurch and Wellington to Dawley, where a halt was made for lunch. The wind had been against so far, but after lunch it was not so strong and my route continued through Bridgnorth, Kidderminster and Worcester. At five-thirty I stabled the bike, had a wash, change and meal before Ben and John arrived. Ben had had trouble with a pedal spindle early in the morning which necessitated a visit to a blacksmith for repair, after which the two had broken away from the remainder at Newtown and had not seen them since. Finally, the party was complete and at not too late an hour we retired to bed.

By mutual agreement Saturday was to be an easy day but soon after leaving Malvern for Upton on Severn the speed warmed up and soon regular sprints were taking place for milestones. At Pershore the younger element stopped for early elevenses, but Jack carried on to do some lone exploring. Between Pershore, Broadway and Moreton in the Marsh where we halted for lunch, the sprints were still going on. After lunch Alf was dropped and it was now becoming like the ten little nigger boys, because at Stow-on-the-Wold Len, Bren and John dropped Ben and Don and went "haring" off towards Cheltenham. Finally Ben and I caught them at Cheltenham, but it all started again on the way to Tewkesbury where a halt was made for tea and cakes. The remaining miles back to Malvern were taken very sedately and we arrived back in time for tea. Alf, we learned later, had not bothered to chase, but had turned off for Stratford-on-Avon. During the evening we went down to the outskirts of the town to visit a local fair and here one could see an image of George Bernard Shaw in the person of Alf munching at a large pink candy floss.

Sunday dawned fine and John, Bren, Len, Ben and Alf went to see the finish of a "25" and the start of a massed start event at Tewkesbury.

Jack and I went rooting out some very pleasant lanes to Newent and then through Cliffords Mesne, Flaxley Abbey to Broadoak just outside Newnham-on-Severn where we halted for lunch. During the afternoon we made through the Forest of Dean to English Bicknor, Ross and Ledbury, where we met the lads again and halted for tea and cakes. The others had been around Gloucester and they chose the direct route back across to Malvern but Jack and I carried on along the west side through the villages of Wellington Heath and Ham Green to West Malvern for tea, then a very leisurely potter back to our digs. One or two of us spent the night at the pictures but we will not tell you why Ben did not get back until half-past twelve.

And so the last day of the holiday arrived. We left at 9-15 and soon the fun started. A steady eighteens to Bromyard and Tenbury followed by



the ten miles to Ludlow four minutes inside evens. John was very aggressive over this stretch and the remainder of us could not get level with him so we had to hang on to his back wheel. At Ludlow we halted for elevenses and then on to Church Stretton for a chicken and pork lunch. All forms of attacks had now ceased and we passed through Shrewsbury to Wem for tea and cakes. Then down came the rain in buckets. Alf and Bren left first presumably for Whitchurch and home.

The rain was still pouring down as we plodded up the Whitchurch road, and then Ben punctured but thanks to the fact that he was riding sprints and tubs we were not delayed long.

Ben and John left at Chester, then Jack at Damhead Lane and finally Len bade me farewell as he left me to wend a lonely furrow to home, a meal and bed.

\* \* \* \* \*

Len Hill and Ginner attended at Parkgate on Easter Saturday, but there is nothing special to report.

#### Utkinton, 19th April, 1952

One might have hoped, after the terrible downpour of Easter Monday, that, by the law of averages, the following Saturday would be a warm dry day. And it rather looked as if that was how it would turn out, for the preceding days and even the Saturday morning, were summery. But it was not to be. The rain commenced in the very early afternoon and I had to cape up at the start of my ride. It wasn't too bad then, but later on, when at a point in the journey where there was nothing larger than a blade of grass for shelter there was a veritable cloud-burst—the road was awash, the water raced in the gutters and my feet were so wet that nothing mattered any more. However, I reached Middlewich for a mid-afternoon cup of tea and was pleased to be joined there by Percy. We decided regretfully that, in the circumstances, it was best to make for Utkinton by the nearest way, and pushed along through Over and Winsford, still through the rain to the rendezvous, being joined by Stan Wild on the way. Already there were Tommy and Jimmy, and Jack Davies, from Liverpool, and Alan Gorman, Alf Howarth and Dave Brown from Manchester. Whilst we were feeding Bren Orrell, senior, arrived alone, junior having gone on to Chester in readiness for the race on Sunday morning. Over the meal there was plenty of the usual banter and leg-pulling but for the life of me I can't remember any of it—I ought to have written this account as soon as I got home. Stan Wild cleared off early, he was to time a T.A. "25" early on the following morning. Percy and I followed shortly afterwards, Percy for Middlewich to stay the night there, ready for a checking job in a Cheshire Roads race, and I for home. Thank goodness there was no rain and with a favouring wind I had a grand ride home, drying out nicely on the way. An attendance of ten at Utkinton is unusually small, but I suppose the weather and the races on the following morning account for the absence of many.

**Tarvin. First Club "50", 26th April, 1952**

There is no doubt about it the Broughton lads are certainly fit, as witnessed by the times in recent events, and now in the first "50" of the season. Following their excellent rides in the West Cheshire "30", John and Ben returned 2.9.5 and 2.12.49 respectively, Ben's being a personal best by nearly two and a quarter minutes.

Ten out of fourteen entrants started, Walter was D.N.S. because he is working in Bristol at present, Alan had a sore foot and Bryan was down with measles. Dennis John called it a day at Whitchurch, Reg was seen walking Hinton Bank and Ernie, after doing 1.6 to the turn packed at No Man's Heath on the return trip. John Futter rode the fastest in any Club "50" and was just over 30 seconds behind his best. With the new prize rule he takes fastest and handicaps.

Bren, riding his first "50", returned a time of 2.15.16, not far behind his father's best. This is the first event since he started racing in which he has not collected a prize, so it looks as if the handicapper has caught him at last.

Alf also returned a 2-15 and Don and Len got as near to their previous best as they have ever been. Jack Salt did 2.34 and at the finish said if he had had sprints and tubulars he would sell them there and then. During the event the wind was kind on alternate legs of the course but it was the final miles from Whitchurch that were into the wind, making a hard finish. A good muster of members were out and they included J. Long, T. Mandall, H. Green, and H. Kettle at the start, B. Orrell at Whitchurch, R. Barker, A. Gorman and D. Brown, with drinks, G. Parr, G. Stephenson and S. Wild at the turn, F. Churchill and K. Barker.

Finally, to the racing lads who think the course hard, the young chap from R.A.F. Ternhill, who comes from Northumberland and who rode a private trial, said the course compares favourably with Teeside courses.

		Turn	Finish
J. Futter	Scr.	1.3.15	2.9.5
R. Griffiths	2½	1.4.30	2.12.49
B. Orrell	4	1.7.0	2.15.16
A. Howarth	3	1.6.0	2.15.35
D. Stewart	8	1.8.30	2.20.46
L. Walls	9½	1.8.30	2.21.54
J. J. Salt	8½	1.13.0	2.34.54
E. Davies	4	1.6.0	D.N.F.
R. Wilson	3½	1.10.30	D.N.F.
D. John			D.N.F.

**White Lion, Holt, 3rd May, 1952**

Setting out from Birkenhead the writer potted to Chester where, after threading his way around hundreds of pedestrians he met Messrs. Perkins, Long, Mandall and Davis strolling majestically out of a hole in the wall marked "Gentlemen", a sign they had either missed seeing or completely ignored. The five resumed their riding and despite the

natterings of Tommy and the twitterings of Jimmy, reached the White Lion, where George Parr, Don Stewart and Arthur Birkby were in command. Don had already finished tea as he had to be in Chester for 7 o'clock. Half way through tea the door opened and the bulky figure of Frank Marriott ambled into the room.

After tea a pleasant hour was spent looking at photographs taken at Easter by George Parr and Jack Davis and by the time we had decided to go home it was found to be raining. With our capes on we potted through Chester to the Yacht where Jack, George, Tommy and the Mighty Atom stopped for a drink. The three Franks continued, reminiscing over the days of the "Willaston Tea Tasters" and the fact that it is twenty years this June since "Sammy" took the handicap in the "100". How are the mighty fallen.

### Somerford, 3rd May, 1952

Finding myself in Birkenhead at 4 p.m. on a Saturday afternoon and having to get to Yorkshire for the night made me decide to try and attend the run.

Holt was not on the route and would have made me somewhat late, so I plumped for Somerford and left the City of the Single Eye at 4-20.

Hundreds of small boys and girls leaving the local flicks slowed the chariot down in the first mile and then it was quiet roads to the top of the Sych, Clatterbridge, Dammit Lane and the top road to Chester.

A stop there to light my pipe and then away through Tarvin and Kelsall Hill, having first re-read the last account of the Somerford run to find out where the place was.

Cheshire was looking at its best, or as good as it could look with over-cast skies and occasional drizzle, with masses of blossom and fresh green hedgerows.

The Sunnyside Café took some finding, as Somerford appears to be one of those places which isn't, or if it is, it's only just.

I found a small and select party of the better elements of the Manchester area wading into boiled eggs and trimmings, ably led by the President, who was looking exceedingly fresh and fit.

Bren Orrell and son, Percy Williamson, Stan Wild, Howarth and Goodall completed the party, and like me, appeared to enjoy the meal and the company.

I was distressed to find that the rising cost of living had reached the Anfield tea, as instead of paying 2/8 as in the thirties, the price was now 2/9 ! In addition, I was saddled with the task of recording the run, and my enthusiasm for cycling waned, so I hopped into the van and made off quickly before anyone could persuade me to take them and their dirty bicycles home.

The murky gloom and drizzle continued and I quickly sped through Chelford, Wilmslow, Manchester, Oldham and over the most dreary and miserable hills in the country to Halifax, Bradford and home.

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# THE ANFIELD CIRCULAR



JUNE - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

## A LIST OF WINNERS SINCE THE INCEPTION OF THE ANFIELD "100"

### PACED EVENTS

1889	P. C. Wilson	Catford C.C.	7.11.0
1890	No event—police interference		
1891	J. A. Bennett	Anfield B.C.	6.25.57
1892	J. A. Bennett	Anfield B.C.	5.46.50
1893	R. H. Carlisle	Anfield B.C.	5.58.6
1894	J. A. Bennett	Anfield B.C.	6.3.4
1895	W. M. Owen	Anfield B.C.	5.23.18
1896	W. E. Gee	Manchester Wed.	4.59.30
1897	W. E. Gee	Manchester Wed.	5.7.0
1898	F. R. Goodwin	North Road C.C.	5.1.31
1899	W. E. Gee	Manchester Wed.	6.5.20

### UNPACED EVENTS

1900	W. H. Nutt	North Road C.C.	5.38.47
1901	R. S. Cobley	North Road C.C.	5.25.0
1902	W. H. Nutt	North Road C.C.	5.36.3
1903	E. J. Amooore	Bath Road Club	5.33.25
1904	F. H. Wingrave	North Road C.C.	5.23.2
1905	F. H. Wingrave	North Road C.C.	5.18.15
1906	W. M. Bailey	Polytechnic C.C.	5.19.20
1907	F. H. Wingrave	North Road C.C.	5.17.44
1908	E. A. Merlin	Polytechnic C.C.	5.19.30
1909	R. H. Etherington	Bath Road Club	5.13.5
1910	C. Moss	Midland C. & A.C.	5.17.56
1911	C. Moss	Midland C. & A.C.	5.11.52
1912	C. Moss	Midland C. & A.C.	5.11.12
1913	H. H. Gayler	Polytechnic C.C.	5.5.51
1914	H. H. Gayler	Polytechnic C.C.	4.59.8
1919	M. G. Selbach	Unity	5.15.39
1920	W. H. Genders	Midland C. & A.C.	5.9.50
1921	J. W. Rossiter	Century Road Club	5.6.28
1922	W. T. Burkhill	Midland C. & A.C.	5.5.13
1923	A. Wilson	Hull Thursday C.C.	5.11.47
1924	A. Wilson	Yorkshire Roads Club	5.3.4
1925	A. Wilson	Yorkshire Roads Club	4.55.31
1926	F. W. Southall	Norwood Paragon	4.55.10
1927	F. W. Southall	Norwood Paragon	4.47.21
1928	F. W. Southall	Norwood Paragon	4.53.26
1929	A. West	Bath Road Club	4.51.18
1930	G. B. Orrell	Anfield B.C.	4.56.34
1931	H. J. Townsend	Speedwell B.C.	4.53.10
1932	C. Holland	Midland C. & A.C.	4.48.0
1933	G. B. Orrell	Anfield B.C.	4.45.37
1934	C. Holland	Midland C. & A.C.	4.41.18
1935	J. E. Carr	Anfield B.C.	4.48.19
1936	C. Holland	Midland C. & A.C.	4.33.29
1937	H. H. Pickersgill	Vegetarian	4.32.13
1938	R. Firth	Bronte Wheelers	4.33.36
1939	R. Firth	Bronte Wheelers	4.35.34
1946	R. J. Maitland	Solihull	4.43.9
1947	R. Firth	Altrincham R.	4.27.0
1948	J. Baines	Lancaster C.C.	4.36.12
1949	H. Harding	Walton C. & A.C.	4.34.24
1950	J. Baines	Notts Falcon	4.28.51
1951	W. Kinghorn	Cheshire R.C.	4.28.29
1952	K. Joy	Medway Wheelers	4.15.57

# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

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NUMBER 555

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## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

June

- 14 Norley (Tiger's Head).  
21 Holt (White Lion) Somerford (Sunnyside Café).  
28 Highwayside (Travellers Rest).

July

- 5 Utkinton (Smithy Farm).  
12 Third Club "25". H.Q., Pandora Restaurant, Tarvin. (Dressing accommodation, Red Lion, Christleton).  
14 Committee Meeting, 3 Whitechapel, Liverpool.  
19 Holt (White Lion). Wildboardclough (Stanley Arms).

Any member requiring accommodation for the Bath Road Club "100" should inform Len Walls *immediately* on receipt of this *Circular*.

## COMMITTEE NOTES

75 Avondale Road North,  
Southport.

*Changes of Address* : R. Wilson, 77 Claughton Road, Birkenhead, Cheshire ; F. Perkins, 11 Kingsley Street, Birkenhead, Cheshire.

W. G. CONNOR,  
*Hon. General Secretary.*

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## CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 3 Gresford Avenue, Prenton, Birkenhead, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.



### KENNETH HOWARD JOY

The winner of the Fifty-third Anfield "100" will need no introduction to our readers, for his name is known wherever cyclists foregather as is that of his famous club.

The impact of the Medway Wheelers, individually and collectively, on road sport in this country has been terrific and it is fitting that the name of Joy and his club should be added to the long list of winners of our northern classic.

It casts no reflection on many other famous names on this year's card to say that before the race the question being asked everywhere was what Joy would do on this reputedly tough course ; all honour then to Kinghorn, Lewis and Thornhill, who rose to the challenge with magnificent rides, any one of which would have added a notable chapter to the history of the event had it proved fastest of the day.

The list of Ken Joy's successes at all distances and in the Best All-Rounder contest needs no repetition here ; suffice to say that he has justified the faith of those who planned our course in this Welsh Border country believing it to be as he said at the finish "sporting, but not hard".

At a dinner recently, when the Bidlake Memorial Plaque was presented to him, a speaker said of Joy "he still wears the same size hat" and certainly on this his first visit to our event we found him to be a most modest and likeable clubman and we would look forward with nothing but pleasure to his further visits to our Whitsuntide meet.

### NEWS IN BRIEF

In the second Club "50" John Futter clocked 2.15.41 and Bren Orrell Junr., 2.23.23. Full details next month.

Ian Sirett (Mercury R.C.), won the "Chesh" 50 with 2.5.29, John Futter was sixth fastest with 2.8.30, and together with Alf Howarth (2.11.55) and Ben Griffiths (2.14.45) made up second fastest team. Young Bren clocked 2 hr. 18 m. 55 s.

The Dukinfield "50" was won by Bill Kinghorn, and John Futter had tough luck to puncture just over a mile from the finish whilst leading Kinghorn by about a minute. Futter (1.4.56) and Griffiths (1.5.48) rode in the Wavertree "25" won by Inman, sixteen seconds outside the hour.

In the Ellesmere Port "25" (fastest, K. Stake, 1.0.58) our riders were J. E. B. Jones (1.3.12), B. Orrell (1.6.5), R. Griffiths (1.8.23, after losing 4-5 minutes) and Len Walls (1.9.2).

Arthur Birkby, recently home from an early tour in mid Wales, speaks in enthusiastic terms of a right royal welcome at the Forest Inn, Llanfihangel-nant-Melan, and confidently recommends the house to anyone requiring accommodation in that area.

Congratulations to Peter Rock on becoming the proud father of a

"prospective member". We understand that all three are doing well, certainly papa was able to make Shrewsbury for the "100".

It is hoped that the Club photograph taken at Highwayside will be included in our next issue.

Congratulations to the Blotto Brothers on beating all comers in the Wallasey Car and Motor Cycle Trial. They completed the stiff 500 mile test with the loss of only two marks.

It seems but a few months since Cyril Selkirk first brought young Keith out on the twicer, but the positions are now reversed and Keith lifts pa up and puts him in the stokehold before climbing into the driving seat.

Members, and indeed all cyclists, will approve the inclusion in the list of Birthday Honours of the M.B.E. for F. J. Urry.

As we go to press we hear that John Futter, Bryan Jones and Alf Howarth collected first team medals in the Crewe Wheelers "25", beating the Mercury R.C. team by one second.

Members out on Wednesday evenings will find a gathering at the milk bar on Parkgate front from about 8-30 p.m. Six of the lads sampled the brew recently and intend to repeat the dose regularly. The more the merrier !

News is to hand of W. E. Cotter ("Mayor of Pulford") who has not been in the best of health recently and regrets not being able to get to Shrewsbury at Whit. We would offer the best wishes of all Anfielders to His Worship with the hope that his recovery will be sure and speedy.

Percy Beardwood sends kind regards to all who wot of him and for that matter to them what wot not. Percy Charles (who has sixty years' membership behind him) still *reads* the *Circular*. (That makes three—nearly 50% of the literate membership of the Club—which in view of T.V. competition is quite good.—Ed.).

## RUNS

### Highwayside Photo Run, May 24th, 1952

Anfielders were always an unsociable lot, and when I arrived at Two Mills on this sunny Saturday it was not surprising to find Tommy, Jimmy, Arthur Birkby and Frank Perkins just moving off. After a thinnish lunch, a cuppa and a cake were essential to my well-being, but would they wait . . . would they ! I said I'd catch them up and ten minutes later I was wind abaft along the high road. Beyond Chester I turned at Waverton along the line of the old Roman road to Cambridge until Beeston came into view and then passed from sight. Then at the crossways just south of Tarporley I came with the quartet again. They had been along the ever-favoured pack-horse bridge trackway. Down to the Traveller's Rest we pedalled in grand style.

Mr. Johnson was dealing with a bowling party when we arrived, and the minutes sped quickly watching the artists with the woods, or chatting with the others as they drifted in, one by one. Someone decided it was about time we had our "foters took", and with some slight semblance of order formed us into a group. Then we had an exhibition of athletics from Jack Davies, George Parr, Stan Wild and Stan Bradley while delayed-action shutters whizzed gently to a final click. At least one good picture should come from so many exposures.

Then to the grub. Around those long tables we have known these many years, a record turn-out sat and ate the cold meat and salad with oodles of bread and butter and jam and more than a mere modicum of cake. Yes, life is still good indeed. Around those tables we counted thirty-four Anfielders. Then, just as the tea neared its close in strode a bearded figure whom many of us did not know—Everbright! Yes, after many years. We were very pleased to see an old friend, and after his meal once more the party trooped to the benches and sunlight for a final picture on this delightful day.

It was turned seven when, one by one, we drifted homewards, wondering where Alfred Howarth and Eddie Goodall had got to.

### WHITSUNTIDE JOTTINGS

Shropshire, traditional home of the Anfield "100", was again the scene of our annual Whitsuntide pilgrimage, and once again the "Lion" in Shrewsbury provided the headquarters for the event and a focal point for cyclists wearing many different badges and hailing from all over the country. Among the many friends who called on us in Shrewsbury or on the course, were S. T. Capener (Speedwell President), A. C. Wood (Chesh. President) and other C.R.C. friends; C. E. Green, W. B. Noble, and that most consistent and persistent mile gatherer, Arthur Smith, of the N.R., Dick Stockdale, of the Bar Frode, Charlie Holland (three times a winner), Alex Smith, Arthur Rogerson, Don Lyford, Pat Walsh and Bert Rice. Larry Ross and Peter Williams with other E.L.W. enthusiasts were active in the Tanat Valley area.

Nearly fifty Anfielders were out on the job and a strong contingent including Bill Cuthbert, of the "Chesh" pushed the wind aside to make Chirbury for lunch on Sunday. Syd Jonas had made his way from Leeds in a plain van with his old Sunbeam tank in the back and a 3-0 a.m. arrival at the Lion didn't prevent him from pedalling to the Herbert Arms and thereby doubling his years' mileage in one go!

It was grand to see Rex and Bob Austin again and we hardly dare to include Sid Carver and Norman Turvey among the "exiles", because their lusty pedalling is always liable to land them at a Club meet even

from the wilds of Yorkshire and Kendal. Mark Haslam put in an all too rare appearance and of course one of the reasons for holding the event in Salopia is so that Ira Thomas, Jack Pitchford and Norman Heath can play at home for once in a way.

The T.A. Northern "100" was held on the Sunday morning and resulted in a win for A. L. Rumbles, of the Liverpool Century R.C., who beat Albert Crimes' course record, for a trike, of 5.7.7 set up in our 1950 event. Rumbles came back to the timekeeper (A. C. Wood, of the Cheshire R.C.) in 5 h. 5 m. 27 s. and was followed exactly three minutes slower by R. Turner (Dinnington). Christie, of the North Worcs. Club, was third with a good ride of 5.8.44.

Congratulations to Bill and Mrs. Kinghorn on the birth of a son just a month before Whit.

J. Cockayne, who sent an apology for being a non-starter, was a last minute selection to represent England in a race on the Continent over the week-end.

Cliff Baxter, who has done many fine rides on the Anfield course, is believed to be the oldest competitor in this year's event and he tied with Les Russell, another consistent rider of pre-war (39-45!) vintage.

Jack Beauchamp just couldn't make it this year and we missed him but are glad to hear that he is a "cert" for 1953. We presume this means he will come and watch, even if he gets his form and P.O. back !

We are glad to acknowledge our indebtedness to many good friends from other clubs who helped by taking over onerous jobs and doing them well. At the risk of missing someone who deserves mentioning in despatches (to whom we apologise) we would include the Mid Shropshire Wheelers ; George Jones and his contingent of Birkenhead North Enders (drinks at 46 miles) ; the Maghull Wheelers, who looked after the Llan-drinio area ; the Mersey Roads Club, who organised drinks at 60 and 87 miles ; Ossie Dover and other Liverpool Centurians, who did the Llan-rhaiadr check and drinks together with Ron Formston and Oliver Durman who assisted at Onibury at an hour when only policemen and badgers are normally up and about.

Members out at the "100" included Bert Green, Harold Kettle, George Allcock, Rex and Bob Austin, Arthur Birkby, Ken Barker, Alan Bretherick, Hubert Buckley, Dave Brown, Sid Carver, Fred Churchill, George Connor, Ernie and Jack Davies, John Futter, Ben Griffiths, Mark Haslam, Len Hill, Syd Jonas, Bryan Jones, Dennis John, Jimmy Long, Tommy Mandall, Frank Marriott, George Molyneux, Bren Orrell, senior and junior, George Parr, Jack Pitchford, Bert Preston, Eric Reeves, Peter Rock, Salty, Don Stewart, Ira Thomas, Walter Thorpe, Norman Turvey, Len Walls, Stan Wild, Percy Williamson and Bob Poole.

Apologies to any we may have missed.

THE FIFTY-THIRD ANFIELD "100"  
2nd June, 1952

After a night of heavy rain Whit Monday dawned fine with a rising west-southwest wind which later veered to blow persistently from a more northerly direction.

Arrangements resulting from weeks of careful preparation by Ernie Davies, the Event Secretary, were soon to be tested for ninety-five starters, all in a hurry, have no time to study charts by Barts while trying to beat old Father Time and Handicapper Frank Slemen.

Stan Wild, of the "Chesh", but proudly claimed by the Anfield on Saturdays and Whit Mondays, timed the event, sending off all but five of the hundred on the card; another hundred and one would-be entrants had to have their forms back and history does not record how many of the eighty survivors wished theirs had been returned also!

At one minute past five Walter Thorpe, of the Anfield, was pushed off on his long trek watched by Judge and Referee Bert Green, whilst starting steward Ernie Davies found victim No. 2 then No. 3 and so on down the long list of starters who were propelled towards Onibury by the strong arms of Sid Carver and Hubert Buckley taking turn and turn about. It was Buckley's turn when No. 50 was called and no doubt he will claim that it was his push that took eleven minutes off course record. At Onibury Jack Salt waited to turn the hurrying figures, ably assisted by Bren Orrell (winner of the event in 1930 and '33), Ron Formston and Oliver Durman. A check at the end of this first twenty-one and a half miles leg showed Joy to be leading with 56 m. 50 s., closely followed by Kinghorn in 57 minutes, Thornhill and Price some seconds inside 61 minutes then timed together at 1-1 were Lewis, Farmer (Worcester St. John's) and Futter, of the promoting club.

Back to A5 and the roundabouts, ably manned by the Mid Shropshire Wheelers, and after picking up fodder and drinks dispensed by the Birkenhead North Enders at 46 miles Rex Austin timed the riders at the halfway point. Joy had covered the first fifty in 2.6.15, Kinghorn was 1 m. 45 s. slower, then Ken Price, Middlesex R.C. steamed through with 2.12.47, Futter had taken 2.13.56, Lewis 2.14.7 and Thornhill 2.14.53. Swindenbank, of the Liverpool Century, making a fine effort to emulate club mate Rumbles, who had won the T.A. "100" twenty-four hours earlier, passed through here in 2.15.21, and there was some speculation concerning Taylor, of the Leicester Forest, who clocked 2.11.5, but it later transpired that he had not checked at Onibury and finished outside five hours.

At Llynelys Frank Marriott waited to turn the riders for the hard plug up the Tanat Valley. There was a smaller gallery than usual when "man-up" was called and Ken Price—No. 10 on the card—checked through to do the remaining miles to the finish at the head of the field.

The rising wind was very troublesome on this stretch up to Llanrhaiadr and several riders complained that the turn gets farther up the valley each year, certainly few were sorry to see Ossie Dover and the Liverpool Century squad ready to check them and send them back wind-assisted for the final twenty-six and a half miles.

At this top turn (73½ m.) Joy held a commanding lead of over four minutes on Kinghorn, these two clocking 3.11.5 and 3.15.18 respectively, then came Lewis in 3.21.9, Price 3.21.40, Thornhill 3.22.54, Swindenbank 3.25.30, Kirton, of the Western Command C.C. and Middlesex Road's Burrell both inside 3.27 and Futter in 3.27.9.

It will be interesting at this point to anticipate the results and see how a few of the faster men fared over the final run down the valley to Llyncllys and thence to the finish. We find Thornhill fastest over this last 26½ miles with 1.3.43, then Lewis 1.4.45, Joy 1.4.5 and Berry, of the winning Middlesex team with 1.5.58. Kinghorn was doing a fine ride and returned from Llanrhaiadr in 1.6.15 against 1.7.13 needed by Price.

Others who had saved something for this stretch were S. Lea, of Warrington, 1.7.38, Kirton, 1.8.22, S. R. Sidlow, 1.8.42, just 3 seconds slower than Harry Harding, winner of the event in 1949, for our old friends the Walton C. and A.C., whilst his near neighbour in the East Liverpool Wheelers, E. B. Musthill, clocked seconds inside 1.9. Swindenbank took 1.10.30, but Farmer, Bowles, of the West Bradford C.C. and Green, of Southport, all returned inside 70 minutes.

Getting the fleeting riders safely on to the Welshpool Road at Llyncllys is a sticky job but this year it proved easier than usual owing to the comparative absence of motor traffic. Most riders made the turn without hindrance and Frank Marriott found leisure to calculate the times of many competitors in traversing the valley. Joy returned in 50 mins. 30 secs., which was some fifty seconds faster than Kinghorn; Lewis, fastest on this stretch last year, took 52 minutes, Thornhill 53 minutes and Price 20 seconds longer. John Futter, who was riding only his second hundred was in the valley for 58½ minutes.

At the finish in the Montford Lane a large gallery awaited the riders. At 9.38.53 No. 10 was called as Ken Price flashed over the line to clock 4 h, 28 m. 53 s. The next two men to finish were also Middlesex R.C. riders, K. Berry (4.36.48) and B. Burrill (4.38.55) and these three fine riders decided the fate of the first team medals before a rider of any other club had completed the course. Last year the Middlesex boys just missed the honour when they had to give way to the Walton team by the narrow margin of seven seconds.

Round about ten o'clock all eyes were on the corner of the lane; Joy had been on the road for four hours ten minutes and excitement grew as the minutes ticked by. The minute hand had passed 10.5 as he rounded the bend, but he fairly tore up the slight incline to pass the timekeeper

three seconds inside 4 h. 16 m. to take eleven minutes three seconds off Firth's course record set up in 1947.

There was now a long wait for Kinghorn, who was known to be doing a "flyer" and Ken Price, first man to finish, remained second fastest until the arrival of Thornhill, whose 4.26.37 was not announced for some minutes owing to his finishing during a period of 40 seconds within which eight men arrived.

Rex Austin and Norman Turvey certainly had their work cut out handling such a rush of calculations and by the time these were sorted out and checked Lewis, of the Fylde R.C. had clocked in with 4.25.54. Anfielder Don Stewart came in "one-legging it" with a broken pedal to clock 5.2.6 and hard on his heels came Kinghorn to complete a magnificent ride of 4 h. 21 m. 33 s. The last man home arrived just before 11-28 and by half-past eleven the crowd had melted away; the latest and greatest Anfield "100" was over.

Before we close this story of the great race a few statistics may not be out of place. Two hundred and one entry forms were submitted and of the hundred accepted entrants ninety-five started and eighty finished, seventy-three completing the course inside "evens". The first three men in last year's event finished in the same order again, second, third and fourth this time and, whilst somewhat overshadowed by Joy's time, the rides of Kinghorn, Lewis and Thornhill were sterling efforts all of them improving on Firth's course record and any one of them would have been good value for fastest time prize. The Middlesex R.C. team was nine minutes three seconds faster than the Stone Wheelers trio of E. J. and W. J. Thornhill and J. P. Ogen. Harry Harding returned 4.44.29, John Futter (Anfield) who was well up with the leaders until 73½ miles, finished in 4.41.45, a far from disappointing second effort at the distance. Walter Thorpe, of "Ours", called it a day just before the top turn, and Don Stewart was unlucky to break a pedal when all set for a good ride.

A glance at the attached results sheet will reveal many good rides by regular customers who seem almost part of the Shropshire scenery on Whit Monday: Green, of Southport, the Musthills of the Ross (sorry—East Liverpool) Wheelers, Craddock, whose bicycle could go round this course alone if Ted and all the marshals overslept and many others, including those Peter Pans of the cycling game, Les Russell, Cliff Baxter and Ossie Jackson. Perhaps this is a good point at which to close the story of the fifty-third Anfield "100", for whilst fresh names appear at the top of succeeding lists the event would be a hollow affair without this hard core of good fast rides by the very backbone of the game—the middle markers.

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The Editor of this journal is K. W. Barker, 6 Heathfield Road, Bebington, Wirral. We close for press on the Tuesday before the last Saturday in the month and all matter for publication *must* be in the hands of the Editor by that day. Contributions must be on one side of the paper only and should be typed if possible.

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# THE ANFIELD CIRCULAR



JULY      AND  
AUGUST - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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Norley, 14.6.52

Photograph by Geo. Parr.

Front row (left to right):—L. HILL, F. SLEMEN (E. L. W.) J. DAVIES, G. NEWALL, S. J. BUCK, J. C. BAND, H. GREEN, J. O. COOPER.

Second Row (left to right):—D. JOHN, F. PERKINS, A. HOWARTH, L. PENDLEBURY, S. BRADLEY, A. WILLIAMS, K. BARKER, A. GORMAN, J. SALT, E. HAYNES, F. CHURCHILL, J. LONG, W. ORRELL, A. BRETHERICK, A. PRESTON, S. WILD, F. D. McCANN, P. WILLIAMSON, T. MANDALL, A. BIRKBY, W. THORPE, L. WALLS.

Back Row (left to right):—B. ORRELL, D. STEWART, R. GRIFFITHS, J. E. B. JONES, W. G. CONNOR, I. A. THOMAS, H. BUCKLEY, J. FUTTER, G. B. ORRELL, D. BROWN.

# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

July and August, 1952

NUMBER 556

## FIXTURES

1952

- July 26 Utkinton (Smithy Farm)  
Aug. 2/4 Bath Road "100" Weekend  
.. 2 Kirkby (Cottage Café) Somerford (White House Café)  
.. 9 Utkinton (Smithy Farm)  
.. 11 Committee Meeting, 3 Whitechapel, Liverpool  
.. 16 Norley (Tiger's Head)  
.. 23 Great Budworth (Smithy Cottage, Smithy Lane)  
.. 30 Highwayside (Traveller's Rest)  
Sept. 6 3rd Club "50". Start 4-0 p.m. (Tea—Stamford Bridge, changing  
accommodation—Red Lion, Christleton)  
.. 8 Committee Meeting, 3 Whitechapel, Liverpool  
.. 13 Norley (Tiger's Head)  
.. 20 Utkinton (Smithy Farm)  
.. 27 4th Club "25"

*Will members please note the earlier start (4-0 p.m.) for the  
Club "50" on September 6th.*

75 Avondale Road North,  
Southport.

W. G. CONNOR,  
*Hon. General Secretary.*

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## CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary,  
a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent  
to the Hon. Treasurer, J. Long, 3 Gresford Avenue, Prenton, Birkenhead, or  
may be paid into any branch of the Midland Bank Ltd., for the credit of the  
Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.

## OUR PRESIDENT

Some years ago the Club decided that attendance at one thousand runs was sufficient evidence of keenness and loyalty to merit Life Membership. A thousand runs with the Anfield means staying at the wicket for at least twenty years with no maiden overs whilst the slower rate of scoring attained by the majority will prolong the innings perhaps until the light gets poor and runs are hard to come by.

Proof that the "1000" standard is not too low is there for the asking ; look at our list of "Lifers" and you will find none but the blackest of Black Anfielders. What, then, can we say of one who doubles this figure within a period of forty years and at seventy-eight years of age is still scoring freely all round the wicket ?

It was late in 1912 when Bert Green was elected a member of the Club and at an Annual General Meeting shortly after the then Secretary, F. D. McCann, forecast that "our new member, Mr. H. Green" would prove a most keen and loyal addition to the ranks. How very fitting that Mac, who himself has done so much for the Anfield, should see his prophecy fulfilled and, on behalf of the Club, make the presentation which marked Bert's 2000th attendance.

Apart from a very short period in the early days of the Club, Anfield Presidents have been chosen from the active membership ; the list is not long but it contains names famous in both racing and administrative spheres of the game.

Perhaps the name of Bert Green is not as widely known in the cycling world as was the case with some of his predecessors, and that is how he would have it, for he is not one to seek the limelight. But no President ever gave more devoted and undivided loyalty to a club than Bert Green has accorded to the Anfield.

From quite early in his membership he has been called to serve in one capacity or another, and when eventually he was elected to the highest office he brought a wealth of experience gained through many years of week in, week out participation in all the activities of the Club. Few of the present members will be aware (for Bert is most reticent on the subject) that our President was no mean performer on the road and holds standard medals for all distances from 50 miles to 24 hours whilst his firsthand knowledge of Club tours and Saturday runs must surely be unrivalled.

Two thousand runs is a dazzling performance from whatever angle it is viewed but in this case the explanation is simple ; for forty years Bert Green has loved cycling and the Anfield Bicycle Club and has delighted to meet kindred spirits, come wind, come weather, week by week down the road. Under these circumstances there can be but one toast :—

"Bert Green—our President. Long may he keep his wicket intact, and the pitch be full of runs."

### THE CIRCULAR

This issue is a combined July-August number and the next should reach members early in September. It should not be assumed that lack of news means less activity, for this is far from the case; probably members are much too busy cycling to write about it, but whatever the reason, the Editor spent most of July tearing his hair and waiting for "copy" which didn't come.

Will those who are asked to report on runs please do so immediately and not wait until closing day or even a week or so later. This issue contains three reports out of a possible eight, and when we closed for press there was precisely nothing in the till.

The Editor will be away on holiday from the 9th to 27th August, but he expects loads of material for the September issue and trusts that neither he, nor you, will be disappointed.

### THE LATE FRANK PATTERSON

For nearly sixty years Frank Patterson has delighted cyclists by his drawings in *Cycling* and much unpublished work is still available but "Pat" will draw no more for he passed on early in July at the age of eighty and the pen which never faltered even during a long last illness has been laid down for the last time.

Probably no man has done more over so long a period to capture and pass on to others the joys of our game: His work is his memorial and it is to be hoped that the Temple Press will find it possible to publish a representative collection of his work so that part of the memorial may find a fitting place in every real cyclists' home.

### RACING NEWS

Bryan Jones is the first Anfielder to "beat the hour" and on our Whitchurch Road course which was never claimed to be a "flyer".

Alf Howarth beat his previous best (and collected 2nd handicap) by 17 minutes in the Abbotsford "100" when he clocked 4 hrs. 39 m. 7 s.

In the West Cheshire "50" our riders were Futter (2.15.51.) Howarth (2.16.33.) Orrell (2.20.47.) Walls (2.24.41.) and Stewart (2.26.31.). Don also started in the W.C.T.T.C.A. "12" but called "enough" at 135 miles.

In the Viking Trophy race over two laps of the I.O.M. T.T. course John Futter finished 24th after being 2nd at the end of lap 1 and winning the *prime* to the Bungalow.

The Manchester Clarion "25" won by Bacon in 1.1.15. saw an Anfield team riding. Bryan Jones clocked 1.2.56. and was well supported by Howarth with 1.4.46. and Bren Orrell (1.5.40.).



## ODDS AND ENDS

A few club ties are still available and may be procured by sending ten shillings to Rigby Band.

A mistake crept into the "100" result sheet in the June issue. The time of W. J. Thornhill in the Second Team should read 4.43.30. not 4.45.30, as printed.

As mentioned in an earlier issue, a small but select party meets each Wednesday at 8-30 p.m. at the Milk Bar on Parkgate front. There is no need for the party to remain small nor select, so we are hoping to see Sammy, Perks, Ted Byron, Blotto, Eric Reeves and any others who can muster a bicycle and borrow fourpence.

Jack Davies is due to go into dry dock for repairs shortly and we wish him a quick and complete recovery for he is a real "regular" and his absence from club runs will be felt. By the time Jack is ready to come out Tommy will be waiting for his bed for we hear that the V.P. has bought Jack's trike which will probably rupture the whole membership in time. There is no truth whatever in the rumour that Tommy is fitting a shopping basket over the back axle for Jimmy.

Members who made a special effort to attend the Photo Run at Highway-side would be quite justified in expecting that sooner or later the result of all the palaver outside the Traveller's Rest would appear in the *Circular*. Some apology and explanation is therefore due to Everbright, Norman Turvey, Cyril Selkirk, Harry Austin, Sammy and George Molyneux who could not get to Bert's presentation affair at Norley, for the picture taken on this occasion is to be published instead of that taken at Highwayside. Whilst the turn-out of thirty-four at the Photo Run was excellent, a further six faces were available at Norley including some of our ancients and we felt that the occasion also warranted pictorial record. George Parr and Stan Bradley submitted excellent Highwayside pictures and copies could probably be obtained.

Len Hill's mansion grows apace. Our Special Reporter recently went snooping around there and came away with a deeper respect for our Leonard's versatility, and enough mortar in his hair to make a start on a fair sized garage.

## R U N S

Norley, 14th June, 1952

When Bert Green set out for the Tiger's Head on this lovely June Saturday he was quite unaware that he was making history. Nearly forty fellow members were to welcome him on his arrival, for the 2000th time, at an Anfield meet and many others would have been glad to have been able to attend.

Salty, Abdul and the Editor wandered through Wirral lanes and made for a pot of tea at Vicar's Cross, then on the climb to Tarvin Frank Perkins was collected and the four continued through Ashton and Mouldsworth on to the delightful switchback road through Delamere Forest, picking up Jimmy and Tommy before Hatchmere was reached.

Even the usually knowledgeable Salty was doubtful as to the exact location of the venue, but after some false scents had been tried the quarry was run to earth and the little party turned into the yard of the Tiger's Head to find a goodly company already assembled. McCann had brought a car load of old timers to grace the occasion and it was grand to see Oliver Cooper, Johnny Band, Zam Buck and George Newall once more.

George Connor's hair got greyer and greyer with each new arrival for the house was untried and already we were well over the number expected. There were the three Orrells (Wilf, Bren and Junior) Ira Thomas up from Shrewsbury, Ned Haynes from his Stratford hide-out (nice work Ned!) and Manchester was represented by Alan Gorman, Stan Bradley, Percy, Walter Thorpe, Alf Howarth, Stan, Laurie and Dave Brown. Hubert Buckley was there looking very fit and so were Jack Davies, Fred Churchill, George Parr, Arthur Birkby and Alan Bretherick. Ginner was res-plendent in a nice line in rattin' jackets which could be heard three miles away and Len Hill had torn himself away from the joys of bricklaying to be present on the great occasion.

The arrival of the fast pack consisting of Benno ap Griffiths, Len Walls, Bryan Jones, John Futter, Dennis John and Don Stewart completed the party except for the Principal Boy, for Bert elected to ride all over Cheshire and arrive a little late quite unaware of the consternation his non-appearance was causing.

The Tiger's Head rose nobly to the occasion and the good folk here seemed quite unperturbed when nearly twice the expected numbers demanded food. When all were satisfied the real business of the day commenced and on behalf of the Club, F. D. McCann asked Bert to accept an inscribed tankard together with a pipe and pouch, saying that this was not a prize for regular attendance but a mark of the great esteem and affection which we have for our President who was attending his 2000th run not because of any idea of a record but because of a real love of the open road and the old Club.

The President had obviously been taken by surprise and was deeply touched by the presentation and the evident warmth of feeling which had prompted it. He referred to his well known attitude towards Attendance Prizes but said he was not going to refuse this one! "I know exactly where it will stand and I'll see it every day and it will remind me of you—everyone of you" Bert told us and went on to say that he had enjoyed every single one of the 2000, the fine ones and the wet ones, long and short, irrespective of which way the wind had blown.

Just before the presentation we were joined by Frank Slemen who had been asked by *Cycling* to get a photograph and before we broke up to wend our ways homeward, a move was made to the front of the house for George Parr to make a celluloid record of this great occasion.

In addition to the forty members who attended, messages of congratulation were received, and read out by McCann, from others unavoidably absent and among these were greetings from the President's sons, and from Turvey and H. S. Barratt.

### Holt, 21st June, 1952

Being closed up in Liverpool for about a month without a break does something to a person and so it was a lifeless and ragged little cyclist who potted slowly through Clatterbridge to Two Mills for a "cuppa" and a cake. It was a typical summer day, black clouds loomed ominously in the distance and a cold south west wind played havoc with the lumbar regions and induced a small trickle of catarrh down the nose or the back of the throat. It was good to look at green fields again however instead of green examination papers and dirty classroom walls. Suddenly Bert Preston and 'Ginner' came into sight and it was a somewhat rejuvenated cyclist who went out to join them. Chester was reached at 4-45 p.m. but the rains came and after sheltering under a tree we donned capes and rode stoically into the downpour.

Rivers hold a special attraction for me (partly because I fish them, and partly because to me they signify nature at her best) and one will go a long way before finding a river as beautiful as the Welsh Dee with its long glides and sparkling rapids. With such a river for company the miles sped quickly by and Holt was reached by 5-45 p.m.

Inside the White Lion Jack Davies, George Parr and the old faithfuls, Tommy and Jimmy were masticating a glorious meal of ham salad, followed by strawberries and ice-cream. After tea it was learned that Jack Davies has collected a rupture and will have to spend 3 weeks in hospital having the matter put right. The rest of the conversation consisted of remarks on the wonderful bus services from Chester and it is strongly suspected that the next time 'Ginner' and Bert come to Holt it will be by the courtesy of the Crosville Bus Company.

At 7-30 p.m. the party decided to go home and after climbing into wet and cold capes we rode to Aldford where Tommy, Jimmy, Bert and Arthur said goodnight. The other three proceeded to Birkenhead where a cup of tea and a cake put to an end another club run.

*Those present were :* T. Mandall, J. Long, G. Parr, J. Davies, A. Preston, A. Williams and F. Palmer.

## Third Club "25", 12th July, 1952

The hour has been beaten in a club event ! Yes it is true, Bryan Jones riding an 81" gear, on a day which could not be called easy clocked 59 mins. 47 secs., and so becomes only the fifth rider in the Merseyside area to achieve such a ride.

Bryan was not the only one to improve ; Len Walls improved 3 mins. 5 secs. and with a  $6\frac{1}{4}$  min. allowance just pipped Bryan for the handicap. Ben brought his time down to 1.2.0. and Alf who has been riding very well this season recorded 1.2.14.

Bren Orrell with 1.3.22., a time which has not been beaten many times as fastest in a club event, had to be content with fourth place. Bren Senior turned the riders at the correct place, and Jimmy is taking his watch to pieces to see if there is anything wrong with it ! Also out were Bert Green, Tommy, Harold Kettle, Geoff Lockett, Parr, Davies, Dennis John and Bert Preston. John Futter arrived after the event was over and did not ride because of Z training not letting him off on a Saturday.

		Turn	
B. Jones	scr.	31.0	59.47
R. Griffiths	1	32.0	1.2.0
A. Howarth	$1\frac{1}{2}$	32.0	1.2.14
B. Orrell	$2\frac{1}{2}$	32.0	1.3.22
L. Walls	$6\frac{1}{4}$	34.0	1.5.57 H'cap.
D. Stewart	$4\frac{1}{2}$	34.30	1.6.23
A. Gorman	$2\frac{1}{2}$	34.0	1.7.33
R. Wilson	$2\frac{1}{2}$	34.30	1.8.3
E. Goodall	10	36.0	1.12.55

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# THE ANFIELD CIRCULAR



SEPTEMBER - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*



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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

September, 1952

NUMBER 557

## FIXTURES FOR THE MONTH

- Sept. 13 Norley (Tiger's Head).  
.. 20 Utkinton (Smithy Farm).  
.. 27 Fourth Club "25". Dressing accommodation, Red Lion, Christleton. Tea—Gowy Café, Stamford Bridge.  
Oct. 4 Mouldsworth (Mrs. Shallcross).  
.. 11 Annual General Meeting, Halewood (Derby Arms).  
.. 13 Committee Meeting, 3 Whitechapel, Liverpool.  
..18/19 Autumnal Tints Tour. H.Q., Glyn Valley Hotel, Glynceiriog.  
.. 18 Alternatives—Parkgate (Deeside Café) Wildboardclough (Stanley Arms).  
.. 25 Kirkby (Cottage Café), Rushton Spencer (Fox Inn).

## COMMITTEE NOTES

75 Avondale Road North,  
Southport.

*Annual General Meeting.* The Annual General Meeting will be held at the Derby Arms, Halewood, on Saturday, October 11th. Members wishing to have any matters included on the agenda should send me particulars not later than 20th September.

*Autumnal Tints Tour.* Will members wishing to join the tour at Glynceiriog and who have not already sent me their names, please do so without delay.

*Claims for Club runs.* Claims for Club runs, other than official fixtures, must reach me not later than September 20th.

W. G. CONNOR,

*Hon. General Secretary.*

To the Editor of the *Anfield Circular*.

Dear Sir,

In my short time as Captain of this Club I have been astonished at the squirmings, wriggings and evasions that members will stoop to in order to avoid having to write a short account of a Club run. One young gentleman whom I knew to be doing nothing whatever except training, said to me when asked "Honestly, Alan, I haven't the time". In future, Mr. Editor, I suggest that when a refusal is met with you leave a blank space in the *Circular* headed by a line reading 'Reserved for..... who wouldn't, couldn't, didn't, etc.'

Yours faithfully,

A. GORMAN.

### THE TINTS WEEK-END

18th/19th October, 1952

It was with great regret that we heard that Mrs. Law was leaving the Glyn Valley Hotel, for under her management the house had become a well-established favourite for the October tour and latterly also for Easter.

We have, however, been assured by our old hostess that everything will be first rate under the new management and that she will be there to see us over the week-end.

George Connor is anxious to have bookings as soon as possible and the quotation of 14/6 for three course supper, bed and breakfast seems very reasonable in these days.

### THE ANNUAL GENERAL MEETING

The A.G.M. is fixed for the 11th October at Halewood and a really good turnout is expected.

A glance at recent racing results will suffice to show that our lads are putting the Anfield on the map again, but the exploits of a few in the competitive side of the game can never make a club in the real sense. Nevertheless, it warms the cockles to see Anfielders well up in the news; it also challenges us, if not to rush out and buy new brooms, at least to keep our dusters working and the time for taking stock of our position is the Annual Meeting of Members.

Nothing but good can result from a well-attended A.G.M. with members in a constructively critical mood, so come along and fill the Derby Arms on October 11th, bringing your suggestions or criticisms.

### OUR CONTEMPORARIES

Each month a number of journals reach the Editor chronicling the doings of our friends in other clubs, and in return the *Circular* takes news of the Anfield to them.

In order that the circulation may be as wide as possible among our members who would like to read these mags, they are clipped together

with a list of those who have asked to have them. One member was under the impression that they were for the edification of the Committee, but this is not so and any member who so desires can be added to the list. The rules are simple, viz., that you read and pass on quickly to the next on the list.

So far the Editor has listed the names from memory, but this is not good enough and a new rota is being compiled and can be added to as required. If you haven't been seeing these journals recently and would like to in future please tell the Editor; for convenience, circulation is around Liverpool first then to the President for passing to Manchester members who should contact Bert direct.

The Clubs who send their journals are: North Road, Bath Road, Speedwell, M.C. and A.C. and Cheshire R.C. The Mersey R.C. have been in difficulties over a duplicator, but we look forward to the return of their interesting and informative *Record*.

#### RACING NOTES

John Futter improved his own Club "50" record by 58 seconds when he clocked 2h. 7m. 32s. in the Belle Vue event.

Len Walls celebrated his birthday on the 31st August by riding his first "100" (W.C.T.T.C.A.) in 5h. 2m. 58s. and joins the select band consisting of Reg. Wilson, John Futter and Don Stewart, who all clocked 5.2's for their first attempts at the century. Nice work, Len.

Other results are as follows:—

Apollo Wheelers "50". Kinghorn (Chesh.) 2.6.17, J. C. Futter 2.13.34, A. Howarth 2.14, B. Orrell 2.16.

Futter punctured and crashed when his tubular rolled off the rim, losing approximately three minutes and consequently the Anfield missed first team medals, finishing 25 seconds behind the Cheshire R.C. Rumour hath it that Howarth and Orrell are sending John accounts for £3/6/8 each—which would have been their share in the Baron's special prize—to teach him to be more careful!

Bolton Clarion "25". S. Higginson (Halesowen), 59m. 45s., R. Griffiths 1.5.27, Bryan Jones 1.5.35.

M/c C. and A.C. "25". Don Stewart 1.10.25.

Warrington R.C. "50". C. Clarke 2h. 3m. 4s., B. Orrell 2.13.3 (2½m. improvement), Howarth 2.15.20, Gorman 2.21.32.

Phoenix "25". R. Griffiths 1.4.28.

M/c Clarion "50". L. Wilmott 2.6.16. Bryan Jones 2.11.57, Howarth 2.14.36, Griffiths 2.15.45, Orrell 2.18.38, Gorman 2.19.41.

In an Army "25" Bryan Jones clocked 1.2.55.

Birkenhead C.C. "50". B. Orrell 2.15.3.

### MERSEY ROAD CLUB SUBSCRIPTION "24"

Once again our Mersey Roads friends are to be congratulated on a most successful promotion. The event certainly meets a need of North West riders and the standard of organisation leaves nothing to be desired.

The race was won by P. E. A. Carter of the South Lancs. R.C. with 451½ miles, a record for the course and a ride which compares very favourably with any performance previously done on Southern roads. Second was A. Turner, Warrington R.C., with 436 miles and T. Duncan, Veg. C. and A.C. filled third place with 433 miles.

Alf Crimes, Crewe Wheelers, pushed his trike very near to the top of the finishing list with a magnificent 422.4 miles. It must be a horrible experience to have a three-wheeler whizz past your right ear when you are doing a '100' ride.

The detailed list of marshals, checkers, etc., etc., shows that a number of "Ours" were out assisting; Len Hill was o/c drinks at Nant Hall near Prestatyn, the Clive Green checkers were Harold Catling and Stan Bradley; Ben Griffiths and Dennis John looked after Saltney corner, Bert Rourke was at Sealand Bridge, whilst Ira and Pitchy took charge of Battlefield Corner. The job officially down as "Anfield B.C." was Shotwick Fork—a long drawn-out but not unpleasant task, and Bert Preston, Frank Palmer and your Editor managed to spend an entertaining night keeping riders on the "straight and narrow" (actually it is curved and very wide) and brewing up on Abdul's stove at frequent intervals until the cow ran dry. Then home to sleep, perchance to dream—of seventy black clad figures riding, riding, riding; of numerous clubmen and girls waiting and waiting then, their job well done, slipping off silently and swiftly whence they came.

What madmen we cyclists are. But what a harmless and pleasant form our madness takes!

### NEWS IN BRIEF

Congratulations to George and Eileen Connor on the safe arrival of a bouncing daughter at the end of July. Best wishes also to Len and Mrs. Killip, who added a daughter to their family of "one prospective", also in July.

It is good to hear that Harold Catling has been able to get out to a couple of runs recently and we hope he manages to keep it up, for he is a good scout and a cheerful (and prompt!) contributor to these pages when required.

A recent note concerning Wednesdays at Parkgate brought Blotto scampering out (at 4/3½ a gallon) one night. Unfortunately the party is still small and select and our seaside venue has gone into hibernation, so until further notice Anfielders will be found at the snack bar near Ledsham Station on Wednesdays from about 8-30 p.m.

News is to hand from Hans Kinder, who sends greetings to all; he is, unfortunately, unable to follow his employment owing to failing eyesight but still retains his interest in the affairs of the Club.

Our peripatetic member for Sheffield, Gordon Shaw, has been touring the extreme N.W. of Scotland, covering some 700 miles and taking about 160 photographs, a selection of which will be made into slides. This looks like a good excuse for dragging J.G. to another Birthday Run !

Sid Carver has also been getting the miles in but over Welsh roads and was all set to do a "smasher" in a V.T.T.A. "100" recently when he bit a bug and was laid low with food poisoning. His description of the next fortnight was in glorious technicolour and finished on a pathetic note concerning the sudden rise in unemployment among Kentish hop-pickers—but all is now well and Sid hopes to be at Halewood for the A.G.M.

Len Baker, who was sent by the B.R.C. to the Anfield for a course of training a year or so ago was seen by our August tourists and is in excellent health. Unfortunately the return to his old haunts and cronies has resulted in a rather regrettable lapse into past ways and we were distressed to hear that he saw fit to make some most *ungentlemanly* remarks about our Vice-President's chronometer. We were glad to hear (from Jimmy) that Mr. Long did not retaliate but maintained a calm and dignified demeanour like the little gentleman he is. (Advert.)

Invited to attend a roller contest at Salford, your Captain and Eddie Goodall endured a dreary programme in an even drearier theatre before the curtain went up on the roller show. No sooner had volunteers been asked for than Eddie, in company with several other young men, leapt on to the stage. Your member for Chorlton made a splendid effort and was only narrowly beaten in spite of the handicap of a lounge suit, whereas the others were all in full track costume except for crash hats.

Walter Thorpe is at present in Turkey for his firm ; he is quite fit but complains of too much seasoning in the food and not enough bicycles. He carefully refrains from saying how he keeps fit but perhaps he is saving this to enliven another Birthday Run.

The racing lads have found a real guide, philosopher and friend in Bren Orrell, who has been bedding some of them down at "Wintergreen Villa" nearly every week-end of the season and has turned out with drinks just as often.

Bryan Jones and Alf Howarth have been taking the Captain out training recently but Alan has not yet completely swallowed the late "Biddy's" dictum that "when it hurts it's doing you good".

## RUNS

Wildboareclough, 19th July, 1952

A Club fixture into the East Cheshire hills during the summer months is rare and it was a nice change to be making for Macclesfield on a Saturday afternoon.

The westerly breeze, although of sufficient strength to be helpful, was a warm current which added fuel to the heat generated by overcoming the gradient of the road.

The sight of "Throstles Nest" with its promise of a refreshing drink was doubly welcome and seeing the President's bicycle propped against the wall was no surprise though he had only beaten me to it by a few minutes. We lingered pleasantly over our cups of tea whilst gathering strength to tackle the remainder of the climb to the 1,000 feet mark.

It is always a joy to gain Cluelow Cross. The highest point is achieved and a glorious panorama of hills stretches out in front as though the view was an award for the hard work involved in reaching the summit.

The swoop down to the turn for the clough is a matter of a few minutes' coasting. There were no wild boars to hinder our progress up the valley, but just a few picnic parties sitting by the side of the stream in delightful surroundings which would not disgrace some wild Scottish glen, although it is but a mere 25 miles from the centre of Manchester.

Eddie Goodall was awaiting our arrival and we were soon joined by Bren Orrell, senior, to complete the attendance.

After tea Bren and Eddie rode off along the valley whilst Bert and I made direct to Macclesfield and along the familiar route through Dean Row and Handforth to Cheadle, where we diverged to our separate ways for home.

#### Utkinton, 26th July, 1952

This report starts with the moan of a cyclist who has a car. He doesn't get any exercise if he drives and he gets too much if he rides the bike, so he wants his little friends to ride out to the Welsh Corner and then back to Birkenhead to pick up the car. A good idea—but why ride out to the Welsh Corner?

After this rather touchy debate four of us got going on the bikes with muttered threats of "You'll be sorry". However, the wind was dead astern and all went well—too well. The Vice seemed to think he was riding in the local "24 hour" and we had to drag him off the bike at the Pack Horse Bridges which started another crying match. Tommy wanted to fish, Jimmy wanted to paddle and Perkins pulled my bike to bits whilst I smoked Tommy's fags.

Reaching the main road we stayed a few minutes watching the "24" and then did the last sprint up the hill to the tea place at Utkinton.

The table had the usual crowd around, kept in order by our great young President, Bert. Alan Gorman made a speech that kept the rank and file spellbound while he polished-off the cakes. Ben Griffiths, with his long arms, kept pinching the sugar off our table without leaving his seat. Howarth and Bren Junior had been down to the South Coast on a training spin and Bren Senior rolled in looking no different than he did pre-war: I think he said something about Salty and he making up a team for the Wheelers "12", which made Jimmy enquire if we had any forms for the North Road "24".

I have tried to mention most of the people present and I hope that those who are not mentioned will excuse the omission. What I should

like to do is to mention our old stalwarts who were *not* present, such as Byron, Birchall, Blotto, Sammy and Salty. Come on your motor bikes or in your cars or even on bikes as a last resort ; we can give you a good day, plenty of new jokes, good ale at the Wheatsheaf—no pay—leave it to Bert Preston and Jimmy.

The ride home was without incident. Bert Preston had the tea ready complete with cigarettes at the Mills and we watched the riders in the "24" piling up the miles and this brought us to the end of another Club run.

#### August Tour—Bath Road "100"

As we go to press no report has been received but perhaps the omission will be made good in the next issue.

Fifteen members were out and about making themselves useful around the course and included in the number were Len Killip, Ned Haynes and Bert Rourke, all of whom we should like to be able to see more often.

Bert Green, Tommy, Jimmy, Bren Senior and Junior, Alf Howarth, Ernie Davies, Ira, Jack Davies and Abdul were there renewing old friendships. Len Walls and John Futter joined in during a tour which ranged far and wide over most of our southern counties.

The event was won by Gibbons (Brentwood) in 4h. 7m. 18s. followed by Whitmarsh (4h. 10m. 0s.) and third place was taken by Bill Kinghorn of the "Chesh" with 4h. 12m. 25s. Our B.R. friends are to be congratulated on another first-rate promotion.

#### Tiger's Head, Norley, 16th August, 1952

At a returned prodigal my arrival at the Tiger's Head produced expressions of surprise from the Manchester cyclists and Liverpool motorists attending the fixture.

Travelling at an unambitious gait the Cheshire lanes leading to Norley can be delightful. An encouraging tail wind enabled me to beat my schedule of ten m.p.h. by about ten minutes and left me with enough strength to climb the ladder to the dining room. The meal was satisfying and fair value. Perhaps not so elegantly served as at some of our pretty-pretty-but-little-to-eat cafés but we were made to feel welcome and were soundly fed.

Those attending were Messrs. Brown, Catling, Churchill, Green, Long, Mandall, Orrell (Bren senior), Parr, Pendlebury, Perkins, Wild and Williamson.

#### Great Budworth, 23rd August, 1952

I suddenly realised that half this pleasant sunny afternoon had gone while I had been making an attempt at colour photography, and I was only at Gawsworth Church. So I had to put camera away and concentrate on pedalling up-wind towards tea.

On route a lot of blokes in black, on bikes passed me, going in the opposite direction, of course. The expressions on their faces varied from enjoyment to anguish, but sweat predominated throughout. I did not discover whose funeral they were going to.



At five o'clock I arrived at Great Budworth, expecting to be first there, only to find Fred and Don sitting at the cross-roads at the bottom of the hill. Not to imply that they had found the hill too formidable, for they had already been up to the village and found Smithy Cottage.

I went to take a snap of the church tower and on coming back into the village centre found Bert, Percy, Stan, George, Bren and Wilf had arrived and coming up the hill were Tommy, and Jimmy, at a fair lick in Jimmy's car. Stan wasted not the opportunity and snapped them coming over the top, then as we moved off to tea Alan arrived.

Smithy Cottage from the outside looked rather small, but entering we found there was plenty of room horizontally though it was not so accommodating vertically, the ceiling being low, with many timber beams. These resulted in a number of bumped heads for the members of middle height, taller lads taking care to miss the beams but tending more to punch through the ceiling. Those who take a hammering prior to arrival will have no trouble.

We were soon followed in by Laurie, Harold, John and Ben and as the meal proved to be very good many more visits are indicated.

Don had some difficulty in getting from Ben his time for a "25" the previous week ; all Ben would reply was that we should have seen his five minute man ! This however, did not spoil his appetite and he made a gallant but vain attempt to finish off the numerous cakes left over, telling us not to worry as he wasn't racing until the morning.

Riding part way home with Alan we discussed the exploits of Walter Thorpe out in Turkey. He is having a lively time and we wouldn't be surprised if his stay proves quite lengthy.

Those present were Bert Green, Bren Orrell, senior, Wilf Orrell, Percy Williamson, Stan Wild, George Parr, Tommy Mandall, Jimmy Long, Harold Catling, Laurie Pendlebury, Alan Gorman, Fred Churchill, Don Stewart, John Futter, Ben Griffiths and Dave Brown.

### STOP PRESS

3rd "50"—6th September, 1952

	Turn	50 miles	H'cap Mins.	H'cap Time	
J. C. Futter	1.3.0	2.9.20	Scr.	2.9.20	Fastest and
A. Howarth	1.5.0	2.10.40	1	2.9.40	1st H'cap.
R. Griffiths	1.5.0	2.12.2	1	2.11.2	
B. Orrell	1.5.30	2.12.44	2	2.10.44	
L. J. Walls	1.10.0	2.19.26	8	2.11.26	
A. Gorman	1.7.0	D.N.F.			

A report of the run will be in our next issue.

As we go to press we hear that Jack Davies has been discharged from hospital following his operation and is already eagerly looking forward to getting on a bicycle again (Jimmy was heard to mutter something about a "darn good excuse wasted"). The lads will be delighted to see you out again Jack—but don't rush it.

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# THE ANFIELD CIRCULAR



OCTOBER - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

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VOLUME XLVIII

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NUMBER 558

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## FIXTURES FOR THE MONTH

### October

- 4 Mouldsworth (The Tea Shop)
- 11 Halewood (Derby Arms). **Annual General Meeting**, 6-15 p.m., tea 5-0 p.m.
- 13 Committee Meeting, 3 Whitechapel, Liverpool.
- 18/19 Autumnal Tints Tour. H.Q., Glyn Valley Hotel, Glynceiriog.
- 18 Alternatives—  
Parkgate (Deeside Café), Wildboarclough (Stanley Arms).
- 25 Kirkby (Cottage Café). Rushton Spencer (Fox Inn).

### November

- 1 Halewood (Derby Arms). Wildboarclough (Stanley Arms).
- 8 Utkinton (Smithy Farm).
- 10 Committee Meeting, 3 Whitechapel, Liverpool.
- 15 Lymm (Spread Eagle).
- 22 Parkgate (Deeside Café). Middlewich (Woodlands).

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### CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 3 Gresford Avenue, Prenton, Birkenhead, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.

## COMMITTEE NOTES

75 Avondale Road North,  
Southport.

*Annual General Meeting.* Will those members requiring a meal before the A.G.M. please advise me as soon as possible in order that the necessary catering arrangements can be made. Tea will be at 5-0 p.m. on this occasion with the meeting following at 6-15 p.m.

*Autumnal Tints Tour.* There are still a number of vacant beds for this tour and I shall be pleased to receive your bookings. Hurry now to avoid disappointment.

*Resignations.* The resignations of W. T. Threlfall, C. Halsall and K. Turnor have been accepted with regret.

*Transfer.* W. C. Tierney has been transferred from Full to Honorary membership.

*Change of Address.* P. T. Stephenson, 2 Hawthorn Road, Roby, Lancs. Please note that the address of A. Bretherick should be 21 Glenfield Road, Liverpool 15 and not Greenfield Road as given in an earlier Circular.

W. G. CONNOR,

*Hon. General Secretary.*

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## WEDDING BELLS

Congratulations to Peter Stephenson, who was married on the 10th September, and also to Frank Marriott, who joins the ranks of the Benedicts on the 8th of October.

We know that all Anfielders will join in sending to both couples sincere good wishes for health and happiness through many years to come.

## RACING NOTES

The stop press report of the 3rd Club "50" in our last issue was incomplete in that it failed to record that D.N.F. against Alan Gorman's name resulted from a puncture. Bryan Jones also started and was timed fastest at 20 miles, but unfortunately he crashed at the turn and called it a day.

In the Grantham "25" (fastest, R. Harding, 59m. 18s.), Bren Orrell clocked 1.4.3. Bryan Jones recorded 1.2.50 in the Liverpool T.T.A. "25" against the winning time of 1.0.1 by D. Lewis.

John Futter has crowned an excellent season's riding by returning fastest time in the West Cheshire T.T.C.A. "25" with a ride of 1h. 4m. 32s. Whilst not by any means his fastest, this must rank as one of John's best efforts, for the opposition in these West Cheshire events is tough: Ben Griffiths clocked 68 minutes odd in the same event.

## NEWS IN BRIEF

Whilst on a visit to Llandegla Johnny Band had the misfortune to fall heavily and has been seriously ill as a result. Latest reports indicate that he is on the mend and his many friends in the A.B.C. will wish him a speedy and complete recovery.

Since the last issue went to press we have had a copy of the latest number of the Mersey Roads *Record*, and we are glad to see that our good friends in the M.R.C. have overcome their production line problems.

We slipped badly last month in referring to "our Vice-President's chronometer" and B. R. Baker's remarks concerning the Treasurer's ticker used for timing Club events. Our apologies are due to both Vice-Presidents and we regret any inconvenience they may have been caused by begging letters, etc., resulting from the suggestion that one of them owns a watch.

Jack Davies has resumed cycling and has appointed Jimmy as his trainer in the hope that he (Jimmy) will make him (Jack) in to a Real Cyclist (again). The Treasurer is taking his duties seriously and has arranged his holidays to coincide with Jack's convalescence; during one of the training runs Jack was so exhausted that he fell off his iron (happily outside the Chester Arms at Parkgate) or perhaps it would be more correct to say he fell *on* his iron. In fact he subsided with feet still tied to the footrests.

John Futter is now an Inspector of Kites but we understand that this is not a Chinese Civil Service appointment and John will be remaining in Anfieldland.

We ran across Jack Seed recently and found him fit and well and looking forward to putting in a Club run shortly at Parkgate.

Before another issue is on the way Don Stewart will have reported at Padgate for his two years' spell in the R.A.F. He has already decided which bicycle will accompany him and we wish him "pleasant postings" and hope to see him whenever possible.

We hear that Arthur Williams has invested in a petrol-waggon and will shortly be on the road with "L" plates up. This is rather a severe blow to the road safety campaign and members are strongly advised to check up their insurance cover immediately.

## TWENTY-FIVE YEARS AGO

The Club handbooks of past years can be most interesting and enlightening, and it may interest our readers to dip into the records of the year 1927 and see how the Anfield was faring twenty-five years ago.

President was W. P. Cook, with W. T. Venables and Mr. Bick as Vice-Presidents, whilst secretarial and treasury matters were in the hands of Harold Powell and Bob Knipe respectively.

Harold Kettle was Captain and Hon. Race Secretary, with Jimmy Long and Rex Austin as Sub-Captains.



The Editor was T. A. Telford after the January and February issues had been compiled by F. Hotine, who was forced by business ties to relinquish the appointment.

Numbered among the Committee members for the year were Harry Austin, Cyril Selkirk and Alf Lucas, whilst the onerous task of auditing the accounts were entrusted to the Mayor of Pulford and Eddie Morris.

The Secretary's report records a membership of 192 with an average attendance of 38, the largest and smallest turnouts being 93 at the Whitsun "100" and "17 at Highwayside on a very wet day on September 24th". Individual scores showed Cook, Kettle and Long with 54 runs each—the maximum possible, whilst Attendance prizes were won by Tommy Royden and Bert Green.

Bettws-y-Coed attracted 36 members and 7 friends for Easter, a further 11 members attending an alternative tour to the Cotswolds.

Seven members and a friend took part in the All-night Ride on the 2nd-3rd July. After supper at Newport and breakfast at Leominster the party lunched at Chirbury and returned via Oswestry for tea at Pulford.

For the Invitation "100" it was necessary to whittle down the 170 names submitted to the customary hundred and Frank Southall proved fastest on the day with a fine ride of 4h. 47m. 21s., Charlie Marshall was second fastest and the Bath Road Club collected the team medals.

Twenty-three out of twenty-five entrants started in the '24' and at half-time Jimmy Long and E. B. Barnes (Walton C. & A.C.) had done 191 miles, 9 miles behind the leader and a few miles further astern were Harry Austin and Guy Pullan, of the M.R.C. Jimmy developed big-end trouble and was forced to retire leaving L. Butterworth (Oldham) to run out time with 377½m. to 376m. by Barnes and 353¾ by H. F. Pullan.

In the Club "12" Bren Orrell covered 217½ miles and during the year he also won the Grosvenor "100" and the E.L.W. "50".

Turning to record breaking we find that Bren paired up on two successful tandem attempts with C. H. McKail of the Cheadle Hulme C.C. when they collected the N.R.R.A. Tandem "50" record in 2h. 1m. 26s. and the "100" in 4h. 13m. 42s.

Perhaps the highlight of the year was a new R.R.A. record (the first Anfield success for 17 years) brought to the Club by George Molyneux on September 11th, when he took 32 minutes off the Edinburgh-Liverpool Trike Record. As Moly had ridden a "24" as long ago as 1914 he could rightly claim to be in the veteran class which makes his ride the more creditable. Perhaps George did more than break one record on that September day, for if we turn to the list of members we find that new recruits during 1927 included Blotto and Jonas, George Glover, Norman Heath and Arthur Hancock. The Edinburgh-Liverpool jaunt during their novice year in the Club may have acted as an inoculation but space will not permit the telling here of which did what to whose record.

## AUGUST TOUR TO THE BATH ROAD "100"

Most of the Anfielders who went to the B.R. this year fitted it in as part of their annual holidays. The President had been staying at Poole, and Stan Wild was as brown as a berry after a prolonged tour on the Continent with a party of C.T.C. members. James Long, Esq., V.P. Mandall and Jack Davies went down by courtesy of the Alvis Motor Co. Ernie Davies was on tour with his wife, while Albert Preston (Abdul to his friends) was to spend a few days in the West Country before finally turning his wheels Wirralwards. Bren Orrell, senior, was staying at Reading with Mrs. Orrell.

Bren and Alf, who were on tour (100+ per day) aimed at getting Alf fit for the Manchester Wheelers "12", whilst John Futter and Len Walls had been pottering through Kent and Sussex, etc. before reaching the "Robin Hood" at Newbury on the Saturday night.

The digs were shared with some cheery "Barf Roaders" and Jack Aston provided the party with many a laugh during the evenings.

We were awakened early on the Sunday morning as apparently we were required to help with the Twickenham Ladies "100". Arriving at the turn beyond Hungerford we were detailed off to hand up drinks and all went well until one young lady arrived at the turn showing rather more of her anatomy than is customary. A "Bill Wardish" position didn't help matters and so it was to the great amusement of all around when Len Walls dropped the drink which he was supposed to be handing up.

Our job completed we set out on a very enjoyable run with the B.R. lads through the lanes of beautiful Berkshire, with Dicky Stockdale doing the navigating. It was not until after we had literally fallen off the Downs into Wantage that the expected scrap came and John showed the B.R. contingent what a back wheel looks like from an ever increasing distance. After lunch at Stanford-in-the-Vale we rode and hiked along the Icknield Way to tea at the "Cosy Cot", Theale, where we met Jimmy, Tommy, Jack and Stan Wild. After tea some pleasant miles along a back lane which runs more or less parallel to the Bath Road and passes through some of Berkshire's delightful little villages, brought us to Newbury and the "Robin Hood" where a very fine supper awaited us.

Monday morning came rather cloudy with rain threatening, although this did not materialise until the late afternoon. The President, Jimmy, Tommy and Jack were officiating at the Clock Tower in Newbury while Alf, Bren, John, Ernie and Len were handing sponges up at Speen and the amazing thing about the event as seen from this point was the speed at which Laws of the Catford steamed through.

When our job was finished the Speen party, which included Mrs. Ernie and Herby Moore and his wife, decided not to go to the finish and set off for elevenses at Newbury where the party split up, Ernie and party making for Andover and the others for Winchester, where Bren senior was discovered hunting for digs.

Young Bren and Alf found the leisurely pace not to their liking and after tea at Romsey they set off for the West Country leaving Len and John to make for Lymington to hunt up some of the latter's relations.

Also down at this fastest-ever B.R. "100" were Len Killip, Ned Haynes and Bert Rourke, but one regular customer was missing; Salty, who has ridden and helped at so many B.R. events failed to make it this year. This should be a warning to Ginner of the disastrous effects of acquiring a mechanised salmon tin.

## RUNS

### Utkinton, 9th August, 1952

"Abandon hope all ye who enter here". I did, when, with Jimmy and Tommy I attended my first run for some months, for Alan Gorman soon had his bright eyes in my direction; when I linked up I knew I was for it.

Two hours or so earlier I had left home and gently pedalled along the Wirral lanes. A leisurely descent of the Wishing Gate Hill, then pleasant lanes beneath a clouded sky, and so to Two Mills for the well-merited cup of tea. As usual, Jimmy and Tommy were there first, Jimmy merely said: "What the hell?" Tommy ventured to mention his pleasure on seeing me. Nice chap, Tommy.

More tea and cakes (for them) and we set off. Tommy had beneath him his recently acquired tricycle and we must mention that he wasn't very sociable. He must ride ahead and show the damn thing off to anyone passing. (Or was it merely that Jimmy and I were insufferably slow on this August afternoon?) Yet even Jimmy had to admit (to me) that Tommy rode the brute very well.

Lanes linked Capenhurst with Mollington and we eventually reached Vicar's Cross with Tommy a good half-mile ahead. Over the packhorse bridges (no, Tommy didn't complain) and at 5-40 we three docked at Utkinton. Inside, feet already in the trough, a goodly muster had assembled and we noticed in no particular order Stan Wild, Alan Gorman, Brens Orrell (the entire two of them), Ben Griffiths, Bryan Jones, Alfred Howarth, Bert Green, Percy Williamson; Mrs. Orrell was also having a meal.

Going home it was quite chilly, and the rains came for the first miles, although we were able to decape at the Gowry river. Bryan and Ben left us at Chester, and the Wirral trio continued. Frank Marriott and Tommy waited for Jimmy at the Mollington "Wheatsheaf". When we resumed it was raining and continued to do so almost all of the way home.

### Third Club "50", 6th September, 1952

Meeting Tommy Mandall and Jimmy Long at the "Traveller's Rest" we had an uneventful journey to the start, arriving with a few minutes to spare.

Len Walls, Bryan Jones, Alf Howarth and Alan Gorman were there "rarin" to go, and along with Ben Griffiths, John Futter and Young Bren completed the list of riders.

Don Stewart, E. Davies and R. Wilson D.N.S. for reasons unknown to your reporter. After pushing off the athletic seven, we three followed by the President, the Editor and Dave Brown, made for tea at Stamford Bridge. This over, we were about to depart for the finish when in rolled Hubert Buckley and Laurie Pendlebury. Hubert we had already seen passing the café but had been unable to attract his attention. At the finishing point Kettle was able to give us the "25" times taken by George Parr, and these shewed John Futter doing a 1.3 at this stage but unfortunately Bryan Jones had taken a tumble and packed and Alan Gorman had punctured, leaving the others to fight it out.

First man home was Alf Howarth, who finished very fast, then a five minute break and Len Walls, B. Griffiths, John Futter and young Bren clocked in with times as given last month.

Bren senior, who had been at Whitchurch check, arrived very indignant re the handicapping of the race.

Perhaps a better method can be found but whatever happens our congratulations to all on what I do not think could be classed as an easy day.

Salty and Ed. Goodall arrived just before we left and any member who has not been mentioned should pass word to our recording angel, the Hon. Secretary.

#### Norley, 13th September, 1952

The outward run could be simply dismissed with the alliterative phrase—Agden, Appleton, Antrobus and Acton. But there is a little more to it than that. True, the fore-noon sun had disappeared, but the sharp atmosphere made for perfect riding conditions. Time was when the maze of lanes between Appleton and Antrobus offered little invitation; rough and loose surfaces with occasional cobbles were not pleasant and the absence of signposts meant map reading at every corner and there were many of these. This 'ere progress, however, it goes on! The whole of this intricate route is now newly metalled and signposted so clearly that even I could not go wrong! I was so mentally exhilarated with the pleasure of the ride that I forgot myself and actually rode Norley Bank!

There was a pleasant little gathering over tea, and it was really good to see Jack Davies out so soon after his operation. This had given Jimmy an excellent excuse for using the battle waggon, and as (I believe) Jimmy hasn't passed his driving test yet Tommy had to accompany him. Now don't tell me that the V.P. cannot drive Mr. Editor! In fact, had the meal been a little more appetising and the charge a trifle more reasonable it would have been the happiest of fixtures.

I rode home in company with Catling, and although lighting-up time was after 8-30 p.m. it was dark enough to anticipate the requirements of the law at 8 o'clock and we lit up at the Windmill. For some miles we were in the maelstrom of traffic which is known as the Chester Road, but the final miles were quieter, and a most enjoyable run came to an end before 10 o'clock.

Those present were H. Green, A. E. C. Birkby, H. Catling, J. J. Davies, J. Long, T. E. Mandall, G. B. Orrell, W. Orrell, G. Parr, L. Pendlebury, L. Walls and S. Wild.

#### Utkinton, 20th September, 1952

It was rather late when I left home, so it had to be the most direct route to the tea stop. The Transporter and Runcorn left behind I settled down to a steady pedalling rhythm which was only interrupted when it was necessary to cape-up at Delamere. The rain did not last long however and when I arrived at Smithy Farm it had stopped.

Alan, Alf and Eddie arrived shortly afterwards and then there was a smell of petrol and screech of brakes as up rolled Tommy, Jimmy and Jack Davies in the Alvis. Tommy and Jimmy had a genuine excuse for the car as they had brought Jack, who has not been able to return to the saddle for any great distances.

In ones and twos the remainder of the party arrived until finally fourteen were sitting down to the usual meal of boiled eggs or cold meat.

Over tea a lively discussion got under way over the respective merits of Liverpool and Manchester ; in the end we found that nobody really liked either !

Then Alf got on to one of his pet grouses, the lack of money in the teaching profession and the shortage of holidays ! He kept rather quiet when asked how he accounted for a certain amount of illiteracy in the Forces.

Finally, of course, we got around to the old subject of bikes and racing, and learned the reason why Alf did not finish in the Wheelers "12" ; it seemed he developed a speed wobble. In a '12' Alf ? tut tut !

At seven-fifteen the party started to make their various ways home and near Chester Len and I were passed by the Long Alvis, which soon disappeared over the horizon. At Chester it was necessary to cape up, and we rode up the High Road deep in conversation before the parting of the ways and I was left to plough a lone furrow through Liverpool to home.

Those present were H. Green, T. Mandall, J. Long, J. Davies, G. Parr, A. Gorman, A. Howarth, E. Goodall, Bren Orrell senior and junior, P. Williamson, S. Wild, Len Walls and D. Stewart.

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The Editor of this journal is K. W. Barker, 6 Heathfield Road, Bebington, Wirral. We close for press on the Tuesday before the last Saturday in the month and all matter for publication *must* be in the hands of the Editor by that day. Contributions must be on one side of the paper only and should be typed if possible.

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# THE ANFIELD CIRCULAR



NOVEMBER - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*



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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

November, 1952

NUMBER 559

## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

Nov.

1	Halewood (Derby Arms)	Wildboardclough (Stanley Arms)
8	Utkinton (Smithy Farm)	
10	Committee Meeting, 3 Whitechapel, Liverpool	
15	Lymm (Spread Eagle)	
22	Parkgate (Deeside Café)	Middlewich (Woodlands)
29	Kirkby (Cottage Café)	Great Budworth (Smithy Cottage)

Dec.

6	Halewood (Derby Arms)	Dane-in-Shaw (Coach & Horses)
8	Committee Meeting, 3 Whitechapel, Liverpool	
13	Mouldsworth (Mrs. Shallcross, The Tea Shop)	
20	Parkgate (Deeside Café)	Middlewich (Woodlands)
26	Halewood (Derby Arms)	Boxing Day (Lunch, 1-30 p.m.)
27	Kirkby (Cottage Café)	Prestbury (White House Café)

## COMMITTEE NOTES

75 Avondale Road North,  
Southport, Lancs.

*Appointment of Delegates, etc.* The following members have been appointed delegates:—

R.R.A. :	P. C. Beardwood and L. Killip.
N.R.R.A. :	A. Gorman, A. Howarth and S. Wild.
R.T.T.C. :	F. E. Marriott and L. J. Walls.
W.C.T.T.C.A.	J. J. Salt and J. Futter.
Timekeepers :	R. J. Austin and S. Wild.

Handicapping  
and Course

Committee :	A. Gorman, L. J. Walls and J. Futter.
Open "100" Committee :	A. Gorman, L. J. Walls, I. A. Thomas, J. Pitchford, J. Long and K. W. Barker.

*New Handbook.* A new Handbook will shortly be published, so I shall be glad to receive any changes of address as soon as possible.

*Changes of Address.* J. Park, Capt., R.D., R.N.R., Four Winds, Grasington, Skipton-in-Craven, Yorks. ; W. J. Finn, c/o Mr. James Finn, Castleknock, Co. Dublin ; J. Newton, 346 Gt. Western Street, Rusholme, Manchester 14.

W. G. CONNOR,  
*Hon. General Secretary.*

IN MEMORIAM

1914 — 1918

E. A. Bentley	G. Poole
David Rowatt	Edmund Rowatt

1939 — 1945

B. H. Band	D. L. Ryalls
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*"They shall grow not old, as we that are left grow old:  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them."*

ALFRED LUCAS

The Editor,  
"Anfield Circular".

3 Lauriston Gardens,  
Edinburgh 3,

Dear Sir,

20/10/52.

I regret to inform you that my father-in-law, Mr. Lucas, passed away in hospital at Edinburgh on Saturday last, the 18th October.

About a year ago he sold up his house in Liverpool and came, with his wife, to live with his daughter and myself at the above address.

While remaining in full possession of his keen mental powers he developed muscular atrophy, which was progressive and he very quickly became physically helpless. We nursed and cared for him as long as humanly possible but latterly it became beyond our powers and, at his own request, he was admitted to hospital only a few days before he died.

We are glad to be able to say that he died serenely and peacefully in his sleep, his mind and spirit retaining that freshness and ardent vigour so familiar, I am sure, to many of your members.

We regret his passing and feel the loss of his charming and gentle personality; but to a man once blessed with so much physical vigour and energy now reduced to impotence we welcome release from the tyranny of the flesh.

We know how much the Anfield Club meant to him, what rich and stimulating experiences, what splendid warming friendships were shared and felt by him and we thought your readers would be interested and, I'm sure, sad, to learn of his death.

Yours sincerely,

K. D. O'RIORDAN.

It is with the deepest regret that we print the above letter telling of the death of Alfred Lucas.

Joining the Club in 1921 he was a keen and regular attender of our fixtures so long as circumstances allowed as his total of over six hundred run attendances bears witness.

His was a quiet and gentle personality, but his friendship was something to be valued and the high esteem in which he was held by our members and the value they placed on his counsel are reflected in the fact that he was elected to the Committee each year from 1926 to 1939.

The tragic accident which removed Bob Knipe from our midst was a severe blow to Alf Lucas, for the two had long been close companions, and it was most fitting that Bob's great work as Treasurer should be taken over for the remainder of the year by his friend, who in this way showed once again his ever-ready willingness to serve the Club.

For the last few years he was unable to get out among us but we know what the Club meant to him and many will remember him as a charming companion, one whose nature it was to endeavour to put more in than he took out.

At the time of his retirement from the Liverpool Education Service the University of Liverpool conferred on him the honorary degree of Master of Arts in recognition of his great services to education in the city. The qualities of mind which brought such a measure of success in his work were ever at our disposal.

To Mrs. Lucas and his family we would offer the sincere sympathy of our members with the assurance that their loss is shared by his many friends in the Anfield Bicycle Club, who remember with gratitude and affection what he brought to us of service and good comradeship.

#### AFTERMATH OF THE "TINTS"

When nearly home from the Tints Tour Bert Green was overtaken and struck in the rear by a motor-cyclist who was blinded by headlights of an oncoming car and evidently had not learned that when you can't see you don't go.

We take the dimmest possible view of anyone who knocks our President about, but it speaks well for the youthful resilience of Bert to find that it was the motor-cyclist who was detained in hospital whilst the President finished the tour in a police patrol car after treatment of what he describes as superficial injuries.

By Monday morning he was phoning Jimmy to find out how to get to Kirkby and checking up on the damage to his bicycle in readiness for Halewood the following week !

#### THE EASTER TOUR

Suggestions regarding the Easter Tour will be welcomed by the Committee, who are anxious to meet the wishes of as many members as possible.

In the days of the Glan Aber, Easter was one of the highlights of the year and whilst it may not be possible, or desirable, to try and recapture the spirit of Bettws by seeking a more or less permanent home for the first long week-end of the year, yet there is room for much more enthusiasm for this particular fixture.

Any ideas will be welcome and doubly so if definite recommendations regarding suitable headquarters can be added from personal experience.

Drop a line to George Connor or lobby a member of the Committee and so pass your ideas to the right quarter.

### RACING NOTES

There is an end-of-season look about these notes this month with very little to report. The results of the last Club "25" on the 27th September are as follows :—

Name	Actual	H'cap	H'cap	
	Time		Time	
	h. m. s.	m. s.		
J. C. Futter	1.2.9	0.45	1.1.24	Fastest
J. R. Griffiths	1.2.50	1.45	1.1.5	1st Handicap
B. Orrell	1.3.39	2.30	1.1.9	
A. Howarth	1.4.26	1.45	1.2.41	
A. Gorman	1.6.16	3.30	1.2.46	
D. John	1.16.15	10.0	1.6.15	
D. Brown	D.N.F.			

J. J. Salt, E. Goodall, L. J. Walls, J. E. B. Jones, D.N.S.

Jack Salt had gear trouble before the start which prevented him riding. Jimmy Long timed the event, Don Stewart was at the turn and others out (and this may not be a complete list) included Bert Green, Tommy, Harold Kettle, Bren senior, Jack Davies, Percy Williamson and Stan Wild.

In the Preston C. & A.C. "25" John Futter was second fastest with 1.1.42, nineteen seconds behind the winner. Ben Griffiths recorded 1.4.23. A third man four minutes inside "evens" would have brought us the Team Race.

John Futter was riding in a massed start event at Church Lawford on the afternoon of the A.G.M. and after breaking away to a fair lead he was involved in a pile-up with some "hangers-on" and was put out of the running.

The provision of two stewards at each W.C.T.T.C.A. event is one of the obligations of affiliated clubs and in the past this duty has fallen rather heavily on one or two members. Len Walls intends to organise a rota and hopes to have names of so many volunteers that he will not have to resort to the press-gang. If you can possibly undertake to assist with one event let Len know as soon as possible please.

### ODDS AND ENDS

The appearance of F. D. McCann at Mouldsworth resulted from Mrs. Mac having migrated temporarily to North Wales to recover from their daughter's wedding. The suggestion that the organising of ninety-odd guests into the house for the reception would be good training for running the 1953 "100", fell on deaf ears—Mac just wasn't having any !

The Editor had an opportunity recently of calling on Crompton Humphreys in his northern hideout near Preston and spent a most delight-

ful couple of hours talking "Anfield"—past, present and future. Our exile sends greetings to all, mentioning particularly Frank Chandler and J. A. Bennett. Though unable to get out to see us his interest in Club matters is undiminished.

His many friends in the Club will learn with regret that Charlie White, mine host of the Herbert Arms, Chirbury, is, at the time of writing, seriously ill in hospital, and we wish him a speedy and complete recovery.

Wednesday evenings continue to find members on the road heading for Kirkby or Ledsham. The accommodation at the latter rendezvous is strained almost to bursting if more than six attend, but this should not deter Wirral members from coming out and joining in the fun.

Len Hill's mansion at Heswall grows apace and our tame barrow-boy hopes to move in by Christmas. At the moment there is running water in all bedrooms but Leonard is quite confident that the addition of a roof will cure that. If we can persuade Tommy to move into his fishing quarters at Gayton permanently we would soon have two welcome additions to the Tea Tasters weekly gathering (weekly with two E's please Mr. Printer.)

During the 1953 racing season two R.T.T.C. championship events will be run in the Liverpool D.C. area, viz., the "24" on week-end No. 30 and the Women's "50" a fortnight earlier.

Ken Joy, winner of our "100" this year and again at the top of the B.B.A.R. Competition, was married recently to Janet Gregory, famous rider in her own right.

A review of the fastest 50 mile competition rides of 1952 was recently published in *Cycling*, and this shows the fantastic jump in half-century speeds over the past five years. In 1952 there were 217 rides inside 2h. 5m. and 16 of these were inside two hours, four of which were accomplished by G. K. Bentley of the Bec. C.C., whose fastest ride set up a new Competition Record of 1h. 56m. 43s. Rides bettering 2.5.0 during the past five seasons numbered 12 in 1948, 45 in 1949, 69 in 1950, 119 last year and 217 during the season just ended. It would be a rash man who ventured to prophesy that finality has been reached when we are rapidly reaching the period when the qualifying time for acceptance in Opens at all distances would have been a winning ride within the racing life of many current riders.

One of the resolutions passed at the Annual Congress of the Royal Society for the Prevention of Accidents called for compulsory insurance and registration of cyclists. This resolution was accepted by the Congress in spite of an official Government statement that there appeared to be no valid reason for registration. We have heard all sorts of arguments in favour of registration and compulsory insurance (and plenty of better ones against) but how this would prevent accidents is hard to see. Compared with the number of hit and run motorists we hear about from time to time, the cyclists who leave a mangled body at the roadside and disappear with nothing worse than a bent bumper must be too few to disturb the police and Parliament and the anti-social cyclist can hardly be

expected, even by the Royal Society for Prevention of Accidents, to mend his ways because he knows that an insurance company will pay for his mistakes !

Once again we appeal to members to send in reports of runs well before the closing date for the next issue, *i.e.*, by the Tuesday *before* the last Saturday in the month. Had we closed within a week of the proper date this month the present issue would have nearly filled a postcard ! And then to cap it all we are asked from time to time when the *Circular* is coming out !!

Stevie has been on the sick list and we hope that he is on the right road and will soon be fit and well again.

## RUNS

Mouldsworth, 4th October, 1952

The privilege of being piloted through the lanes by our reputedly soul-less "money-bags" was too attractive to be missed. Accordingly, when his diminutive figure, closely supported by V.P. Mandall and Jack Davies, was espied rounding a bend on the outskirts of Storeton I gave chase and was introduced to a very attractive method of dodging the main Birkenhead road. Sutton provided us with a cup of tea and we once more plunged into the maze of lanes through Whitby, Stoak and Stanney. The sun shone delightfully, a fresh breeze wafted astern and the hedges were adorned with festoons of luscious blackberries begging to be picked, but my companions were relentless and I had to be content with the prospect of a future visit.

Manley Bank, walked on many occasions by the writer, to-day presented little difficulty, enabling a gentle conversation with Jimmy to be continued in comparative comfort.

On arrival at Mrs. Shallcross's establishment we discovered Ken Barker already well entrenched behind a salad of greens as he wished to make an early return. McCann, smiling benignly, put his head around the door, closely followed at odd intervals by Laurie Pendlebury, Alan Gorman, Goodall, Bert Green, Bren senior and junior, Stan Wild, Len Walls, Palmer, Howarth and George Parr. The arrival of the train at Mouldsworth junction coincided with the appearance of Laurie, Alan and the President, and it was suggested by an ill-disposed member that there was some connection !

Our feet were soon in the trough and the babel of voices barely drowned the noise of champing gums as plate by plate the food disappeared.

The usual discussions on matters mainly cycling gradually drew to a close and the assembly broke up into twos and threes and headed for their respective homes.

Jack Davies escorted George Parr home via the "Meccano Set", leaving me to see that Tommy and James were safely deposited at Sutton.

The remaining eight miles to Woodside were soon disposed of and as I had a return ticket to Crosby on the railway my very enjoyable trip was ended.

## THE ANNUAL GENERAL MEETING

11th October, 1952

A grand autumn day was the weather clerk's edict for this important occasion in the Club year and all roads led to Halewood in the heart of Anfieldland. Yet it was a social gathering for all that, and in the yard and tank of the Derby Arms a happy medley of old and young members had assembled in good time for the handsome meal which preceded the discussion of the various items enumerated on the agenda. Perhaps the facility with which men like Edwin Buckley, who became an Anfielder in 1894, Harold Kettle, in 1903, Zam Buck in 1907, and Bert Green, Eddie Morris, and Jack Seed in 1912, can mix on equal terms with the younger members is the real reason for the A.B.C. being so different from the "others". The membership of many clubs today is ephemeral to a marked degree—we manage the happy blend of experience and youth. Long may it continue!

The meeting started to time with Bert Green in the chair, and the following members present:—Jack Seed, Frank Perkins, Don Birchall, Laurie Pendlebury, Percy Williamson, Jack Davies, Eddie Morris, Zam Buck, Cyril Selkirk, Ken Barker, Tommy Mandall, George Parr, Arthur Birkby, George Connor, Jimmy Long, Alan Gorman, Dave Brown, Ben Griffiths, Bren Orrell and son, Alf Howarth, Eddie Goodall, Frank Palmer, Len Walls, Russ Barker, Jim Cranshaw, Mr. Bick, Arthur Williams, Jack Salt, Albert Preston, Harold Kettle, Hubert Buckley, Stan Wild, Len Hill, Alan Bretherick, Vic Lambert, George Molyneux and Reg Wilson.

Previous minutes quickly disposed of, George Connor read his excellent and painstaking Secretary's Report. From this lengthy epistle we learned that Tommy Mandall, Alf Howarth and Bren Orrell junior, had shared the attendance prize with 53 runs each—that means they attended every run—with Bert hard on their heels with 52. The highest attendance was 46 at the Hundred and lowest 10 on a December day at Lymm. Special mention was made of the Presider's feat in completing his 2,000 runs in June, and of the pleasant ceremony held at the Tiger's Head at Norley to commemorate it. George acknowledged the excellent work carried out by Ken Barker in his editorial capacity, but was, of course, too modest to mention the midnight oil that he himself had burned.

Alan Gorman then stood up to read Don Stewart's Hon. Racing Secretary's Report. Don is now in the Forces and for the time being we have lost a promising official. This (read Alan) is the best report of its kind since the war. Bryan Jones had carved a niche for himself in Anfield history by being the first member to beat the hour for 25 miles; John Futter had twice beaten the Club 50 miles' record with 2.8.30, and 2.7.32 in open events. He had also bettered the 30 miles figures, and had been the fastest Anfielder in every Open in which he had ridden. But the best news of all was of the gradual development of a first-class Anfield team, John and Bryan receiving first-class support from Ben Griffiths, Alf



Howarth, and Bren Orrell junior. The Hundred may have received a fillip from the entry of Ken Joy and there was a record number of 201 riders wishing to compete. Ernest Davies received special mention for his fine work in organising the Hundred for the past two years, and Don Stewart was commended for his sterling labours as Hon. Racing Secretary.

In presenting the Hon. Treasurer's Report, Jimmy Long was so transparently honest with his explanation of the loss incurred over the year that nobody thought of enquiring the price of petrol. But it needs a good man to get away with that!

The racing programme in 1953 will be the same as this year, namely, the Hundred, four "25's" and three "50's". Club Tours will be left to the Committee. The History of the Club was discussed at some length, the final decision being to circulate the manuscript among members of a special sub-committee to obtain their opinion before settling the question of publication.

The election of Officers followed. Bert, of course, continues as President, with Tommy Mandall and Jack Salt as Vice-Presidents; Alan Gorman will be Captain and Hon. Racing Secretary, and Len Walls the organiser of the Hundred. George Parr and Alf Howarth were appointed Sub-Captains, and George Connor, Jimmy Long, and Ken Barker continue as Hon. General Secretary, Hon. Treasurer, and Hon. Editor respectively. Eddie Morris and Jack Seed agreed to act once more as Auditors, and Committee status was given to the following: H. G. Buckley, A. C. Birkby, J. J. Davies, W. H. Kettle, F. E. Marriott, A. E. Preston and P. Williamson.

Under "Any other Business" the Committee was authorised to issue a new Handbook in 1953 and to publish the Annual Reports in the *Circular*. Bert's masterly handling of meeting meant that it was over before 8-30, and an early start for home was pleasing to those who had come a long way.

#### Autumn Tints Tour, Glynceiriog, 18/19 October, 1952

Up to the time of going to press no report of the Tints Tour has been received but it is hoped that this will be rectified in our next issue.

Nearly twenty members took part and the Glyn Valley Hotel, under its new management, seems to have filled the bill extremely well.

The weather clerk provided a mixed bag of elements, Saturday proving a glorious day for the outward journey but Sunday was far from pleasant, with heavy rain.

As reported elsewhere, Bert Green was knocked off his bicycle just before reaching home and had to make a detour to the local hospital for slight repairs.

G. B. Orrell, Dave Brown and Alf Howarth attended the alternative fixture at Wildboardclough on the Saturday, but have nothing special to report.

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# THE ANFIELD CIRCULAR



DECEMBER - 1952

*JOURNAL OF THE ANFIELD BICYCLE CLUB*

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# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

VOLUME XLVIII

December, 1952

NUMBER 560

## FIXTURES FOR THE MONTH

Tea at 5-30 p.m.

1952

Dec.

- |    |   |                               |
|----|---|-------------------------------|
| 6  | Halewood (Derby Arms)                               | Dane-in-Shaw (Coach & Horses) |
| 8  | Committee Meeting, 3 Whitechapel, Liverpool         |                               |
| 13 | Mouldsworth (The Tea Shop)                          |                               |
| 20 | Parkgate (Deeside Café)                             | Middlewich (Woodlands)        |
| 26 | Boxing Day. Halewood (Derby Arms). Lunch, 1-30 p.m. |                               |
| 27 | Kirkby (Cottage Café)                               | Prestbury (White House Café)  |

1953

Jan.

- |    |                            |                            |
|----|----------------------------|----------------------------|
| 3  | Halewood (Derby Arms)      | Rushton Spencer (Fox Inn)  |
| 10 | Parkgate (Deeside Café)    | Somerford (Sunnyside Café) |
|    | Ladies' Invitation Run     |                            |
| 17 | Mouldsworth (The Tea Shop) |                            |
| 24 | Kirkby (Cottage Café)      | Middlewich (Woodlands)     |

## COMMITTEE NOTES

75 Avondale Road North,  
Southport.

*The late A. Lucas.* The President referred to the loss the Club has sustained through the death of Alfred Lucas, and a resolution expressing the sympathy of the Club to Mrs. Lucas and family was passed.

*Changes of address.* W. H. Lloyd, 4 Segars Lane, Ainsdale, Southport, Lancs.; J. H. Fawcett, 46 St. John's Street, Keswick, Cumberland; L. J. Hill, Oak Cottage, Lightfoot Lane, Gayton, Wirral (from 1st January, 1953).

*Application for Membership.* Hugh Fletcher, 99 Kingsway, Manchester 19: proposed by A. Gorman, seconded by J. J. Davies.

*Boxing Day Run.* Will those members intending to be present at the Boxing Day Run at Halewood please advise me in good time so that I can make the necessary catering arrangements.

*Ladies' Invitation Run.* It has been decided to hold the Ladies' Invitation Run again with the venue, as usual, at Deeside Café, Parkgate, on January 10th, 1953. Please let me know early the numbers you intend bringing.

W. G. CONNOR,

*Hon. General Secretary.*

## RIDING ROUND THE WORLD

In a recent number of *Cycling*, G. H. Stancer made reference to some round the globe rides, mentioning particularly the feat of one Thomas Stevens who, in 1887-8, made a 13,500 miles trip alone and on a solid tyred "Ordinary". Starting from San Francisco he crossed the States before sailing to England, then made his way through France, Germany, Austria-Hungary and then via Servia, Bulgaria and Turkey into Asia.

His journeying then took him through Persia, Afghanistan, India and China, into Japan before the final sea trip from Yokohama to San Francisco.

This amazing trip is described in detail in two large volumes written by the rider, and it is of interest to note that his account says that he was "escorted from Liverpool mainly by members of the Anfield Club, who have the enviable reputation of being among the hardest road riders in England, several having accomplished over 200 miles within the 24 hours".

## NEWS IN BRIEF

Frank Chandler has been in Clatterbridge Hospital since early October and, at the time of going to press, is hoping for his discharge before Christmas. He was riding his bicycle in Brackenwood Lane when a dog ran out of the hedge into his front wheel causing Frank to fall very heavily and break bones in his hip and shoulder. Recovery is proving a slow and tedious business, and Frank is not enjoying the enforced idleness and is disappointed at the prospect of missing Christmas festivities at Halewood.

George Newall has also been having another bad spell and we hear that he has been in Clatterbridge but have no details. To both we send greetings and best wishes for a recovery as complete and speedy as possible.

Our North Road friends have a live and energetic Northern section and the N.R. *Gazette* has for some months been recording great activity by these lads in the racing and record worlds. Anfield opposition is now indicated, for we note that J. H. Fawcett has joined Norman Turvey in the Lake District and, as both are nimble pedallers, some interesting 'copy' is expected. Still at Fawcett's Cilcain house is a 22in. James bicycle for disposal; the suggested price is £10 and brief details include 26in. x 1 $\frac{3}{4}$ in. wheels, 3-speed hub with alloy shell, Brooks' B.10, large touring bag and 18in. shallow drop N.R. alloy bend. Anyone interested should write to the Keswick address (see Committee Notes).

Frank Marriott's telephone number has been changed and is now Mountwood 2652.

The Editorial mail-bag recently contained a letter from Arthur Smith, North Roader, C.T.C. Councillor and Bristol D.A. President (and cyclist in his spare time!) who tells how he and his wife were at the start of the N.R. "24" and moving around saying 'how do' when they espied

an Anfield button in the throng. This called for investigation and the wearer turned out to be "Everbright", who had made his way to Eaton Socon by an assortment of buses in order to recapture the thrill associated with the start of a twice round the clock ride. The Brights and the A. B. Smiths are old friends though their last meeting was over twenty years ago, so this was quite a re-union and the 1952 N.R. "24" has justified itself quite apart from providing an opportunity for some of the lads to get a few miles in!

Contributors to next month's issue will help by being bright, brief and early, for it is hoped to fit in the Hon. Secretary's report which George read at the A.G.M. Apologies to several whose contributions to this issue have been pruned in the interests of space saving.

At the time of going to press the fixture at Parkgate on the 10th January is not finally confirmed so be sure to check over the fixture list in our next issue before dragging the girl friend to the "Deeside".

In his report of the Lymm run Hubert Buckley mentions a discussion on the possibility of reviving the All-night Ride and certainly this is an entertaining possibility particularly now that Saturday mornings off are so much the thing. A Friday night start with an agreed late supper /early breakfast, or what have you meeting place convenient to Liverpool, Manchester and Salop members might be tried after which the energetic and more sedate members could part company until meeting once more at a normal Saturday tea place. Perhaps the Captain could develop the idea into concrete proposals for the Committee to argue about.

This will be our last issue dated 1952 and we would extend to all our readers best wishes for a happy Christmas and a bright and prosperous New Year.

## RUNS

### Autumn Tints Tour—18th/19th October, 1952

A trio of our youngsters had arranged to extend the week-end by spending the Friday night at Llanymynech. Yours truly had been very undecided, doubts as to fitness being uppermost in mind, but it was fortunate that I cast in my lot with them for I have never seen mid-Wales flaunting its glowing autumn colouring to better effect than on the day's ride from the Vale of Vyrnwy to Banwy and Doveyside.

A tiresome S.E. wind at the start of the evening's ride found a very hungry rider succumbing to the appetising odour of fish and chips in Chirk. The half-hour well spent, a quiet stroll down Chirk Bank for a smoke and then a steadier pace to the Willows to await the arrival of Len, Ben and Bren : a rough outline of my plan for the morrow met with their approval, and so to bed.



Saturday morning dawned fine but grey with promise of a favourable wind for the first half of our journey, and at 9-30 we were on the road. Our day was to be spent on very quiet roads, traffic was almost nil and so we were able to gaze about and take our fill of the hills and valleys and grand woodland scenes. Arddleen behind, we turned into the bye-ways to Guilsfield, where we halted to remove surplus sweaters and, in passing, to admire the black and white structure of the "Oak", a grand-looking pub. Then straight into the hills where we soon found that we had Ben on toast, for a 75in. gear and no toe clips on your old man's bike are not conducive to good hill climbing; Len and I were able to stay in front all day and keep the pace as it should be.

The rise and fall of the road from Guilsfield to Llanfair Caerenion gave views into golden valleys, lit up by a strengthening sun into bowls of fire, truly a wonderful day. So to Banwy-side and a halt in Llanfair for fruit then up into the hills again, pointing our noses along the ridge road that falls precipitously to cross a ford and join the Newton-Machynlleth road at Carno. This is a lovely stretch of quiet moorland road and has now been metalled throughout.

Hair cuts in the lunch hour are the order of the day in Carno. Half-a-dozen road workers dining by the roadside and awaiting their turn for the shears met us as we rounded one corner, truly a civilised spot when master barber carries out his craft in the centre of the Queen's Highway.

We were all by now thinking of lunch, and with the wind behind we drifted down the long grade to Llanbrynmair.

The Wynnstay gave us an excellent lunch in a hurry, ham and egg, followed by two huge cheeses to pick at, with good farm butter and of course, a couple of beers to prepare the way.

Lunch over, the way led to the sea, and how we all longed for a few days to spend along the glorious Cardigan coast. Cemmaes Road alas, found us turning northwards along the upper waters of the Dovey.

Through Dinas, pointing out "Wayfarer's" favourite house of call in passing, to the foot of the Bwlch-y-Groes, then to spend a really enjoyable forty minutes or so on the ascent, gazing at, for three of the party, new vistas and listening to the fall of the waters from the hill tops across the valley and the mountain birds for ever circling the high crags.

We were slowly turning our faces towards Glyn, and so, near the summit, we turned off on to the stony and pool-strewn track of the Cwm Eunant. The stream was not at its best, the falls being mere trickles, but nevertheless the run down to Lake Vyrnwy proved most exhilarating. Len, I gather, is not so keen on rough stuff! The lakeside reached, we sauntered along, expecting him to appear, but at the lake foot there was still no Len. So a halt was made for apples and cake and a smoke—still no Len, so on we rode at first slowly, but once over the summit of the Little Hirnant I am afraid all thoughts of Len faded, but our intentions were good, to go on and order tea which we did at Pen-y-Bont, where the "Railway" did us well.

Tea over, none of us felt like tackling the road to Glyn via Llanarmon, so we took the easier !! road via Llangedwyn, Llansilin and Sellatyn. To Llangedwyn it is easy and the fading light found us introducing three young riders to the charms of the upper reaches of our '100' course with ambitions in their youthful breasts, young Bren, no doubt, with ideas in mind of emulating the feats of Bren senior.

We were grateful for Ben's dynamo on these hilly roads over the ridge, and so we arrived at Glyn in good order.

The foregathering and the meal over, the party of seventeen (sixteen members and one prospective) sat down to enjoy the peace of the fireside, and, after quietening the radio, we got down to the gossiping. Ben made a good stoker and laid on a large consignment of coal, and later tea and sandwiches. Really, he only wanted an excuse to visit the kitchen, but he wouldn't be an Anfielder otherwise.

In ones and twos the party made for bed, the writer retiring at about 12-45 a.m., leaving Ben to the tender mercies of Jimmy and Tommy, and by all accounts they looked after him well—or he proved quite capable of fending for himself !

What a disappointment Sunday brought. Real wet rain, and so I'm afraid I've not much more to say. We soon broke up, Alan and friend Fletcher on tandem with Eddie Goodall and self teamed up to Ruabon, thence homeward direct for myself, leaving the trio to cross Cheshire with a nasty wind abeam and lots of rain.

Those taking part in this tour were the President, Tommy, Jimmy, Salty, Len Walls, Ben Griffiths, Bren junior, Eddie Goodall, Percy, Stan, Laurie, Harold Catling, Arthur Birkby, George Parr, Jack Davies, Alan Gorman and prospective member H. Fletcher.

SALTY.

#### **Rushton Spencer, 25th October, 1952**

The journey occupied me longer than usual because I was trying to find an all-lane route. The attempt failed because when I arrived at Eaton I discovered that the remaining minutes before 5-30 were not many more than three times the number of miles to be covered, and I must needs take to the main road from Bosley. Approaching the "Fox" Inn, I came upon that bearer of a well-known name, David Brown, who was engaged in photographing Rudyard Lake and the surrounding hills. After I had obliged him by posing for one or two shots we proceeded to meet Bren Orrell and Percy Williamson, who were waiting outside the Inn. As we talked Hubert Buckley dropped in on us, having come over the top from Congleton. Our appetites were well catered for with a satisfactory knife and fork meal for a modest half-crown, and all, I think were pleased.

Late arrivals were Alfred Howarth and young Bren, who had had map trouble. (Yes, again.) First to make tracks, three of them, was Stan Wild, whose parting shot fired in the direction of Hubert, was to the effect that he (Wild) does not live on the outskirts of Leek as do some lucky people. Bren Orrell was faced with the necessity of one-legging it all the way to Twemlow, having broken a pedal on the way out; powerful thrusting, no doubt. Dave, Alf, Hubert and I rode leisurely home ending what was for me a most pleasant fixture.

#### Halewood, 1st November, 1952

The denizens of Liverpool generally and particularly those unfortunate enough to be out this Saturday without dark glasses were startled by a cyclist traversing their burgh behind a necktie bearing cunningly woven fishes of oriental hues each swimming around its own glass house. The rider pursued a somewhat tortuous course, hands off (one was shielding his eyes and the other waved benevolent acknowledgments of the cheers, or jeers, of the bystanders), followed by a couple of hangers-on (one Anfielder and one seedy looking undertaker) until he espied the legend "Northway" at the opening of a side road, grabbed the bars and swept majestically round the bend to pull up *chez* George Parr.

Dismissing the undertaker with a kick and a muffled oath the pair disappeared inside to while away the hours (once spent by Anfielders on the road) reclining at ease and listening to the strains of Beethoven, Mendelssohn, Duke Ellington and other classical composers.

Prompt at five p.m. the trio set out to cover the few remaining furlongs to Halewood, but soon had to stop and cover the tie also for the proud owner found that motorists absolutely refused to dip unless he did likewise.

On arriving at the Derby Arms, Parr, Palmer and Birkby found Bert Green, Jimmy, George Connor, Abdul, Frank Perkins and Jack Davies already installed and they were soon followed by Fred Swift, Tommy, Percy Williamson, Len Walls, Ben and John.

The meal was well up to usual Halewood standards and all too soon Bert and Percy had to set off on their lengthy journey to Cottonopolis, whilst the local contingent broke up, some making for Crosby, some for the Bar (not the one beyond Crosby!) and rumour has it that Abdul beat it to keep a 9-30 date in Hamilton Square.

#### Wildboarclough, 1st November, 1952

During recent years I have only maintained my average of two runs per annum with the aid of a car, but the long-awaited opportunity of appearing under my own power finally arrived, and like old times, I arranged to tricycle out with Harold Catling.

Alas, for one's schemes. I arrived at the appointed hour and found Harold with his motor-car in pieces (its normal condition). It was not quite assembled when the dead-line for departure came, so suggesting that he might be excused for motoring out (after all, he could carry me if my legs failed) I wended my solitary way to Macclesfield, quietly cursing Harold as I had only come on a trike to please him, and would have much preferred two wheels for this particular trip. There is no doubt that cambers are getting steeper and bumps bigger, but I arrived in Macclesfield with time in hand for a cup of tea, and thus fortified tackled the ascent and overtook a bicyclist who proved to be Laurie Pendlebury. We walked a stretch but still arrived early. Next arrivals were Hubert Buckley, Alan Gorman and Bren Orrell senior. We decided it would benefit our health if we did not wait for the fast pack (perhaps the rest of us felt Hubert was sufficient handicap) but unfortunately they (Bren, junior, and Alf Howarth) and, worse still, Stan Wild, arrived too soon.

So we were eight (Harold Catling had not appeared) and as an infrequent visitor I can only report that things seemed to be much as usual; I suppose we only change by becoming more like ourselves. Some of us talk less while others (no names) talk more. The customary argument between Alf and Stan (with interjections from Hubert) was soon waxing furiously, not to say rudely, on a variety of topics, notably the spelling of an ailment of the tonsils. Fortunately I am illiterate (right, Alf?) so shall not try to spell it.

Eventually we made our way home in bright moonlight, more or less together, with several halts to re-form the convoy.

Present were H. Buckley, A. Gorman, A. Howarth, two Bren Orrells, L. Pendlebury, S. Wild and G. G. Taylor.

#### Utkinton, 8th November, 1952

It was a fine crisp day for my first Club run for many weeks, and apart from the usual "portage" over the level crossing bridge at Warrington the trip down was without incident. George Parr was overhauled a mile or so from the Smithy Farm where, on arrival, we found the "Clifton clique" in occupation, cooling off after their supersonic bash from Chester.

Thereafter members trickled in in ones and twos, but the highlight of the afternoon was undoubtedly the arrival of the old gentlemen by car. It brought a lump to my throat to observe how advancing years have mellowed Jimmy and Tommy (or Tommy and Jimmy); they said little but their little courtesies to each other across the table were more eloquent than words. How different from the snarls of yesteryear. An alternative explanation is that the journey down was one long "blue" session and that by tea-time their quivers were empty.

I was very pleased to see Jack Davies about again and looking fitter than ever after his recent disability.

Time passes so quickly at these pleasant functions, so much so that I omitted to make a note of all the members present, so may I just say that we were a very distinguished gathering headed by our President ; perhaps Alan's memory will enable him to supply the names for the records.

#### Lymm, 15th November, 1952

It was a dull, misty afternoon when I set out to meet Alan for a cup of tea at Knutsford before continuing via High Legh to Lymm.

We arrived at the Spread Eagle just on 5-30 p.m. to find Tommy, Jack Davies and George Parr, Bretherick and Churchill already installed and most remarkable of all was the fact that Alf and Bren junior were well up to time. Bren senior and Stan followed close on our heels so that when tea was called there were eleven present. No sooner had we started an excellent meal than Bert Green and Percy Williamson joined us, having been riding round Great Budworth ; the last arrival was Eddie Goodall, who had been putting in a bit of secret training.

Perhaps it was merely coincidence that a discussion on the possibility of reviving the All-night Ride got mixed up with an argument over the spelling of some of the ills our flesh is heir to ; anyway the party eventually broke up with neither question finally settled and if the others had as pleasant a ride home as the writer, who accompanied the Orrells as far as Chelford, then broke away to hunt up a pal at the Egerton Arms, then they will be anxious to attend many more runs when such topics can receive further consideration.

#### Middlewich, 22nd November, 1952

A *pot pourri* of weather was forecast for to-day—snow, frost, fog, and rain—but, apart from being intensely cold, conditions were grand for cycling. Stans Bradley and Wild were the first arrivals at the Woodlands, soon to be followed by the svelte-figured Hubert, the Presider, and Percy. The order for tea was given and in came Laurie and Bren senior, and before the meal was served Alan entered disguised as a gentleman and bearing a sheepish look savouring of petrol. Alan was accompanied by his young son—a future Anfielder, Alan ? Alfred and Bren junior had been adventuring on the ice on Axe Edge and their coming at not too late an hour made the attendance into double figures.

A splendid hot meal was placed before us and to the ponderous humour of Hubert and Alfred it was quickly put away. The occasion was eminently suited to fire-warming and the hour was late when most of us got away on the homeward journey which was a delight beneath a star-spangled sky with the extra adornment of a pale sickle of new moon and a perfect spell of riding came to an end all too soon.

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