

THE ANFIELD CIRCULAR



JANUARY - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

© Anfield Bicycle Club

ANFIELD CIRCULAR

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

VOLUME XLIX

JANUARY, 1953

NUMBER 561

FIXTURES FOR THE MONTH

TEA AT 5-30 P.M.

1953

JAN.

- | | | |
|----|---|----------------------------|
| 3 | HALEWOOD (Derby Arms) | RUSHTON SPENCER (Fox Inn) |
| 10 | MOULDSWORTH (The Tea Shop) | |
| 12 | Committee Meeting, 3 Whitechapel, Liverpool | |
| 17 | PARKGATE (Deeside Café) | SOMERFORD (Sunnyside Café) |
| 24 | KIRKBY (Cottage Café) | MIDDLEWICH (Woodlands) |
| 31 | LYMM (Spread Eagle) | |

FEB.

- | | | |
|----|---|---------------------------------|
| 7 | HALEWOOD (Derby Arms) | GREAT BUDWORTH (Smithy Cottage) |
| 9 | Committee Meeting, 3 Whitechapel, Liverpool | |
| 14 | UTKINTON (Smithy Farm) | |
| 21 | KIRKBY (Cottage Café) | SOMERFORD (Sunnyside Café) |

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,
SOUTHPORT.

STRUCK OFF FOR NON PAYMENT OF SUBSCRIPTION. J. G. Jones has been struck off for non payment of subscription.

LADIES' INVITATION RUN. The date for this fixture has now been fixed for January 17th. Will those members hoping to be present please let me have their names and indicate at the same time the numbers they intend bringing with them. The meal on this occasion will be at 6 p.m. and it is hoped that Mr. J. Williams, of the C.T.C., will be giving another of his lantern talks.

W. G. CONNOR,

Hon. General Secretary.

ANFIELD BICYCLE CLUB

Hon. General Secretary's Report for the year ended 30/9/1952.

Presented at the Annual General Meeting of Members at the Derby Arms Hotel, Halewood, October 11th, 1952.

MR. CHAIRMAN AND GENTLEMEN,

I have much pleasure in presenting this report of the Club's activities for the year ended 30th September, 1952.

The membership now numbers 135, a decrease of 4 on last year's figures. This figure is composed of 10 Life, 81 Full, 17 Junior Full, and 27 Honorary Members. During the year 2 new members have been elected, 3 members have resigned and 1 has been transferred from Full to Honorary membership.

It is with deep regret that I have to report the deaths of three of our most highly esteemed members, viz., H. W. Powell, D. C. Rowatt and J. H. Williams.

Harold Powell joined the Club in 1924 and although he was never a racing man he served the Club in a way that few others have served, inasmuch as he held the office of Honorary General Secretary for 20 years. For 20 years the Club was glad to rely on his quiet efficiency, and it was only after the war that he asked to be relieved of the position as he thought the Club would be better served by a younger and more active man. On the occasion of the Club's 70th Anniversary he was elected to Life Membership as a token of the Club's gratitude for his services.

David C. Rowatt passed away in his eighty-eighth year and his passing severed yet another link with the very early days of the Club. Dave joined the Club in 1890 and although he never held office he was a most enthusiastic Anfielder and was always willing to help the Club in any way at all. Particularly was he helpful to the younger members and many of us will always remember his generosity. He was elected to Life Membership on completing his 1,000 runs and later added another 240 to his score. The fact of having to give up active cycling did not prevent him attending Club runs, for if there was any chance at all of attending a fixture by bus or train or both, one could always rely on him being present, if only for half an hour. It was a privilege indeed to have known him.

James H. Williams joined the Club in 1906, was a keen and loyal Anfielder and one of the older brigade. We had not seen very much of him in recent years but he retained his interest to the last. Jimmy Williams was in his seventy-seventh year and his passing severs yet another link with the past.

There have been 53 fixtures during the year and I am pleased to report that no fewer than three members have attended all 53 runs. It is with pleasure that I record the names—T. E. Mandall, A. Howarth and B. Orrell. The average attendance for the year was 22.66 as compared with 21.5 last year; 84 members have been out on one or more occasions. Quarterly average attendances were as follows: October/December, 23.69, January/March, 23.00, April/June, 25.00 and July/September, 19.21.

The highest attendance was again at the Open "100", when 46 members were around the course. 44 members were present at the Annual General Meeting and 42 members enjoyed the occasion of the Birthday Run at Halewood on March 15th. The lowest attend-

ance was at Lymm on December 8th, when only 10 members were present.

As Officers and Committee are no longer barred from taking the attendance prizes this year's prizes have been won by A. Howarth, T. E. Mandall and B. Orrell with the full attendance of 53 runs each.

Individual attendances were as follows:—

A. Howarth	53	D. John	15	J. S. Jonas	3
T. Mandall	53	A. Williams	13	V. Lambert	3
B. Orrell	53	A. Bretherick	12	C. Selkirk	3
H. Green	52	W. G. Connor	12	R. J. Austin	2
G. B. Orrell	52	A. E. Preston	12	S. J. Buck	2
G. Parr	48	K. W. Barker	11	G. Lockett	2
P. Williamson	46	W. H. Kettle	10	F. D. McCann	2
S. Wild	46	J. R. Band	10	J. Seed	2
J. Long	44	E. Davies	9	T. Sherman	2
J. J. Davies	42	G. Stephenson	9	G. G. Taylor	2
D. Stewart	41	F. Chandler	8	J. C. Band	1
A. Gorman	39	I. A. Thomas	8	F. H. Wood	1
R. Griffiths	37	W. Orrell	7	G. E. Allcock	1
J. C. Futter	33	S. N. Bradley	7	R. R. Austin	1
W. Thorpe	32	E. Buckley	6	D. L. Birchall	1
E. Goodall	30	S. T. Carver	5	J. O. Cooper	1
L. J. Walls	29	J. D. Cranshaw	5	C. Davey	1
D. H. Brown	28	W. P. Rock	5	E. M. Haslam	1
A. Birkby	26	N. Turvey	5	N. S. Heath	1
J. F. Palmer	24	R. Wilson	5	E. L. Killip	1
F. B. Churchill	24	H. Catling	4	G. Newall	1
H. G. Buckley	22	G. Molyneux	4	J. Pitchford	1
L. J. Hill	21	E. O. Morris	4	J. E. Reeves	1
L. Pendlebury	21	F. H. Swift	4	H. V. Rourke	1
J. J. Salt	21	H. Austin	3	P. T. Stephenson	1
F. Perkins	19	R. Barker	3	E. Bright	1
F. E. Marriott	16	E. Haynes	3	S. Del Banco	1
J. E. B. Jones	15	W. Jackson	3	R. Poole	1

There have been 12 meetings of the Committee, individual attendances being:—

H. Green	12	A. E. C. Birkby	10	L. J. Hill	6
T. E. Mandall	12	F. Palmer	10	A. Gorman	5
W. G. Connor	12	K. W. Barker	10	A. Howarth	5
J. Long	12	F. E. Marriott	9	L. J. Walls	4
W. H. Kettle	12	D. Stewart	9	E. Davies	3
J. J. Davies	12	J. R. Band	8	J. J. Salt	—

High light of the year was at Norley on June 14th, when our President completed his 2,000th run. To mark the occasion F. D. McCann made a presentation on behalf of the Club. The presentation took the form of a tankard, suitably inscribed, together with a pipe

and pouch. It was pointed out at the presentation that it was not a prize for regular attendance but a mark of the great esteem and affection we have for our President. Over 2,000 runs in 40 years is no mean achievement and indeed it is an example to us all.

The Club tours have again been carried out successfully, brief details being as follows:—

Autumnal Tints Tour 1951 to Glynceiriog when 18 members and a friend were present. Once again the proprietors at the Glyn Valley Hotel made us very welcome and an enjoyable week-end was had by those taking part.

The Easter Tour was again divided, the more sedate members of the Club going to Glynceiriog, nine members taking part, and the fast element making Malvern their headquarters. There were seven members on this tour which is now used as a training spin for the commencement of the racing season.

The Committee are still very anxious to receive suggestions for Easter Tours in an endeavour to popularise them once again. How we long for the atmosphere of Bettws! So if you have any suggestions for a suitable venue do not hesitate to advise the Committee.

Whitsuntide saw us as usual at Shrewsbury for the Open "100", with headquarters at the Lion Hotel. On this occasion 46 members took part, this being the highest attendance during the year.

At August Bank Holiday week-end 16 members were present at the Bath Road "100".

There has also been a full programme of Club races in addition to the Open "100", details of which will be found in the Hon. Racing Secretary's report.

Mr. L. J. Hill was obliged to resign his office of Captain for personal reasons and Mr. Alan Gorman was elected by the Committee to fill the vacancy for the remainder of the year.

A General Meeting was held at the Pandora Restaurant, Tarvin, on Sunday, March 30th, when a proposal from the Committee that the Club should affiliate to the N.C.U. was defeated. The motion had been put forward by the Committee at the request of those members who wished to participate in massed start events on closed circuits, but in the light of the Union's policy on the question of massed start racing on the public highway the motion had little support when put to the vote.

The best thanks of the Club are due to Mr. Ken Barker for the excellent way in which he has edited the CIRCULAR, which has both informed and entertained us during the year.

The best thanks of the Club are again due to Mr. W. H. Kettle for placing at our disposal each month his office for the Committee Meetings.

Our thanks are also due to George and Peter Stephenson for their work in connection with the production and addressing of the envelopes for the CIRCULAR.

In conclusion, I would like to thank the President and Members of the Committee for their help during the year.

W. G. CONNOR,
Hon. General Secretary.

ODDS AND ENDS

Frank Chandler managed to escape from hospital just prior to Christmas and is hoping to complete the cure in the best possible way—on a trike.

Tommy Mandall has been missing from one or two runs recently due to fibrositis, and we hope he will soon be out and about again for a Club run without Tommy is not complete.

A check up on recently published tables of records standing at the year end shows a fair sprinkling of Anfield names in the N.R.R.A. list. Salty still holds the 100 mile Bicycle record with 4 h. 22 m. 22 s. and shares the 100 Tandem honour with Peter Rock at 44 secs. over 4 hours. Jonas and Blotto's 12 hours Tandem Trike record of 229½ miles still stands and that smashing ride of 256¾ miles in 12 hours on a twicer by Bren and Pitchy has not been bettered in the N.R.R.A. area. This effort topped the then R.R.A. figures, but Bren and Jack had been too modest to give notice to the National body and they were unable to claim the record.

We note with pleasure that Mersey Roader Guy Pullan has been re-elected to the Council of the C.T.C. for his wide but intimate knowledge of all aspects of the game together with great business ability and sound judgment make him eminently suitable for the task of helping to guide this great National organisation which, during 1953, will celebrate the 75th anniversary of its foundation.

With the publication of the December number of the *Cheshire Road Club News* Stan Wild completed twenty years in the Editor's chair and we congratulate our "Chesh" friends and their Editor (who is "Ours" on Saturdays) on the very high standard of their monthly. Twenty years is a long time and editors usually shoot themselves (or get taken for a ride) in much less but the *C.R.C. News* certainly shows no sign of losing that freshness which makes it a joy to read each month.

RUNS

HALEWOOD, 6TH DECEMBER, 1952

I well remember reading many years ago an article entitled *Indecision*, by "Robbie", whose regular weekly features in *Cycling* were the means of firing my youthful enthusiasm, causing me to participate in many "all nights" and "24's", and for a number of years it was my delight to dash up to the "Crown" for an 11 p.m. meal of poached eggs, etc. (what a feed it was!) returning 3 a.m. Christmas morning.

The article previously referred to was, however, written relative to an occasion when, in the throes of indecision, the author pored

over a North Wales map trying out so many "choice" routes that he could not make up his mind until almost too late to go anywhere. I was in precisely the same position on this Saturday, but this time it was a one inch ordnance of Liverpool.

Various routes offered themselves. I could amble gently along the oft-used Sefton, Kirkby, Knowsley line of approach, toying with a cup of special coffee at Cronton, but I forget, Ivy Cottage no longer functions. Another way would take me via Billinge and St. Helens, involving more tricycling and perhaps a few miles of new roads—always an added attraction. Hale was also high up on the list for re-discovery; and so I weighed up the "fors" and "againsts" as time sped on—"Indecision" in its worst form! Eventually I had a brain wave—why not look up George Parr with the hope that he might persuade me to act as a critic of some very fine records which I knew that he possessed. Northway Villa was reached by 3-30 and I put my stratagem to the test. It worked, the ensuing musical entertainment being enhanced by the inclusion of afternoon tea supplied by Mrs. and Miss Parr.

The time passed too quickly but there were only twenty minutes separating us from the "Derby Arms"—what heroes we cyclists are!

Bert Green had ridden leisurely out on his trike and was already sitting in front of a warm fire with Percy and Eddie Morris.

Our arrival was closely followed by Jimmy, Stan Wild, Frank Palmer, Stevie, Albert Preston, Tommy, George Connor, Jack Davies, Len Walls, Ernie Davies and Alan Bretherick, in no particular order.

The call came and in no time sixteen of us were busy dealing with roast duck and Christmas pudding.

The effects of our President's argument with an erring motor cyclist some weeks ago had not entirely worn off and, much against his will, he was persuaded to return by train.

As usual the meal was delicious, but it was heart-breaking to see the amount of unconsumed food—what a chance for Jack!

George and I had to reel off a few miles to our respective homes in Southport and Crosby and were thus reluctantly compelled to tear ourselves away whilst conviviality was at its height.

SOMERFORD, 6TH DECEMBER, 1952

An historical day, this. For the first time in a long and glorious career as a V.C. (no bar yet) I have had a booking refused. Consequently on my way to meet Alan and Eddie I popped in at Stan Wild's for a minute to warn him that the venue was Somerford. Have you ever popped in on Stan for a minute? I trow not. (Good word, 'trow'—wonder what it means? Probably an ingrowing wart.) Anyway, unless you have half an hour to spare, take my advice—pop out! (He didn't come, anyway.)

We therefore set out from Alan's rather late, but nevertheless Eddie and I had a pleasant ride in cold and somewhat icy conditions, whilst a hundred yards behind, so as not to be associated with us, rode Alan Gorman, abject, ashamed, an outcast—on a bike with turned up bars! In the lanes Mrs. Orrell passed us on her bike. Ichabod! Do you say? (Another good word this, though rather kicked to death by previous run writer-uppers.) Anyway, you are wrong! We had just stopped to put our gloves on. We asked her to tell Bren of the *coup d'état* at Dane-in-Shaw, then we just slipped (and slithered) up to the "Coach and Horses", where I asked the lady to tell any Anfielders where to go (no comment). On returning to Somerford, fortunately collecting Hubert and Stan Bradley on the way, we found Bren senior already there.

Half-way through an enjoyable tea Bren junior arrived, having had a lone ride in the Woore area. (Ugh!) He had arrived at Dane-in-Shaw with tongue hanging out only to be greeted with the news that he had another few miles still to do!

On the way home Stan Bradley ("you'll soon catch me up") pounded on the pedals, made a clean breakaway, and was never caught. Hubert had a hangover (non-alcoholic) which was not improved by Eddie's music—"ratchet tread" tyres, loose-stone-covered roads, and tin mudguards.

Despite an odd patch of ice here and there, we eventually reached home without mishap, so bringing to an end another episode in that gripping serial—*For Ever Anfield!*

MOULDSWORTH, 13TH DECEMBER, 1952

After an easy ride out, which boded no good for the return journey, I arrived at Mouldsworth at 5-30 to find only five present. I think we had better make tea-time 6-0 p.m. to suit the Manchester men, who are always the last to arrive.

Jimmy Long, who said he shouldn't have come, arrived *solus*, Tommy having reported sick.

Alan Gorman came on his bicycle much to the disgust of Alf Howarth, who hoped to go home in Alan's van.

During and after an excellent tea a variety of topics were discussed ranging from colour photography to massed-start racing, then as the company broke up there were some fears of icy roads, but we got nothing worse than a drop of rain.

Those present were H. Green, J. Davies, L. Walls, B. Griffiths, J. Long, Orrell senior and junior, W. Thorpe, E. Goodall, P. Williamson, A. Birkby, S. Wild, A. Howarth, A. Gorman, G. Parr, J. Futter.

PARKGATE, 20TH DECEMBER, 1952

It is but seven miles to the "Deeside Café" from the editorial sanctum, yet less than half the distance sufficed for the complete disintegration of a pedal, and after parking the remains in a handy

yard, your scribe completed the journey from Thornton Hough by bus. At the listed venue Frank Perkins was discovered looking disconsolate and muttering "somebody's got to be summoned" whilst Ginner explained that no notification of our visit had been received and that a large party was expected, making it impossible for us to be served.

Then Jacks Seed and Davies arrived and a move was made to try and make other arrangements along the promenade. Jimmy came with Guy Pullan (M.R.C.), then Ben Griffiths hove in sight and was despatched to try his charm on any café showing the merest sign of life; but our luck was out and we had to be content with a cup of tea (each!) and cake at the milk bar. The profit evidently paid the rent for December, for our hostess said "Closed" very firmly when Len Walls walked in a little later.

Jimmy suggested a move to Heswall's "Sundial" which, he said, could be reached in half an hour (he'd forgotten that the Alvis was at home) and most of the party set off thither in search of grub more befitting an Anfield meet. Along the front we found Abdul (no interest whatever in milk bars or sundials) who lubricated his throat in record time and caught the same bus back to town. And so ended the last run before Christmas! Tea and cake in a milk bar! Shades of Hooton, Heswall and Chester!!! But the spirit of Christmas prevailed and gaily we exchanged compliments of the season. Nobody's going to be summoned!

MIDDLEWICH, 20TH DECEMBER, 1952

The morning's rain had given way to a rising wind when the time came to leave home if Middlewich was to be achieved by the appointed hour. A few miles only had been covered when a sharp shower gave promise of worse to come, but after a few minutes' shelter the warning was ignored and the journey continued. Darkness fell and a huge black cloud obscured the heavens with still many miles to be accomplished. Then it came—sudden heavy rain, driven by a fierce and shrieking hurricane in a slanting sheet which penetrated clothing and trickled inside the shoes.

Seven Sisters Lane was the scene and only a leafless tree offered shelter. The trunk bent and snarled. "Traveller, hast no home or is thy journey of dire compulsion?" "The Anfield Club run, if you please" was the whispered answer.

The elements were silenced, the journey resumed, and in due time the glow of the Woodland's windows loomed friendly through the night.

George Taylor put in one of his rare appearances, Hubert was there quizzing English geography which stumped Alf, whose fields are Amazonian. Stan said he knew the answers but wouldn't tell Eddie, Bren senior and junior, Alan or Percy, whilst the Presider said the question did not arise at the Old Mancunian's dinner.

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FIXTURES

FEB.

TEA AT 5-30 P.M.

- 7 HALEWOOD (Derby Arms) GREAT BUDWORTH (Smithy Farm)
9 Committee Meeting, 3 Whitechapel, Liverpool
14 UTKINTON (Smithy Farm)
21 KIRKBY (Cottage Café) SOMERFORD (Sunnyside Café)
28 LYMM (Spread Eagle)

MARCH

- 7 1st "25". H.Q., Traveller's Rest, Highwayside, 4 p.m. start
9 Committee Meeting, 3 Whitechapel, Liverpool
14 UTKINTON (Smithy Farm)
21 HALEWOOD (Derby Arms). Birthday Run
28 2nd "25". H.Q., Traveller's Rest, Highwayside, 4 p.m. start

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,
SOUTHPORT.

NEW MEMBER. Hugh Fletcher, 99 Kingsway, Manchester 19, has been elected to Full Membership.

BIRTHDAY RUN. This popular fixture is being held once again at the Derby Arms Hotel, Halewood, on 21st March. Please make a note of the date and do your best to attend. For those unable to cycle a convenient Crosville bus passes the door (118 from the Pierhead). Please advise me of your intention to attend so that I can make adequate catering arrangements.

EASTER TOUR. Accommodation has been booked at the Lion Hotel, Llanymynech, Mont., for the Easter Week-end. Terms are: Dinner, Bed and Breakfast, 14/6 per head. Accommodation is limited and early application is strongly advised.

W. G. CONNOR,

Hon. General Secretary.

NEWS IN BRIEF

A card from Donald McCann contains news of Frank Chandler, and says "As reported in the January CIRCULAR, Frank managed to escape from Clatterbridge Hospital just before Christmas: 'escape' seems very apt as one of the nurses said he was so glad to get away that he actually *ran* out of the ward. He had Christmas at home but the 'trike cure' is not possible yet. Apparently he had not had enough of hospitals, as, soon after Christmas, he decided to sample the Birkenhead 'General', and at the time of writing (January 17th) is still there". Frank is now home and, we sincerely hope, making good progress,

but in a note to Jimmy he says that more than three months in dock has reduced "what were the finest pair of legs in Wirral to a couple of marrow bones not fit to be cut off and thrown to the dogs".

Tommy Mandall is reported to be better but not yet fit for cycling : we hope to see him on the road before long and by the time these lines are in print he may have made Halewood with the aid of a bus or two.

All except the most recent additions to our ranks will remember Ralph Fer as an enthusiastic rider and a most capable successor to Harold Powell as Secretary. We hear that his sister died recently and our sympathy is with Ralph and his parents whom we were glad to meet on several occasions at Parkgate.

A welcome addition to the archives of the Club, in the form of a fixture card for August, 1885, has reached us from Gilbert Sutcliffe, a Mersey Roader, who needs no introduction in Anfield circles. Gilbert is now resident in Essex and sent the card via Johnny Williams; we are indebted to both these friends for a most interesting relic of past days which we reproduce below.

ANFIELD BICYCLE CLUB

Fixtures for August, 1885.

- Saturday, 1st — TOUR TO HARROGATE—as per Circular.
 .. 8th — CHESTER—Leaving Landing Stage at 4 o'clock.
 Monday, 10th — COMMITTEE MEETING AT 8 O'CLOCK.
 Saturday, 15th — KNUTSFORD—Leaving Head Quarters at 3.30 p.m.
 Tea at "Royal George".
 .. 22nd — 24 HOURS' ROAD RIDE.
 .. 29th — NEWTON-LE-WILLOWS, Leaving Head Quarters at 3.30 p.m.
 Tea at "Pied Bull".

Impromptu Runs from Head Quarters and also from Southern Divisional Starting Point every Tuesday and Thursday Evening at 7.45.

In accordance with the Rules, Straw Hats with Club Ribbon are to be worn from 1st May to 30th September, inclusive.

The Southern Division will start at 3-30 p.m. from Sefton Park (Croxteth Road Entrance) on the Saturday runs, meeting the main body *en route*.

Club House,

8, Lower Breck-rd., LAWRENCE FLETCHER, Hon. Sec.
 Anfield.

N.B.—The Rule regarding “boaters” has since been rescinded and there is nothing to prevent members continuing to attend runs in bowlers after the 1st May if they so desire !

Congratulations to Mark Haslam on the award of the Certificate of Merit of the Cyclists’ Touring Club recently announced in the *C.T.C. Gazette*, which says the award is for “services to the Club in various capacities over a period of thirty years”.

The January issue of the North Road Club’s *Gazette* is the first of Volume 51 and the six hundred and first of the series. We offer hearty congratulations to our N.R. friends on this fine record of an unbroken run and on the very high standard of their journal.

We were delighted to have a letter from 2574415 A.C.2 Stewart, recently written from Hut X69 No. 2 Wing, No. 2 Radio School, R.A.F. Yatesbury, Calne, Wilts., where Don is doing his National Service.

With Marlborough only seven miles away in one direction and the Wiltshire Bacon Co’s factory much less distant in another, Donald is in some good country and is hoping to get a bike down there shortly with a view to getting the miles in for a spot of racing.

There is a cycling club on the camp and, with ideas of joining the Y.H.A., Don is not going to waste such opportunities as residence down south can offer.

Our Birthday Run is to be held once again at the Derby Arms, Halewood, on the 21st March. Please book the date and come along if possible to make it a real Anfield re-union.

RACING NOTES

Another busy season has started and our first two Club events at 25 miles will be run off on the first and last Saturdays in March. The suggested course, which is subject to modification and to approval by the Committee and R.T.T.C. Liverpool Council, will have a start on Tarporley-Nantwich Road (A.51) somewhere near Four Lane Ends and thence via Barrat’s Green to the turn near Wade’s Green. Retrace to Barrat’s Green, left to a point short of Nantwich, turn and along A.51 to finish at or near the start. The start will be at 4.0 p.m. and Headquarters will be at the Traveller’s Rest, Highwayside.

It is hoped that the move to this part of Cheshire will prove popular and that it will be possible to have a real Club run with riders, checkers and spectators sitting down to tea together after the race. At the time of going to press the race was not finally settled mainly because of the severe gale which hampered the measurers (Alan Gorman and his henchmen) on the Saturday planned for the job.

CLUB TOURS

Arrangements are in hand for Easter and Whitsuntide, and accommodation has been booked with the Lions at Llanymynech

and Shrewsbury. George Connor will be glad to have firm bookings as soon as possible as accommodation for the Easter Tour is very limited and rooms at Shrewsbury will not be retained unless taken up well before the '100' week-end. Whilst on the subject of the '100' it is not too early to book a job also ; Len Walls will be only too pleased to hear from volunteers.

RUNS

HALEWOOD, 26TH DECEMBER, 1952

A fine sunny morning heralded a good turn-out, and the first arrivals were assembling in the lounge of the Derby Arms before one o'clock. The Presider was, unfortunately, not feeling up to cycling but arrived by home rails in time to push the boat out. Representatives of Liverpool, Birkenhead and Manchester had already arrived by cycle and were soon joined by the motoring section, private and public. Rex and Bobby Austin, George and Peter Stephenson, with friend, George and Walter Connor, Tommy Sherman and Eddie Morris. Then the Skipper led in some of the Manchester fast pack. Enquiries were made for the invalids—Tommy Mandall, Johnny Band and Frank Chandler, with season's wishes for their early recovery.

Just as Rex called the second round lunch was announced, but as it was only ten past one Bert Green persuaded Sarah to give us another twenty minutes' drinking time. The arrival of Jack Salt (round the earth) and Frank Swift, made up twenty-five for lunch which measured up to the usual high Derby Arms standard.

The Stevies' friend was duly instructed in the art of not passing on the plate and soon conversation was temporarily subdued. Someone started making paper hats from the serviettes, but all Alf Howarth's technology could only make a crumpled mess. George Stevie made up something which he called a boat but the arrival of the Christmas pudding soon put an end to such frivolous activities. The Skipper gave his sub-captains a holiday by collecting the dues and soon the party broke up to pedal, walk or drive their various ways. Those present whom I have not so far mentioned include the following, with the writer's apologies for any omissions: Jimmy Long, Frank Perkins, George Parr, Jack Davies, Bren Orrell, senior and junior, Eddie Goodall, Rigby Band, Percy Williamson, Stan Wild and Don Stewart.

KIRKBY, 27TH DECEMBER, 1952

A thick pall of pea-soup fog hung over Merseyside and I was glad that the Cottage Café was within eight miles of Crosby.

There is a great deal to be said in support of short runs at this time of the year when anything might happen in the way of weather.

I had been literally feeling my way around Bootle and Seaforth all morning and as two o'clock approached, with no improvement

in the conditions, I began to imagine a depleted attendance, but not to the extent of a sixth of those ordered for ! By three-thirty the fog had entirely lifted, leaving George Parr and yours truly, mounted on trikes, to brave the indignant comments of the proprietress alone. A little blarney saved the situation but it will be necessary in future to order on arrival.

A pleasant chat by the huge fire followed when we were joined by another cyclist, who had stayed Friday night at Ingleton, having experienced a little snow and ice, but no fog whatever.

A large wintry moon lit my path home, where I was glad to toast my feet in front of the fire somewhat earlier than usual.

PRESTBURY, 27TH DECEMBER, 1952

This was our usual Christmas party, and what a delightful setting for it ! This charming village is quite unspoilt, at any rate so far as the main street is concerned ; with its ancient church and black-and-white priest's house, its shops with their small-paned bow windows, its old hostleries and houses, it remains the same as it was much more than a century ago. No new building spoils the picture : there is, of course, the inevitable filling-station, with its crude-coloured advertisements, but that is tucked back from the road, round a corner, and at this season of the year there are illuminated Christmas trees outside some of the shops, showing up well in the half-darkness left by the subdued street lamps. Altogether the temptation to "cash in" on "Ye olde —" has been resisted so far as outward show goes.

The White House Café is well in the picture—solid and comfortable with its thick walls and low, beamed ceilings. Nineteen of us, fifteen members and four lady visitors, were gathered there in good time, with the usual exceptions. This was not a bad turn-out, in view of the weather, which had not been at all tempting early in the afternoon, when fog was very prevalent. Harold Catling made one of his too infrequent appearances, "Bick" had come along with Jim Cranshaw, his wife, and Hubert with his wife, old Bren arrived solo, Stan Bradley brought his better-half, Dave Brown came direct and unaccompanied, young Bren, Alf Howarth and Eddie Goodall had been out all day among the hills (fog has no terrors for them), Walter Thorpe brought his fiancée—these, with Alan Gorman, Percy Williamson, Stan Wild, and the Presider, made up the party. The trouble with these cafés is that we cannot get all at one table, but must feed in fours, so that the knowledge of each of what goes on is restricted largely to his own table. At our table the conversation was more or less serious, but we were very interested in Jim Cranshaw's account of his experiences on his many business trips abroad—lucky man !—and heard plenty of laughter at the other tables. We were all very pleased to have with us once more at a Christmas party the "North's Grand Old Man of Cycling", as "Bick" is affectionately called in Manchester cycling circles. With casual chat and mutual

"chipping" the time passed pleasantly and it wasn't until eight o'clock that the party broke up, to go homewards by bicycle or tricycle or car.

FOX INN, RUSHTON, 3RD JANUARY, 1953

Why cycling is more popular in summer than in winter passes my comprehension. On a hot summer day the roads reek of tar and partly-burnt petrol. The trunk roads are an awe-inspiring kaleidoscope of motor-coaches, cars, motor-cycles and butterfly cyclists, nor is there peace in the lanes and byways. Stop where you will the ubiquitous motor-coach will find you. Leave the road and take to the unmetalled field paths and mountain tracks and it is no better, parties of young Amazons in tight, red shorts are everywhere.

In winter it is different. Even the main roads are quiet and the lanes are deserted. With enough frost to bind the ground there is a crisp freshness in the air. No longer have we to endure perspiration, dust and petrol fumes. The conditions are ideal for cycling, especially tricycling.

It was just such a perfect tricycling day as I set my wheels for Rushton by way of Goostrey and Dane-in-Shaw—of happy memory. George Taylor was already there and very shortly we were joined by Stan Wild. Stan is clearly not the man he was. A few years ago he was a confident gourmand but to-day he was worrying. His first words were "Hadn't we better start. Hubert may be coming?"—and he meant it. To humour him and put him at his ease we did start, but really Stan you have nothing to fear. Your capacity may be reducing with the years but you have a mature and polished technique capable of getting the best from any table.

Bren, senior, and Eddie soon joined us with the news that the fast pack would surely be late as they were making a day of it with objectives far outside my orbit. And so it was, for a little after six the Captain arrived leading the bunch by five minutes. By superior tactics he had left them at Cheadle (Staffs.) and thereby gained a place nearer the fire.

Sir Howarth was in his usual form and regaled the party with fantastic but dogmatic assertions on a wide range of matters completely beyond his ken. A point sagely discussed by many of us was whether some of our catering establishments are making fabulous profits out of us or is the Fox Inn being philanthropic in providing a first-class high tea at half-a-crown?

We don't know the answer but as it is against our better natures to snub the philanthropic a few more runs to Stanley's and the Fox Inn are required.

It was a clear, cold night when we left and the journey home was made under ideal conditions.

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

PARKGATE, 17TH JANUARY, 1953

It has happened before at an Anfield run, and we hope that—occasionally—it will happen again: bicycles were—almost—conspicuous by their absence at Parkgate this January afternoon. True, Bert Green and Percy Williamson pedalled through quite a decent day from Manchester. George Parr and Jack Davies were awheel too, and so were Ernie Davies, wife Joan and friend Mary, Brian Jones and Frank Palmer arrived very much the long and short of it, and Brian tells us that he is now six feet four inches in height. Frank Marriott is not the lankiest bloke in the Club any more! Len Walls, Peter Rock and his good lady completed the cycling folk of the party.

Others, from sheer circumstance, had to reach Parkgate by other means, and here we might mention our pleasure at seeing Rex and Mrs. Austin and Stan and Mrs. Bradley from the Manchester area. Alan Gorman and Walter Thorpe, who usually cycle with a return home just before the milkman arrives, provided mechanical transport this year, and with them we were pleased to see Alan's son, Anthony and Eddie Goodall.

Donald McCann brought Jack Seed along; Salty and Elsie had Andrea with them, and Donald Stewart surprised and delighted us by appearing with a very nice young lady. Good for you, Don! Donald is now undergoing a spot of National Service at Yatesbury. Len Hill brought a friend along, and we noticed Arthur Williams chivvying Don Birchall on attaining such a wonderful rotundity!

We were very sorry not to have Tommy Mandall with us, but it was some compensation to have his son, daughter and daughter-in-law present. Please get better soon, Tommy. The party was completed with the arrival of Frank Marriott, wife Mildred and friend Norman Saunders.

After a delightful meal the remaining hour or so of this annual "do" at Parkgate passed pleasantly with an illustrated talk on *Tales of the Saxon Shore*, by Mr. Saunders, the slides being colour photographs in Kodachrome and Ilford colour. These were followed by Frank Marriott showing a few similar colour pictures taken in the Outer Hebrides, Wirral, and the Thames Valley in the vicinity of Wallingford. Len Walls had borrowed another selection from a friend, covering Switzerland, England, Scotland and Wales.

We were very sorry indeed that the projection of these pictures was not quite up to standard, and only afterwards was it learned that the slide carrier of the projector (borrowed for the occasion) had been incorrectly fitted. However, we did learn something of the beauty that colour photography can reveal, and next year we hope to produce something better.

SOMERFORD, 17TH JANUARY, 1953

We were a very small party who met for tea at Sunnyside Café on this third Saturday in January.

When the writer arrived he found Alf and Bren junior already there, and shortly afterwards Stan Wild and Bren senior came in, whereupon we decided to start tea straight away as it did not seem likely that any more would turn up.

Stan was very quiet and well-behaved and even offered to share his poached eggs with the writer who had to wait for more to be cooked.

During and after tea the talk was mostly about the forthcoming N.R.R.A. General Meeting, until, about seven o'clock, the party broke up. The two Brens made straight for home, whilst the writer accompanied Alf and Stan as far as Monk's Heath, where he turned for Macclesfield and arrived home about 8-30, so ending another most enjoyable run.

MIDDLEWICH, 24TH JANUARY, 1953

Just after nine o'clock I started for our meeting point in Wilmslow, and on arrival was soon joined by Alan, Alf and Eddie. Then onwards to Twemlow, where young Bren completed the party.

A duty party this, for we were to work out a suitable "25" course in the Church Minshull, Nantwich, Tarporley area, based on Highwayside.

The morning weather was pleasant and the proceedings amusing, especially at Reascheath corner where we made a few trial runs, after which this section of road was provisionally cut out of the course.

As soon as we got under way after lunch in Nantwich it started to rain heavily, and kept it up in varying degrees until tea.

Pressing on regardless we found an alternative turn point for the the "50" course—this being on the main Ridley Green, Tarporley road. Then we went into the lanes north of Highwayside to decide which were most suitable for ten miles of the "25" course.

Our arrival at The Woodlands was an occasion of note, for we were first there, the time being 5-25 p.m. Percy soon joined us and we set about a very welcome hot meal, during which our number was brought up to nine by Bren senior, Bert and Stan.

On turning out we were very pleased to find it fine, with a clear star-and-moon-lit sky.

In all an enjoyable day; the tea gathering and ride home making more than amends for the wet afternoon.

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 AND
APRIL - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

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

VOLUME XLIX

MARCH AND APRIL, 1953

NUMBER 563

FIXTURES FOR THE MONTH

APRIL

- 3/6 EASTER TOUR. H.Q. Lion Hotel, LLANYMYNECH
Alternatives.
4 KIRKBY (Cottage Café) SOMERFORD (Sunnyside Café)
11 GREAT BUDWORTH (Smithy Cottage)
13 Committee Meeting, 3 Whitechapel, Liverpool
18 1st Club "50". Dressing accommodation, Red Lion, Christleton.
The Gowig Café, Stamford Bridge, is available for meals up to
6-0 p.m.
25 UTKINTON (Smithy Farm)

MAY

- 2 NORLEY (Woodfield Café)
9 3rd "25". H.Q., Traveller's Rest, Highwayside
11 Committee Meeting, 3 Whitechapel, Liverpool
16 GREAT BUDWORTH (Smithy Cottage)
23/25 Open "100" Week-end. H.Q., Lion Hotel, Shrewsbury

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,

SOUTHPORT, LANCS.

CHANGES OF ADDRESS. S. J. Buck, 6 Victoria Drive, West Kirby, Wirral; H. Catling, 57 Kingston Road, Didsbury, Manchester 20.

OPEN "100" WEEK-END, 23/25 MAY, 1953. Accommodation for 25 has been reserved at the Lion Hotel, Shrewsbury, for the Whit week-end. More than half of this accommodation has already been spoken for, so will those members who intend to stay at the Lion and who have not already given me their names, please do so as soon as possible in order to avoid disappointment.

W. G. CONNOR,

Hon. General Secretary.

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.

THE CIRCULAR

Once again it becomes necessary to issue a combined number for the simple reason that, even a fortnight after closing time, the matter submitted for publication in the March issue was insufficient to fill two pages.

This may have been due in part to a particularly inactive spell so far as the Editor was concerned but it is also true that reports of club runs are often very late or do not arrive at all.

As the *Circular* runs away with a very large proportion of the Club's annual income it must fail in its purpose unless it gives news and views of the widest possible section of the membership; this object can only be attained when there is a steady stream of matter submitted to the Editor and, in particular, members can assist by writing reports as soon as possible after the event concerned and not wait for closing time.

RACING NOTES

First blood to Ben Griffiths this season. As reported elsewhere he clocked fastest time in the first Club "25", narrowly beating Bren Orrell (who collected the handicap prize) and John Futter. Nice work, Ben!

In the Manchester Road Club medium gear "25", Alf Howarth clocked 1.8.20 and Bren Orrell 1.8.51, two sterling rides on an extremely tough morning when B. J. Higginson, of Halesowen, who is usually home, changed and shaved inside the hour, could only manage 1.3.24.

Dates for Club events, in addition to the two 25 mile events held in March, have now been settled and members may care to note these for future reference: 25 miles, headquarters, Traveller's Rest, Highwayside, on May 10th and September 5th; 50 miles events, on same course as last year, on April 18th, June 6th and July 11th.

The Open "100" is, of course, on Whit Monday and Len Walls will be glad to have offers of help.

In view of the recent R.T.T.C. decision regarding clothing, the Committee gave careful consideration to the question of club jerseys, and make the following recommendation, *viz*: That the club jersey shall be black with narrow Royal blue band at neck and end of sleeves and that the name of the Club should not appear. It is emphasised that this is a recommendation and not a rule and the Committee feel sure that where it is not yet possible to follow this recommendation, members will continue to observe that discretion in attire which has been noted during past racing seasons.

N.R.R.A. PLACE TO PLACE RECORDS

At the N.R.R.A. Annual General Meeting, mentioned elsewhere in this issue, the following amended times were accepted as lowest standards for claims to records :—

	Bicycle		Tricycle	
	Single	Tandem	Single	Tandem
Manchester—Carlisle	5h, 25m	5h, 0m	6h, 0m	5h, 30m
York—Berwick	6h, 50m	6h, 10m	7h, 30m	7h, 0m
Lancaster—York and back	8h, 10m	7h, 35m	9h, 0m	8h, 30m
Liverpool—Lincoln and back	13h, 20m	12h, 40m	14h, 30m	14h, 0m

NEWS IN BRIEF

We offer the deepest sympathy of our members to Rex Austin and Jimmy Long in the loss each has sustained through the death of his mother.

Frank Chandler is home but confined to his room quite unable to walk. When last seen he was hopeful that a visit to the hospital for new out-patient treatment would bring some chance of an early return to activity and we look forward to including a really cheerful bulletin in our next issue.

The Annual General Meeting of the N.R.R.A. was held on the last day of February and a Manchester correspondent says it was a real delight to see Mr. Bick (now in his 79th year) fit and well able to take the chair and conduct the meeting so successfully that he was unanimously elected President of the Association for the twentieth consecutive year. Among the Vice-Presidents re-elected were Rex Austin, Bert Green, Louis Oppenheimer and Percy Williamson. Bert and Stan Wild were elected to the Committee and the panel of official timekeepers now includes the names of Stan Wild and Mark Haslam, both of whom, we note, are also official R.R.A. timekeepers.

It is good to see Tommy out and about again even if, as yet, unfit. He says that anything over "eights" is quite an effort but in the excitement of meeting him again we omitted to make sure whether he meant m.p.h. or pints.

Some thirty-five members foregathered at Halewood to celebrate our seventy-fourth anniversary. A report will appear in our next issue but we cannot let pass this opportunity of expressing thanks to George Taylor for a magnificent display of colour slides and to his henchman, Harold Catling, for fiddling the magic lantern so successfully. How nice it was also to see Mr. Bick, Bob Austin, Zam Buck and Walter Cotter (the Mayor of Pulford) all of whom find difficulty in being with us as regularly as they (and we) would like.

Jimmy heard from Robbie (Himself) recently ; he could be worse and would prefer to be better, but at any rate he is still in circulation and we look forward to the day when his perambulations bring him into Anfieldland again.

We are indebted to the *Southport Visiter*, dated the 17th February, for the following front page news of Bert Lloyd, which will interest his many friends in the A.B.C. :—

“ THE CASE OF THE ‘HIGH’ RABBIT

A rabbit shot last December was brought into Southport Magistrates’ Court yesterday as an exhibit in a poaching case. When it was produced in court a month ago it was said to be ‘rather high’, and yesterday Superintendent W. H. Lloyd said it was in an awful state.

The case was adjourned, and Superintendent Lloyd asked whether the rabbit could be destroyed.

‘It has been produced on two occasions. Could the court agree that it is a rabbit, and it did in fact exist?’ he said.

Mr. B. J. Hartwell, Magistrates’ Clerk : ‘The magistrates have no power to order its destruction until they have finally dealt with the case’.

Superintendent Lloyd : ‘Would the court like to take charge of the rabbit?’

Mr. Hartwell : ‘No, thank you’.

Superintendent Lloyd : ‘Well, if your worships will now hear another case in which this constable is involved, he will be able to leave the court and take the rabbit with him’.

‘The rabbit was wrapped in brown paper.’

How we would have liked to hear Bert’s own version at a ‘Tea Tasters’ gathering in Willaston !

R U N S

KIRKBY, 24TH JANUARY, 1953

I have a great aversion to commencing a ride encased in water-proofs, thus I was pleasantly surprised when, at a little before 4 p.m. the rain ceased, and the western sky became streaked with blue.

It was too late to make a ride of it so I took the shortest route to the Cottage Café, leaving George Connor to find his own way from Southport.

It looked suspiciously like being a repetition of our previous disastrous fixture at this very excellent appointment, until Jack Davies and George Parr, on his inevitable barrow, turned up, closely followed by Frank Perkins, via British Railways, and Palmer, our Secretary, being conventional, cycled.

The arrival of our old friend Johnny Williams, Mersey Roads, brought the conversation back to cycling. He produced for our inspection a C.T.C. Handbook and Anfield Fixture Card of 1885

vintage. These originally belonged to Dave Fell but were passed over to Johnny by Gilbert Sutcliffe with permission to hand them to the A.B.C. should he so desire. I understand this has been done and they will become valuable additions to our archives.

From the small but neat fixture card we read, "Newton-le-Willows for tea Straw hats will be worn, May to October"

What a thrilling sight is conjured up of these uniformed stalwarts of years gone by, mounted on ordinaries, ploughing through the mud and experiencing hazards of which we know so little these days !

George Molyneux was a very welcome addition to our select party, but we miss the two irrepressible characters, Tommy and Jimmy, without whom no club run appears to be complete.

The meal over and still we talked "bikes" until the lateness of the hour stirred us into activity.

The thirsty ones disappeared into a "milk bar", leaving George and the writer to wend our solitary ways northwards.

LYMM, 31ST JANUARY, 1953

This was an afternoon on which only the fervent enthusiast could eagerly desire a long ride in the cold north-westerly gale, and I felt grateful to our ever-wise Committee that the chosen venue was a mere fifteen miles distant from home.

A description of the journey would have little interest to the reader, though to the writer there was that thrill of gently making headway into the gale by smoothly turning a small gear and avoiding tiring thrusts. The first seven miles was through suburbia, but at Shepherd's Cottage one enters a section of Cheshire which, in spite of its proximity to Manchester, attracts comparatively little traffic and has preserved the characteristics of a remote countryside.

It has its mansion of Dunham Hall standing in an extensive park and villages like Dunham Town and Dunham Woodhouses which have changed little in the present century.

The warmth and shelter of the inn was a pleasant contrast to the cold gale and a double pleasure was the sight of Rigby Band and George Parr refreshing themselves at the bar where I quickly joined them. Eddie Goodall was the only other member present at that time, but Hubert Buckley and Stan Wild soon joined us.

Hubert told us of his efforts to take the keener edge off the wind by tacking away from the main route from Macclesfield and how a mishap with a displaced grid the previous Saturday had prevented his appearance at Middlewich. The company and conversation were so delightful that it was long past the appointed time when we moved to the dining room.

Alan Gorman and Alf Howarth increased our number to eight and Alf announced, as if in expiation, that even if they were late their arrival had strengthened the attendance by some percentage

or other, a fact which he had deduced even whilst disposing of his dinner.

Though numerically small it was a thoroughly enjoyable gathering though we missed our Presider, who was representing the Club at another function and, as Stan remarked, no doubt singing for his supper.

We were unaware at the time of the distress which was being experienced on the East Coast or we should have been more grateful that we could endure the gale so easily and enjoy our Club run with so little extra effort.

UTKINTON, 14TH FEBRUARY, 1953

On arrival at Smithy Farm via the snow clad heights of Delamere Forest three hardy cyclists were already gathered round the fire, namely, Jack Davies, John Futter and Dennis Johns. Keeping them company were three motorists, not so hardy perhaps but none the less welcome—the Presider, Percy Williamson and Driver Stan Bradley. Rigby Band, George Parr and Len Walls arrived in quick succession to make the party up to nine.

Eighteen eggs having been allocated, Sub-captain Howarth and Bren Orrell, junior arrived to start the second sitting, Percy having saved his strength by motoring out rapidly, expended it by wielding an out-size tea-pot for nine thirsty Anfielders. Then Bren senior turned up looking fitter than ever to make the party a round dozen. Stan Wild had been sighted some hours earlier heading in the general direction of Utkinton and his non-arrival began to cause the President some anxiety. However, this was soon dispelled by the appearance of the smiling Stan himself. Being so surprised at riding on dry roads he had put in a few extra miles of training and either forgotten the time or collected a packet, he did not say which.

Jack Davies made the first move in case the lane down to Cotebrook called for walking. George Parr and Rigby having taken the precaution of carrying an extra wheel, gave him five minutes' start and then—out into the cold, cold, snow.

LYMM, 28TH FEBRUARY, 1953

The afternoon was sunny, but the air was heavy with mist as I left Liverpool bound for the afternoon rendezvous. Most Anfielders had already arrived, a good meal was enjoyed by all and was followed by an apology for coffee, over which we discussed the possibilities of the coming racing season. Best of luck to all you *lucky* racing men !

Anfielders present were H. Green, T. Mandall, A. Gorman, F. Churchill, H. Buckley, S. Wild, G. Parr, A. Birkby, E. Goodall, A. Howarth, G. Stephenson, P. Williamson, S. Bradley, J. Futter, E. Buckley, A. Bretherick, B. Orrell, G. B. Orrell, R. Griffiths.

The ride home through ground mist was bearable until I parted company with Fred Churchill at Warrington, then I ran into thick fog for the remainder of my journey.

CLUB "25", HIGHWAYSIDE, 7TH MARCH, 1953

That aptly-named H.Q. for the Club "25", the 'Traveller's Rest', looked attractive in the spring sunshine when the President, Alfred Howarth, David Brown and the Captain arrived there about 3 p.m. The mild weather and light breeze promised a pleasant time for racing men, checkers and lookers on. Bicycles tuned up and speed habiliments donned, the boys reported to Stan Wild who was to time the event. Another welcome face at the start was that of ex-captain Rock, whose attendances are fewer than we should like. Alan Gorman began the Anfield racing season, departing for Wades Green followed at intervals by David Brown, Alfred Howarth, John Futter, Bren Orrell and Ben Griffiths, the remainder of the field having decided not to start. A quick left turn at Barrats Green where Eddie Goodall was stationed, past Harold Catling and Percy Williamson marshalling to arrive at the first turn, where Hubert Buckley loomed large in the narrow lane. Back to Barrats Green, where Goodall's watch disclosed the pattern of the finishing sheet.

At the head of affairs was Cheery Griffiths, who had taken only 33.30 for 13 miles mostly over an indifferent surface. His lead was of only 10 seconds on the Anfield's big gun, John Futter, Bren Orrell and Alfred Howarth, both on 71-inch gears followed quickly in 34.0 and 34.5. The Captain and David Brown bringing up the rear in 35.20 and 39.35. Turning south east towards Nantwich, a fast road and a helpful wind assisting, Bren senior and Mrs. Orrell at Dorfold Hall were soon reached, the riders glimpsing on the way Jack Salt at Burford Cross Roads. Times taken at the turn showed Griffiths to be clinging to his slender lead in 46.26 for the 18½ miles. Young Bren displacing John Futter was next in 46.53, John 46.54, Howarth 47.27, Gorman 49.5, and Brown 55.1. The remainder of the race was a slogging match, at least I was slogging and I suspect that even the young and fit were in a bit of difficulty, Bren Orrell was fastest on this stretch but his gain on Griffiths was not sufficient for victory.

The final result was :—

		Actual	All'ce	Handicap
1.	R. Griffiths	1.5.15	1.30	1.3.45
2.	B. Orrell	1.5.34	2.15	1.3.19
3.	J. C. Futter	1.5.54	15	1.5.39
4.	A. Howarth	1.6.23	2.0	1.4.23
5.	A. Gorman	1.8.53	4.0	1.4.53
6.	D. H. Brown	1.17.2	11.30	1.5.32

And so we had a new name on the list of Anfield Club event winners and the Orrells carried off another prize for the collection. Twenty members and a friend were present at a jolly fine tea. Round the table in addition to the afore-mentioned were D. John, L. J. Walls, G. Parr, T. E. Mandall, and J. Long, the last-mentioned pair remaining to hold the bar up when all the rest had departed.

UTKINTON, 14TH MARCH, 1953

This was the best day of the winter, the sun shining forth with a spring-like warmth which made the wearing of gloves, headgear and scarf unnecessary for the first time for months. The wind was slight and with an early start I made excellent progress along the main Chester highway.

Crabtree Green came so easily that I was tempted beyond and soon I was making the long descent of Kelsall Hill with its fine views of the Welsh hills and the Peckfortons. Just beyond Stamford Bridge I turned left along the narrow lane to Cotton Edmonds and in a mile or so joined the always interesting pack-horse way which crosses the Gowy by three of the finest pack-horse bridges in the country. The improvement in the surface of this lane since the war has resulted in it becoming very much more popular as a through route than hitherto, but it is far enough from Manchester to be a pleasant change at any time. True it is that distance lends enchantment.

Despite the warmth of the afternoon the air became very cold as the sun sank lower in the western sky and I welcomed the chance to generate a little more heat along the climbing road from Duddon, and reached Smithy Farm all of a glow. Here I joined a goodly throng of members at an excellent tea. The Presider was there dispensing geniality in his usual generous fashion, ably assisted in the process by Vice-President Tommy, "Money-Bags" Long and Arthur Birkby. Later came Percy Williamson, Jack Davies, Frank Perkins, Stan Wild, Ben Griffiths, John Futter, George Parr, Eddie Goodall, the two Brens and Alan Gorman. Food is the spice of life until hunger has lost its edge, and then comes the best part of the run. Pipes and cigarettes are lighted and conversation follows its usual diverse pattern, keeping everybody so interested that the time to depart comes all too soon.

It was certainly a cold night and as we plugged into a steady east wind it was with some sadness that it was realised that we are not as fit as we thought on the way out.

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- 11 Committee Meeting, 3 Whitechapel, Liverpool
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- 23/25 Open "100" Week-end. H.Q. Lion Hotel, Shrewsbury
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JUNE

- 6 2nd Club "50". Dressing accommodation, Red Lion, Christleton
- 8 Committee Meeting, 3 Whitechapel, Liverpool
- 13 GREAT BUDWORTH (Smithy Cottage)
- 20 BARTINGTON (Tall Trees Café)

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,

SOUTHPORT, LANCs.

OPEN "100". There is still some accommodation available at the Lion Hotel for the Whit week-end. If you are intending to be present at the "100" this year and are requiring accommodation at the Lion please let me have your name immediately as it is intended to cancel all unreserved rooms at least a week before the holiday.

CHANGE OF ADDRESS. N. S. Heath, The Lodge, Bayston Hill, Shrewsbury.

W. G. CONNOR,

Hon. General Secretary.

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.

THE HUNDRED

The fifty-fourth Anfield "100" will be run off on Whit Monday, May 25th, and its success (we nearly added "or failure" but that is unthinkable) depends on the willing help of the greatest possible number of members who can get spread around the course.

Merely being on the course is not enough for there are jobs enough and to spare for all to be served, and it is due to the Club and to Len Walls, who has gallantly shouldered the main responsibility, that if at all possible, our members will turn out and *ask* for a job in advance. Good friends of kindred clubs have once again offered assistance and it will be a pleasure to give due acknowledgement of their help in our report of the event.

If you are not already on Len's list will you send a card right away to L. J. Walls, 40 Regents Way, Higher Bebington, Wirral, Cheshire, indicating where you will be staying and whether on bicycle or car.

RACING NOTES

Two club events are reported elsewhere in this issue and it will be seen that Ben Griffiths followed up his win in the first "25" by taking fastest and first handicap prizes in the second also. John Futter proved fastest in the first "50" with an excellent ride of 2h. 9m. 12s. Bren Orrell was second in both events as he was in the first "25".

In the W.C.T.T.C.A. "25" on the 12th April, John Futter was second fastest with 1h. 2m. 48s., only four seconds behind the winner, J. Williams (B.N.E.C.C.). Ben Griffiths was fifth with 1h. 3m. 25s. and Bren Orrell recording 1h. 4m. 45s. the Anfield took the team award.

On the 26th April we had a team in the W.C.T.T.C.A. "30", Bren Orrell clocking 1h. 16m. 42s., Alf Howarth 1h. 17m. 8s. and Alan Gorman 1h. 21m. 32s. Fastest time of 1h. 15m. 3s. was returned by Clarke of the Birkenhead North End C.C.

ODDS AND ENDS

Frank Chandler is able to report a slight improvement due to some new treatment he is having but progress is disappointingly slow and it seems likely that it will be nearly six months before he is fit again.

In a report of the Golden Jubilee Dinner of the Douglas C.C. it was recalled that the team award in the Anfield "100" of 1919 was won by D. McInness, D. Quinn and J. Reid, members of this famous Club whose history makes up a large part of the story of Scottish cycling.

Other celebrations held recently include the Golden Jubilee of the Charlotteville C.C. which coincided with the Silver Jubilee of their famous Easter "50". Seventy years old and still going strong

is the Finsbury Park C.C. which has bred many fast and famous riders including Jack Lauterwasser, first to beat "evens" in a 12 hour competition ride.

The recent Budget reduced from 33 $\frac{1}{3}$ % to 25% the Purchase Tax on bicycles and accessories, a small enough concession but definitely a move in the right direction.

For various reasons the week-night meet of the Wirral and North Wales contingents has been switched to Tuesdays and a new venue the Nahoon Café, Two Mills is to be tried. Len Walls, the Treasurer and Editor have been meeting the Broughton lads and hope that others will join in. We haven't yet had Len Hill out from his new residence at Heswall but perhaps he'll find his way to the Mills before long.

CONTROL OF ROAD SPORT

After twelve years of dissension following upon the emergence of the British League of Racing Cyclists it would appear that a reasonably acceptable agreement has now been reached between the R.T.T.C., the N.C.U. and the B.L.R.C. under which each body has absolute control in certain spheres of racing and suspensions by any of the three bodies are to be recognised by the others.

The R.T.T.C. will control time-trialling and Team trials, the N.C.U. will exercise jurisdiction over all "in line" racing other than on open roads and the B.L.R.C. has control of mass start racing on the open road up to a maximum of 750 events per year.

In addition, the N.C.U. may also promote up to 250 events each year on the open road restricted to amateurs and "aspirants" a new class of rider who is allowed, *for one year*, to compete against professionals and independents but whose performances must not be advertised.

The next issue of the *Circular* will contain a report of the "100" and the Whit Tour generally. Members in Shropshire for that week-end will greatly assist towards a really comprehensive report if they send notes concerning interesting happenings or personalities seen on or around the course but please note that *prompt* reporting is essential as it is hoped to get the "100" number out quite early in June.

Run reports and news items for that issue should be bright, breezy and brief and should reach the Editor as soon as possible so that the available space can be planned out.

If the Road Transport Lighting (Rear Lights) Bill becomes law, and it recently received a Third Reading in the House of Commons, it will be necessary for bicycles and tricycles to carry, during the hours of darkness, a reflector in addition to a live rear lamp.

Red Slips will be issued next month. If you are eligible but do not desire to take delivery, then a remittance to the Hon. Treasurer, or

the bank as detailed elsewhere, will save everyone a lot of trouble. You have been warned !

Manchester members are mourning the passing of "The Hinge" over which Alf Howarth, and behind which the others, spent so many gloriously uncertain hours.

We note from the *Bath Road News* that there were no less than eight contestants for the post of Editor at their A.G.M. held at the end of January, and we offer greetings, and sympathy, to H. N. Binham who emerged triumphant from the fray. This is Bin's second dose of blue-pencilling and we should dearly love to know if he really likes it or merely needs the money !

R U N S

SOMERFORD, 21ST FEBRUARY, 1953

Even though club runs are a rather infrequent luxury at the moment I must say that as I dashed towards Wilmslow to meet Alan, being late as usual, things seemed much as they always were. By luck and a certain amount of puffing and blowing I managed to arrive at the Rex Cinema by the appointed hour, in fact, I even beat Alan by a very short head.

We rode out through Alderley and Chelford and once beyond there we turned into the lanes and potted along in a leisurely way with frequent stops.

Despite this we were met with an empty and silent room at the café which gave us the privilege of watching the faces of the regulars appear in the frame of the doorway and of listening to their owners as, after selecting and occupying the various vantage points around the table, they added their little to the general hubbub of conversation.

The meal was well under way when I walked the last of the party—Alf and Young Bren—"No—not been far—over to Holyhead for lunch—messed about in the lanes on the way back—must start training and get some miles in next week".

The meal finished and paid for (John F. and Ben almost managed to slip away first but Mr. Howarth managed to catch them at the door) and they had just departed Wirralwards and we thought we had got rid of all foreigners when I walked Frank Slemen with Don Lyford and George Moore of *Cycling*, the latter only just visible through a mass of miniature camera gear.

The visit was in connection with an article on cycling in South Lancashire and the ensuing conversation brought out many yarns of riding in the 20's.

After numerous photographs had been taken indoors a move was made towards the road ; a final shot with the camera as we set off

towards Sweatenham and we all felt that this had been an Anfield run with a difference.

Members out were the President, Stan Wild, Percy Williamson, Hubert, two Orrells, Alan Gorman, Alf Howarth, Eddie Goodall, John Futter, Ben Griffiths and Walter Thorpe.

HALEWOOD, 21ST MARCH, 1953

I was a trifle disappointed that the number of members attending on this red letter day was only 35 but those of us who did make the effort were well rewarded and we had with us a few faces that are to be seen only on runs such as this.

A fair amount of chivvying was necessary to get certain people out of the bar and up to the dining room where we had an even better feed than usual, which is, as you know, saying something. Afterwards we were treated to a really splendid display of coloured slides made from photographs George Taylor had taken during tours in the North and West of Scotland. George in his customary modest fashion entertained us for a full hour and I think I speak for the majority when I say that we would have been very sorry to miss such a grand show. Harold Catling operated the machinery and Frank Marriott held a watching brief in the focussing department. We broke up at about 8-30, the eastbound contingent having no option but to go through Warrington as the Transporter was closed following a serious accident that afternoon. I am prepared to argue though, that Percy's way is not the nearest, but no matter, we had a comfortable ride, except, perhaps, for Hubert whose bike was built for strength rather than speed. We had with us the following: The President, E. Buckley, Zam Buck (with a capital B), W. E. Cotter, Rex Austin, R. Band, T. Mandall, H. Buckley, T. Sherman, G. Stephenson, J. Long, W. G. Connor, A. Howarth, B. Orrell, J. J. Salt, H. Fletcher, D. Brown, J. Davies, A. Gorman, G. Parr, G. Taylor, P. Williamson, H. Catling, K. W. Barker, F. E. Marriott, L. Walls, W. Orrell, A. Birkby, L. Hill, A. Bretherick, D. L. Birchall, Bob. Austin, W. H. Kettle, F. H. Swift, G. Molyneux and one very welcome visitor in the person of Johnny Williams of the Mersey Roads Club.

2ND CLUB "25"—HIGHWAYSIDE—28TH MARCH, 1953

A strong "sou-wester" forebode rough going in some stretches. Pusher-off was Bryan Jones, who, having just recovered from a bout of tonsillitis, breathed heavily over all his rivals. First man off was "Big 'Ed'" Salt, followed by "Bomber" Brown, "Hammer" Thorpe then "Sartorial" Goodall, Ben Griffiths ("The Menace"), "Thrashing-Machine" Orrell, "Tiger" Futter, "A.B.C." Gorman and last, but by no means least (fanfare of trumpets!) "Spider" Howarth.

Note: "A.B.C." = "Anti-Bop-Cut".

It was fast on the first leg, past Tommy and Jimmy at Barrat's Green, Stan Bradley at the "Boot and Slipper" and Bert Green at the "Little Man". At this point Futter and Griffiths were roughly level (12m. 30s.) followed closely by Orrell (12m. 40s.). A little further on, however, disaster overtook Futter in the form of *GEAR TROUBLE* (I make no comment, though I am sure the Old Traditionalists in the club will : no bad language, gentlemen, please !) He waited for the rest of the field to catch him, then spent the remainder of the race trying out his massed-start tactics on a struggling Howarth.

Percy turned us at Wade's Green, and the next stretch of five miles, on the exposed lanes back to Barrat's Green, was like riding into black treacle, and dispelled any doubts as to the direction of the wind.

Down to Nantwich, where Bren Snr., and Mrs. Orrell turned and took times showing Ben to have a lead of 50s. over young Bren as he entered the final stretch, with everyone "pressing hard", in every sense of the word. But there was no holding an ebullient Griffiths, who continued to increase his lead with every thrust, and flashed past Timekeeper Wild with 1h. 4m. 57s., a truly superb ride on a hard day, and for which he also quite deservedly took first handicap.

There was a scrumptious tea, followed by the usual chat, which was enjoyed by all those already mentioned, plus Ira Thomas, George Parr, Jack Davies and Frank Perkins.

The final result was :—

	H/cap	Inter: Checks	Finish	H/c. Time	
R. B. Griffiths	1	12.30	47.40	1.4.57	1.3.57
B. Orrell	1½	12.40	48.30	1.6.23	1.4.53
A. Howarth	1½	13.27	50.00	1.7.40	1.6.10
A. Gorman	3½	13.20	50.00	1.8.34	1.5.4
J. C. Futter	Scr.	12.30	52.00	1.9.20	1.9.20
W. Thorpe	—	13.45	54.10	1.14.0	—
J. E. Goodall	9¾	14.25	56.00	1.15.15	1.5.30
J. J. Salt	7¼	14.20	55.50	1.16.45	1.9.30
D. H. Brown	11¼	14.35	57.55	1.18.12	1.6.57

SOMERFORD, 4TH APRIL, 1953

Sprayed with whitewash and daubed with paint, I ambled down to meet Alf, leaving behind a house in the midst of its annual beauty treatment. On meeting we decided to head towards Whalley Bridge, which, when reached, left us with two choices of route. Alf objected to the first as it was "a pig of a climb" and also to the second because "it always snows when he goes that way".

As you may remember, it was a bright sunny afternoon with not the slightest chance of snow, so I was able to persuade him to take the second route over to Buxton and up the Cat and Fiddle towards Macclesfield. Then as we toiled upwards it happened! Those who know the country around the Cat and Fiddle will understand when I say the sun appeared to be snuffed out, a black cloud spread across the sky, the wind blew and it began to snow

The descent, fast though it was, taken with a frozen Howarth armed with an 18-in. pump in hot pursuit, apparently was not fast enough, for on reaching Macclesfield we realized *WE WERE GOING TO BE LATE*. However, with the aid of a compass we managed successfully to negotiate a short cut, arriving last but not too late to join Dave Brown, the two Brens and a friend, Charlie Ross at tea.

GREAT BUDWORTH, 11TH APRIL, 1953

A small party had already gathered when I arrived at Budworth after an unexpectedly easy passage in view of the direction of the wind.

I think we should come here more often for we get a very good meal at a reasonable price, and it provides a pleasant run into good country; there are not so many tea-places available that we can afford to neglect any that fill the bill as this does.

It was nice to see our President turn up at a run under his own steam again after using buses, trains and cars for much of the winter. Perhaps we can now look forward to those inseparables, Tommy and Jimmy doing likewise one fine day.

Others present on this occasion were: Messrs. Brown, Goodall, Gorman, Howarth, Thorpe, Churchill, Wild, Orrell senr., Davies, Williamson, Bradley and Parr.

EASTER TOUR. No report on the Easter Tour has come to hand so far but it is hoped to include a record of this fixture in our June issue.

FIRST CLUB "50", 18TH APRIL, 1953

Owing to the fact that the Cheshire Hunt Point-to-Point Races were being held at Ridley Green on this afternoon a hurried change was necessary in our course to avoid the riders becoming mixed up with cars leaving after the last race.

A slight alteration to the start and finish made it possible to turn on the outskirts of Nantwich and cut out the Whitchurch—Tarpoley Road.

Percy, Stan and the writer went with Russ Barker in his car to check and hand up drinks at the turn where the first arrivals were Ben Griffiths, closely followed by Young Bren with John Futter about a minute behind.

After a dash to Broxton Bank (approx. 45m.) with more drinks, we found John first on the road with Ben and Bren on his heels, and these two lads must have been scrapping it out for some twenty miles during which Orrell junior had turned a 14 sec. deficit into a lead of several seconds.

There were eight starters and seven finished; Walter Thorpe, finding he had not been getting enough miles in for real fitness, desisted at Whitchurch on the return journey. However what was lacking in quantity was made up in quality, five of the seven beat 2-20 and this on top of the excellent leading times leaves us with good reason for expecting to see the Club's name taking its proper place among the leading "Open" teams.

In addition to those already mentioned, members spotted at the finish were the President, Tommy Mandall, Timekeeper Long, "Gunner" Williams, Rigby Band, Dennis John, Peter Rock and Bren senior with Mrs. Bren.

Results were as follows:—

	H/c.	mins.	25 miles	50 miles	H'cap time
1. J. C. Futter	Scr.		1.3.39	2.9.12	2.9.12
2. B. Orrell	4		1.5.55	2.12.30	2.8.30
3. R. Griffiths	3½		1.4.39	2.13.2	2.9.32
4. A. Howarth	3		1.8.5	2.16.15	2.13.15
5. A. Gorman	5		1.8.58	2.19.47	2.14.47
6. E. Goodall	12		1.16.7	2.35.32	2.23.32
7. D. H. Brown	25		1.17.48	2.36.21	2.11.21
W. Thorpe	12		1.14.32	D.N.F.	—

STOP PRESS

Will all those intending to be at the "100" please contact Len Walls immediately, as we are having the utmost difficulty in finding enough helpers.

This has come about owing to many firms working on Whit Monday and closing on June 1st and Coronation Day.

THE SUCCESS OF THIS EVENT DEPENDS ON YOU.

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



JUNE - 1953

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
1953	J. F. Cockayne	Nottingham Wheelers	4.25.12

ANFIELD CIRCULAR

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

VOLUME XLIX

JUNE, 1953

NUMBER 565

FIXTURES FOR THE MONTH

JUNE

- 6 2nd Club "50" (Dressing accommodation, Red Lion, Christleton)
- 8 Committee Meeting, 3 Whitechapel, Liverpool
- 13 GREAT BUDWORTH (Smithy Cottage)
- 20 BARTINGTON (Tall Trees Café)
- 27 UTKINTON (Smithy Farm)

JULY

- 4 KIRKBY (Cottage Café) RUSHTON SPENCER (Fox Inn)
- 11 3rd Club "50" (Dressing accommodation, Red Lion, Christleton)
- 13 Committee Meeting, 3 Whitechapel, Liverpool
- 18 HIGHWAYSIDE (Traveller's Rest). Photograph Run

Would members attending the run to Bartington on June 20th be as prompt as possible please. Tea will be served at 5-30 p.m. prompt.

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,
SOUTHPORT, LANCs.

THE LATE CAPT. J. PARK, R.D., R.N.R. At a Committee meeting held on May 11th, the President referred to the loss the Club had sustained by the death of Capt. J. Park, R.D., R.N.R., and a resolution of deepest sympathy with his relatives was recorded.

PHOTOGRAPH RUN. It has been decided that the Photograph Run will be held on July 18th at the Traveller's Rest, Highwayside. It is hoped that as many members as possible will attend in order to make the photograph as representative as possible. If you are not a regular attender at Club runs, please advise of your intention to be present so that I can make the necessary catering arrangements.

APPLICATION FOR MEMBERSHIP. William Edwin McWhinnie, 3 Derby Grove, Maghull. Proposed by J. J. Davies, seconded by T. E. Mandall.

W. G. CONNOR,
Hon. General Secretary.

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.

THE HUNDRED

Two years ago a hurried consultation was necessary at the start of our "100" when one, J. F. Cockayne, created a sensation by notifying an improvement to 4.17.53 the previous morning in the Central District C.A. "100".

It was not to be expected that he would repeat the performance twenty-four hours later, but he rode, returned an excellent time and became a marked man from whom great things could be expected.

For nearly half an hour this Whit Monday morning it appeared that history might be made with two men tying for first place, but it was not to be. When No. 80 romped up the lane to the finish he had clipped some three and three-quarter minutes off the time recorded by K. Pickford and H. Robey; Cockayne had redeemed the promise of two years ago and put his name among the famous winners of our long-established event.

It is our pleasant duty to offer, on behalf of all Anfielders, congratulations to the winner and his Club, the Nottingham Wheelers; to Pickford and Robey on two fine rides that nearly did the trick and to our friends of the Warrington Road Club who almost stole the show by packing so many men at the top of the finishing list.

CAPTAIN JAMES PARK, R.D., R.N.R.

It is with great regret that we record the passing of one of the older fraternity whose membership dated back to 1901.

Captain Park, who was a cousin of the late W. P. Cook, followed the sea as a calling and it was only during the very early years of the century that we saw him and then all too briefly between trips. For many years his home had been in the South although he moved to Cumberland just before the date of his death.

He was undoubtedly a rider of great promise and notwithstanding the training difficulties inherent in his profession we read in the Secretary's report for 1903: "Mr. J. Park heads the prize list and has been phenomenally successful for a complete novice . . . I am sure we all regret that he was not back among us in time to get fit for the "100" and that he will not be with us to compete this year".

From the summary of performances attached to the same report it is noted that our late member won the "24" with 326 miles, the second 50 mile handicap and the Chester to Holyhead and back Handicap in 14 hrs. 13 mins. 50 secs.

Few of our present members will remember him for his total score of runs is but 93, the majority, if not all, of these being recorded some 50 years ago but he retained his membership and interest in the affairs of the Club to the end and we are the poorer through his passing.

RACING NOTES

In our issue of June, 1950, it was announced that a donation of £10 had been received from R. A. ("Baron") Fulton in New York, to be used for special prizes. At the following A.G.M. it was suggested by Peter Rock that, in order to encourage members to compete in events over 25 miles, this amount should be offered to the three Anfielders winning the team award in an open event at 50 miles or over.

After one or two narrow squeaks the Baron's Prize has at last gone to John Futter, Bren Orrell and Ben Griffiths who made up the fastest team in the Dukinfield "50". The event was won by F. O. Krebs in 2.7.34 and John was third with 2.10.20, Orrell recorded 2.13.7 and Griffiths 2.14.7. Krebs has previously beaten 2 hours for the distance. Alan Gorman finished with 2.24.22 and Alf Howarth found himself off colour and turned it in.

The Cheshire R.C. "50" on 17th May was won by Britton of the Yorks. Road Club in 2.5.57. Of "Ours" Bren was fastest with 2.12.12, an 18 secs. improvement, which placed him 7th fastest and 3rd handicap. Futter (2.12.45) and Griffiths (2.13.30) made up 2nd Team with an aggregate of 6.38.27 against the 6.36.39 of the winning Yorkshire R.C. team. Alf Howarth (2.18.45) and Gorman (2.20.43) completed a good set of rides for the Club.

Reports of the recent Club "25" and the "100" are elsewhere in this issue.

Don Stewart has been keeping the flag flying although his R.A.F. duties do not always fit in with training. Recent "25" rides of 1.11.4, 1.10.22 and 1.9.35 in the Newbury, Farnham, and Western T.T.A. events show a slow but steady improvement towards what Don is really capable of doing. In the Ellesmere Port C.C. "25", Bren Orrell clocked 1.1.51 and took 3rd handicap, Ben Griffiths returned 1.3.15.

In the East Lancashire Wheelers "50" Bren did a fine ride of 2.8.23 (exactly 3 mins. slower than A. K. Stake, the winner) and collected 2nd handicap prize.

NEWS IN BRIEF

Frank Chandler is showing real signs of improvement and is now able to get about a little with the aid of sticks, and has ridden his trike for a mile or two. We hope this improvement will be maintained and that he will soon be in proper circulation again.

He has for disposal two bicycles (one a 1937 B.S.A. "Opperman" model) and a number of 26in. x 1 $\frac{3}{8}$ in. 'Sprite' covers which have been kept in cellophane paper and sacking. Anyone interested should get in touch with Frank at 100 Prince's Boulevard, Bebington, Cheshire.

Anyone interested in a Sun Tandem which we understand is in showroom condition and priced £17 or near, should contact Arthur Birkby, 28 Manor Avenue, Gt. Crosby, Liverpool 23, for further particulars.

The Photo. Run is fixed for the 18th July at the Traveller's Rest, Highwayside, and it is hoped that this will provide an opportunity for a real Anfield meet. There must be many old members who would like to get out on such an occasion and any members with cars who could assist in this direction would be doing a real service. The Editor could act as a "clearing house" for this occasion and would endeavour to put drivers and prospective passengers in touch if requested.

Mr. R. A. Helanor, of the Nottingham Wheelers, lost his wristlet watch at the finish of our "100" and would be glad of any information leading to its return. This issue of our CIRCULAR will be widely circulated among club folk at the "100" and we should be obliged if any reader who can assist Mr. Helanor would communicate with him at 24 Constance Street, New Basford, Nottingham.

Don Stewart managed to get to the "100" and had a nice 110 miles trip back to camp after the event. In a letter to Len Walls he mentions some pleasant rides in the Calne area and says he has been finding some old ruins. He should try to get up to a Club run and we could show him a few more!

"Road Racers, you have been warned"—So ran the headline to a recent *Echo* article warning cyclists that following three deaths from fractured skulls on the East Lancashire Road the Lancashire Constabulary were to tighten up where possible and discourage trial riding. In each of the three cases mentioned the cyclist had hit the back of a stationary vehicle.

R U N S

HIGHWAYSIDE, 9TH MAY, 1953

Don't look now!—but Alan is looking for a reporter for the Club run write-up. He evidently thinks I must be good or I shouldn't have been chosen. I was fortunate on Saturday—the wind which seemed to increase in strength towards teatime was generally favourable, so I was able to see the 25 milers with over 22 miles in their legs and steaming into the wind in spite of my late start from home.

Tommy, Jimmy and Arthur Williams were at their post at the turn for Barratts Green and whilst waiting for our riders to appear were entertained by an L-plate driver of a motor lawn mower passing his driving test. We were joined quite soon by Percy Williamson and his son and then in a few minutes by our Captain; so after the bashers had all gone by we rode *en masse* to the Traveller's Rest and tea. I was pleased to see Mrs. Orrell out on the course with Bren, parents of one of our bright racing stars (Brendon Senior I'm told once did a bit of time trial work).

After the inner man had been satisfied and some light chatter indulged in, we quickly dispersed for home, Stan Wild and I making for Cotebrook and Northwich. I believe David Brown for some ob-

scure reason known as "Bomber", attended a wedding reception at Lyne Hall, near Disley, and then made a bee-line for the Club rendezvous at Highwayside; I caught him changing into a dry shirt on arrival so he must have been hitting up the knots: very good training David especially on chicken and sherry!

Present on the Club run were the President, Mandall, Long, Birkby, Parr, Salt, Wild, Orrells, senior and junior, Walls, Griffiths, Futter, Jones, Gorman, Howarth, Brown, Pendlebury, John, Williamson and son, Buckley and Williams. Times were as follows:

	13 miles	25 miles	H'cap.	Time
1. J. C. Futter	32.40	1.3.40	Scratch	1.3.40
2. J. R. Griffiths	32.40	1.3.59	0.45	1.3.14
3. B. Orrell	32.43	1.4.7	1.30	1.2.37
4. J. E. B. Jones	33.20	1.6.2	Scratch	1.6.2
5. A. Howarth	33.40	1.6.17	1.45	1.4.32
6. J. J. Salt	37.33	1.13.52	8.45	1.57

SMITHY COTTAGE, GREAT BUDWORTH, 16TH MAY, 1953

There was a good turnout in spite of the weather—"the breath-taking magic of an English spring"—conversation appeared to centre on the merits of the internal combustion engine as applied to the bicycle, which heresy was enthusiastically supported by alien elements from the Wirral and who reeked of petrol.

On the homeward run George Parr and I were followed by a dirty great cloud all the way to Stretton and as I do not possess the waterproof hide and web feet of the average Lancastrian I am at present suffering from the first cold of the year.

To the best of my memory those present were the President, Tommy Mandall, Jimmy Long, Stan Wild, Percy Williamson and a friend, Bren and Wilf Orrell, George Parr, Laurie Pendlebury, "Ginner", Frank Perkins, Stan Bradley and F. Churchill. My apologies to anybody omitted, as George rode off with the list, but having regard to the grade of paper used perhaps his need was greater than mine.

WHITSUN WEEK-END

Finding myself unexpectedly free for Whit I hastened to join the Anfield party; Dave Brown and I kept each other company for the 60-odd miles to Shrewsbury whilst the weather got hotter and hotter. We discovered some picturesque countryside on the way too and were just pleasantly tired on arrival. A certain tall gentleman who passed us on the Wem road and who had a fair damsel in tow we discovered on Monday to be Robey, of the Lancs. R.C.; when we saw his race time we didn't mind his passing us. (But what about the fair damsel?—ED.) My hopes of a bed at the 'Lion' being dashed on arrival there, I had

to cast around for a billet which I found at the 'Britannia' and very good too. In the town on Saturday evening it seemed as though every other person was a cyclist. A welcome meeting was with Don Stewart, all the way that day from Cirencester (he says he's not fit); Len Walls was there, seemingly unperturbed by the imminence of the big day. A very pleasant evening in the 'Lion', meeting old and new friends was greatly enjoyed, then a glorious summer morning saw four of us en route for Wales where we saw something of the riders in a 100-mile tricycle race; not all of them appeared to be happy about it. A quick run was made to Welshpool and thence through the lanes for Chirbury, where the Club was to forgather for lunch. Sad to relate Dave and I got separated from Don and Peter (no, they didn't drop us) and after we had looked round Montgomery for the 'Herbert Arms' we realised our mistake and pedalled swiftly to its real situation. A grand lunch was soon available with extra potatoes that Tommy Mandall couldn't eat; don't know whether it's riding in Jimmy's car or just being with Jimmy that took away his appetite. Hunger assuaged we looked round and saw the President, the V.P's Ernie Davies (who brought the great news of young Bren's I.L.) Jack Davies, Parr, Baker, Westaway and Binham of the Bath Road Club and Bill Cuthbert, of the C.R.C. (and right glad we were to have them), Stan Wild, Walls, Preston. Percy Williamson was there as also was Mrs. Williamson, an unexpected pleasure. We had also Bill McWhinnie, friend of the Parr-Davies partnership and a prospective member, oh, and Len Hill too; hurray, and about time.

Eight of us had a run in grand country in the afternoon in spite of the heat which was by now tremendous and our progress was impeded by masses of molten tar and stones from the road which clung to the tyres and prevented the wheels from turning. We persuaded Albert Preston to stop for a drink at a little pub in the wilds and we all had one at the same time, and it went down very well I assure you. And so back to Shrewsbury for another evening of gossip and good company. The doings of Monday morn you will read of elsewhere. As for the whole week-end I thought it marvellous and I hope the others did.

THE FIFTY-FOURTH ANFIELD "100"—25TH MAY, 1953

Whit Monday dawned fine and warm with here and there enough mist to be troublesome, particularly to early starters. Notwithstanding the Coronation holiday the following week, which had resulted in many regulars being unable to attend, there were cyclists everywhere in and around Shrewsbury and the old town "*islanded in Severn stream*" buzzed with activity at a very early hour, for the first man was due to be pushed off on his 100-mile trek at 5.01 a.m.

Len Walls, the chief organiser of the event, had done a fine job and all over the course waited the men who were to check, marshal,

feed and "drink" the 87 starters out of an entry of 98. As the success of any event depends on those who "only stand and wait" we might well tour the course in the staff car driven by Jimmy Long, piloted by Tommy Mandall with George Parr and Jack Davies as back-seat-drivers-cum-ballast-cum-spare marshals—to be thrown out where necessary and collected later. It was tough luck on Len who had carried the responsibility of organising the event that he had to turn in on the big day and left after the start to bash 45 miles to Broughton.

At Onibury Jack Salt and Ben Griffiths are on the job as expected so back northwards to Church Stretton, where two Brens and Mrs. Orrell, Pitchy, Dave Brown, Alan Gorman and two Mid Shropshire Wheelers are ready with drinks. On again to 46 miles to find Ernie Davies with solids and a handy-looking gang of Birkenhead North Enders under Bill Hewitt with liquid refreshment. As usual the Mid Shropshire Wheelers are in complete control of the situation around Shelton and the islands, and Len Hill is looking after Ford.

The "50" check is in the capable hands of Binham and Baker of the Bath Road Club who also lent us Boflin, Jack Westaway, Harry Frost and Arvey to watch Rowton. Albert Preston and Bill McWhinnie looked after Alberbury, and Llandrinio and district was well cared for by a party of Maghull Wheelers. Then we find Peter Rock and Russ Barker in attendance at Maerdy and Guy Pullan sighted nearby with Johnny Williams. "Drinks both ways" is the order for Llanymynech and we don't really need to pause to see if the Mersey Road contingent are on the job, for Dick Corris is in charge and all well.

Frank and Mildred Marriott are to check at Llyncllys and it is noticeable that the "gallery" here is smaller than usual. Up the Tanat Valley now towards the top turn to greet the Century Road Club, under Ossie Dover and President Henderson, ready to turn, check and hand up drinks. On the way up we pause to drop Geo. Parr to flag a warning at the level crossing, then to find Arthur Birkby at the next cross roads and the Editor at the Llansantfraid fork. And so back to the finish with time on the way to see that a donkey and a bullock chased off the course on the outward trip have not escaped again to join in the fun. In Montford Lane Stan Wild waits to turn the finishers with Bert Green, Ernie Davies, Mark Haslam, Don Stewart, Hubert Buckley, Ned Haynes, Geo. Molyneux and Percy Williamson and others who shared the many duties attached to the start and finish. Numerous friends visited us here including Frank Slemen, who also handicapped the riders, H. H. England (N.R. President), Ed. Green (N.R. and President of the T.A.), and A. B. Smith.

It was a great delight to have H. S. Barratt with us again at the Lion on Sunday and on the course on Monday.

So far we have omitted to mention Ira Thomas, because it is difficult to decide where to put him. His assistance starts long before the event and goes on after the tumult has died down and we are indebted to him for so many services which he undertakes year after year.

Back now to Onibury to see how the riders are fareing; Bird, of Southport is leading in 55 minutes with Cockayne half a minute slower; Turner, of the Warrington R.C. has taken 56 minutes and is 30 seconds faster than Pickford and Hanson, but this is early in the event so we pass on to look over the half-way times and find Bird leading the field with 2.7.7, Hanson clocking 2.7.59 and Cockayne lying third with 2.8.18. Next come a trio of Warrington Road Club riders (Turner, Barke and Southern) all clocking 2 hours 9 minutes and 26, 46 and 54 seconds respectively. Nelson Wheeler Hampson went through in 2.10.49, one second faster than Pickford, who was, at this stage, leading Robey by nearly 3 minutes.

At Llanrhaiadr with 73½ miles covered we find Cockayne in the lead with 3.12.49 followed by Hanson (3.13.15), Southern (3.13.45) and Bird, who had fallen back to fourth place with 3.14.6. S. Lea, Warrington Road Club, who eventually took the premier handicap award came really into the picture here with 3.14.28. Obviously some real sorting out took place over the final 26½ miles to the finish and fastest over this stretch was Robey, who needed 1.10.37 to 1.12.23 by Cockayne and 1.13.7 by Pickford. R. Yates, of the Walton C. and A.C., hustled back in 1.14.19, Green (M.C. and A.C.) in 1.14.58, only 16 seconds faster than N. A. Evans, of the "Chesh."

Others who had something left for a good last quarter included Lea (1.15.55), J. W. Thornhill (1.16.0), Turner (1.16.10) and one of the Middleton brothers who came back in 1.16.56.

First man to finish was No. 3, C. K. Jones, of Wrexham, then No. 4 (Cumliffe, Mercury R.C.) and No. 5 (R. Bowles, West Bradford) with 4.45.12, 4.46.58 and 4.47.54 respectively. Interest quickened with the arrival of W. J. Hanson in 4.32.37, but very soon came Pickford to clock 4.28.57, followed by G. F. Southern with 4.31.15, the first of a series of great rides for the Warrington Road Club.

Bird, leading at 50 miles, was now expected, then came the surprise arrival of H. Robey, Lancs. Road Club, to tie with Pickford and score a notable triumph by improving on his previous best whilst riding in Salop. Minutes ticked by and it was obvious that Bird could not displace Pickford and Robey and when he arrived to record 4.34.42 the gallery was already watching for Cockayne, who had assured officials at the start that he had not raced the previous day this year! Round the bend and up to the line romped a crouching figure and soon the issue was in no doubt—No. 80—J. F. Cockayne—4.25.12, and the fifty-fourth Anfield "100" was won with another new name to add to the list. Inevitably a number of excellent rides escape mention but 64 men beat 5 hours and the fastest outside "evens" was

Alf Crimes, who pushed his barrow round in 5.1.10 after a ride some ten minutes faster the morning before. Ken Davies (North Road C.C.) rode a well-judged race to clock 4.37.2 for his first ride on the course and Cliff Baxter's 4.40.39 must rank with the best for a man nearer 50 than 40. Bill Kinghorn started under great difficulties owing to injuries resulting from a crash in the C.R.C. "50" and a puncture in the first seven miles decided him to call it a day.

Only two Anfield names appeared on the card and John Futter was unable to ride owing to a poisoned arm, whilst Alf Howarth, not feeling too good at the start, turned it in just before half-way.

The attached result sheet is a complete record of the times recorded and this brief report is an attempt to describe the race and give due acknowledgement to the many friends who turned out to assist. It may be that someone has been missed, in which case we would offer apologies and the assurance that the ready assistance we receive each year is greatly appreciated.

THE ANFIELD PUSH HYPHEN BIKE CLUB?

Our one and only "Wayfarer" who has been for many years on Lease-Lend to Brum recently took the Editor of the *Birmingham Post* to task as evidenced by the following letter which appeared in that paper on the 29th April.

'Push-bike'

"Sir,—I was horrified at seeing 'Push-bike Progress' splashed across the principal page of the most important daily newspaper published in the Midlands, an area which owes so much of its industrial prosperity to the magical bicycle. The term 'push-bike' which is so unsuitable, so ugly, and so uncalled for, is objected to by millions of people who use the bicycle as an instrument of pleasure and utility travel—the handiest vehicle the world has ever seen—and I venture to remind you that the name 'bicycle' (a combination of Latin and Greek) was specially created to indicate one kind of vehicle and one kind alone. 'Bicycle' does not extend itself to other two-wheeled vehicles, which possess their own nomenclature, such as the hand-cart and the motor-cycle. In any event, the latter burst on a then quiet and peaceful world long years after the creation of the name 'bicycle' and there can be no confusion in speech or writing if only—if only: there's the rub!—people would say what they mean. In my innocence (and I am not without journalistic experience), I should have thought it one of a newspaper's functions to educate the public in the matter of correct speaking and writing.

"However, should it be decided that 'push-bike' (which is one degree worse than the official 'pedal-bicycle', people sometimes forgetting that motor-cycles have pedals!) is to be "the only wear", then, surely, to be logical and consistent, we must alter the titles

of the two national cycling organisations too, respectively, *Push-Cyclists' Touring Club* and *National Push-Cyclists' Union*, whilst the names of the weekly periodicals devoted to the pastime and sport of cycling must also be similarly attended to. And I visualise wholesale resignations when the consequential alteration in the names of such local bodies as the Midland Cycling and Athletic Club and the Speedwell Bicycle Club is effected.

"The offensive head-line seems all the worse by reason of the fact that the authoritative article it captions is most excellent. Moreover, Mr. Forrest calls things by their proper names, and there is not a single mention of the abominable 'push-bike'.

W. M. ROBINSON,
9 Lyttelton Road, Edgbaston,
Birmingham 16."

Should the Editor's decision prove final and legally binding then no doubt a proposition to amend No. 1 of the Club's Rules will appear on the agenda for our A.G.M.

After going to press we have heard, through W. J. Finn, of the death on June 9th of T. W. Murphy (The O'Tatur) at the age of 81.

An appreciation of this old friend of the Club will be published in our next issue.

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 - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

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ANFIELD CIRCULAR

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

VOLUME XLIX

JULY, 1953

NUMBER 566

FIXTURES

JULY

- 18 HIGHWAYSIDE (Traveller's Rest). Photograph Run.
25 UTKINTON (Smithy Farm).

AUGUST

- 1-3 TOUR TO BATH ROAD CLUB "100".
1 KIRKBY (Cottage Café) SOMERFORD (Sunnyside Café).
8 GREAT BUDWORTH (Smithy Cottage).
10 Committee Meeting, 3 Whitechapel, Liverpool.
15 NORLEY (Woodfield Café).
22 UTKINTON (Smithy Farm).
29 TARVIN (George & Dragon).
Tuesday Evenings—Nahoon Café, Two Mills.
Wednesday Evenings—Cottage Café, Kirkby.

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,
SOUTHPORT, LANCs.

NEW MEMBER. William E. McWhinnie, 3 Derby Grove, Maghull, has been elected to Full Membership.

CHANGES OF ADDRESS. W. Thorpe, The Bungalow, Ollersett Lane, New Mills, Derbyshire; K. W. Barker, 42 Bickerton Avenue, Bebington, Wirral (from 5th August).

W. G. CONNOR,

Hon. General Secretary.

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.

"THE O'TATUR"

As briefly reported in our last issue, Mr. T. W. Murphy, one of the oldest friends of the Club, died at his home in Dublin on the 9th June at the age of eighty-one years.

He was probably the oldest sporting journalist in Ireland and kept up until the day before his death the writing to which he had devoted himself since resigning from the Civil Service before he was twenty.

He was a keen cyclist and wrote for many years in the *Irish Cyclist* under the pseudonym "The O'Tatur", and in 1924 on the death of R. J. Mecredy he succeeded to the editorial chair which he occupied until that excellent journal ceased publication in 1931.

A ride of 194 miles in 12 hours in 1894 was acclaimed as an Irish and World record; certainly to average 16 m.p.h. right around the clock on the roads and bicycles of 60 years ago stamps him as a rider of great ability and determination.

In many and various ways the O'Tatur proved himself a good friend of the A.B.C. and we were glad to have him over in Anfieldland on numerous occasions, particularly in Shrewsbury for the "100" and we know that he followed the fortunes of the Anfield with the keenest interest and numbered among his friends many of our members, particularly of the older generation; a more personal tribute from one of his old Anfield friends will be published in our August issue. In the meantime we would assure Mrs. Murphy and his daughters and son that our sympathy is with them at this time and that his passing leaves a gap which we can never fill.

"MR. BICK"

As we go to press comes news of the death on Saturday, the 11th July, of our grand old life member "Mr. Bick" in his eightieth year.

His passing will be keenly felt in, and far beyond, Anfield circles, and we hope to publish a tribute in our next issue.

THE CLUB HISTORY

It is now a considerable time since Norman Turvey completed his gigantic task of compiling a history of the Club and members will, no doubt, be wondering when a publication can be expected.

Three members read the script and on their reports the Committee decided against publication of the work in the form submitted, but felt that the matter was one for discussion at the Annual General Meeting.

In October the views of the Committee were put before the members and after a full discussion it was resolved that the work should circulate among a panel of members and that the matter should be reconsidered by the Committee in the light of their remarks.

Six members were appointed at the A.G.M. and Norman was invited to nominate any others whom he wished to have included; two further names were added on his suggestion.

Of the eight members of this panel, seven expressed complete agreement with the findings of the original three readers and it was with great reluctance that the Committee finally decided against publication on the grounds that the form of the work was not the most suitable.

It was felt that the Anfield has lived too long for its history to be permanently recorded in chronological form. So many events, the "100" and Easter at Bettws to mention but two, have occurred year after year that the reader will be best served with a record having chapters dealing exclusively with various aspects of the Club's life.

A history is not only a book to be read through, it is also a work of reference and in this latter capacity its usefulness will be the greater if all available and relevant information on a given topic is to be found in a section devoted to that topic.

Having in mind the great debt we owe to Norman Turvey for the many months of work he has put in to collating the available material it would be unreasonable to expect him to rewrite the work in another form. The Committee have therefore decided to spread the load by inviting a number of members each to undertake the description of one aspect of our past club life. These will be gathered up to form what it is hoped will prove a welcome addition to the bookshelves of all who are interested in the Anfield story.

RACING NOTES

There is not much news to hand this month but what is lacking in quantity is more than made up in quality.

Pride of place goes to Bren Orrell for a ride of 4.29.48 in the Abbotsford Park "100" in which he took 2nd fastest award and beat Club Record held since the mid-thirties by Jack Salt with his winning B.R. "100" ride of 4.32.35. Congratulations, Bren.

In the W.C.T.T.C.A. "50" (won by D. Lewis, Chester R.C., with 2.7.23) Bren was 6th fastest in 2.10.7. Ben Griffiths and John Futter recorded 2.13.47 and 2.23.47 respectively.

The R.T.T.C. Championship "50" was won by Jackson, of the Dixie Wheelers in 2.4.30 and Bren Orrell finished 18th in a hot field with a ride of 2.10.29.

Ben Griffiths started in the W.C.T.T.C.A. "12" and knocked back some 92 miles before calling it a day. It was most unfortunate that a breakdown in Jimmy's Waggon prevented the Mighty Atom from doing the job he had undertaken but we had several other members out assisting and all went well.

In the "100" results sheet the time of S. Lea, Warrington R.C., should read 4.30.25.

In "Racing Notes" (June issue) East Lancashire Wheelers should of course read "East Liverpool Wheelers".

NEWS IN BRIEF

Stevie has been having a rough time recently and is at present in Gateacre Grange Nursing Home. He has had a slight stroke, severe chill and congestion of the lungs. We are glad to report that since these setbacks, progress has been good and he is expected home on Saturday, 25th July. Any member who would like to visit him will be very welcome at his home address.

Zam Buck has had a severe heart attack and has been confined to the house for some time but has improved enough to write to Jimmy and send best wishes to all of "Ours". We send greetings to both our invalids and hope their progress towards complete recovery will be ultra-rapid.

Jimmy has also heard from F. Beckett, who sends greetings to all, and from W. C. Smart, who hopes to become more actively in touch shortly.

Elsewhere you will read how Bert Green scanned the horizon from the top of a tall tree to see if Jimmy and Tommy were heading for Bartington. These intrepid travellers were having the sledge decorated but managed to struggle as far as Parkgate *on bicycles* from whence they went (guided by Ginner) *to the pictures* (by 'bus)!

Congratulations and very best wishes to Walter Thorpe, who was married at the end of June and to Bill Jackson, who is to be married in August.

Bob Austin has been posted to the Middle East and is at present stationed at Ismailia. Others who have been in 'furrin parts' are F. D. McCann who, at the time of writing, is in Norway, and F.E.M. who, has been around Two Mills sometime unless his article in the very excellent 1953 Handbook of the C.T.C. Liverpool D.A. was concocted entirely from Baedeker.

Overheard at the Nahoon Café the other Tuesday evening:— Len Hill (to Abdul) "What time did you pass the Glegg?" Abdul (to Len Hill) "Sir, I *never* pass the Glegg".

On calling chez Chandler recently Our Special Correspondent was delighted to find Jack Fawcett already installed and looking extremely fit. Keswick air is obviously agreeing with our old friend and the time passed all too rapidly with yarns of the Anfield and Anfielders. Frank had news of Crompton-Humphreys who has not been too good recently and we sincerely hope that he is well on the road to recovery.

TEA TASTERS

Some members may be unaware of the evening meets which take place each week in the Liverpool area and the Wirral.

On Tuesday evenings at about 8-30 p.m. the Nahoon Café, Two Mills, is invaded by a party consisting of all or most of Jimmy Long, the Editor, Len Walls, Ben, John, Bryan and Dennis, Len Hill, Peter Rock, Bert Preston and Frank Perkins when shift duties fit in.

We should like reinforcements and hope to see other members out now and again. What about Ginner, Ted Byron (see to him Abdul!) Sammy, Blotto and Cyril Selkirk for a start? There's plenty of room and these runs are grand opportunities for those unable to get out much on Saturdays to keep in touch with the Club and get all the news first-hand. (It also saves you reading the CIRCULAR!)

Over the river the Lancashire members and friends meet on Wednesday evenings. Parr, Davies, Mandall, Kirkby, Connor, Band, Bretherick and Bill McWhinnie join friends Charlie Tumulty, Cyril Rowson and Jack Baines and here again there is room for others who can get to the Cottage Café, Kirkby, for char, chat and chaff.

As a gentle reminder, these evening meets will henceforth be listed on page one, but of course they do not constitute official fixtures so attendance at both (and the Saturday runs) will not mean Life Membership in approximately 333 weeks.

RUNS

UTKINTON, 30TH MAY, 1953

Sandwiched between the highlights of the "100" week-end and the pomp and glory of the Coronation, this run appeared to have nothing outstanding to offer. Yet it was its very ordinariness that proved so attractive and resulted in as enjoyable a run as we have had for weeks.

A cold day with little sunshine to offset a blustery wind did not seem ideal for cycling but there was a freshness in the air which enabled one to make steady progress across the Cheshire Plain. I left the Chester road at the Smoker and eventually sought a dirt-covered lane which led me past Hulme Hall, which if not as attractive as the halls of Chorley and Moreton, possesses one of the few moats left in the county. On through Davenham and Bostock Green, the latter reputed to be the exact centre of Cheshire, to reach Smithy Farm a few minutes after the appointed hour.

The upper table had already been filled with the elite; Tommy Mandall, Jimmy Long, and Alf Howarth and we seem to have the cream of the Club, to which names could be added those of George Parr, Jack Davies, friend McWhinnie and Eddie Goodall. Laurie Pendlebury sat hopefully in the lower part of the house and until I joined him his hopes had not been fulfilled. This was soon put right and by the time Bren senior arrived tea was nicely under way. The Presider rolled in after having pushed back the wind all the way from Chirbury, and Len Walls, possessing the serene look of having put the Hundred behind him, completed our complement—just a dozen.

Over an excellent tea conversation proved to be most interesting and it continued so long after the meal that Laurie and I found ourselves forced to ride home with Alf and Eddie, whose average speed is usually too high for our comfort. I don't quite know whether

Laurie and I slowed down Eddie and Alf or whether they speeded us up, but we all enjoyed the ride immensely. Near the parting of the ways Alf tried to sum it up by saying that we had progressed "at a mutually advantageous velocity" and I hope that one day he will interpret the phrase!

CLUB "50"—6TH JUNE, 1953

As I was participating in this event I must apologise to those who were out but I did not see and consequently are not mentioned. A slight change of programme resulted in John Futter riding in place of Ben Griffiths, who unfortunately had eye trouble. Around the start to shout "good luck" and murmur under their breath "you need it" were Bert Green, Tommy Mandall, Laurie Pendlebury and Bren Orrell in "whizz bang" with Mrs. Bren. Jimmy Long fiddled the watch. Ben Griffiths was chief thrower off, Alf Howarth, traffic controller at Whitchurch Island. Dave Brown, Russ Barker, wife and son did a splendid job of handing up drinks and George Parr was down the hill at the 25 mile turn. Stan Wild was also reported out at the tea place.

	15½ mls.	25 mls.	34½ mls.	50 mls.	H'cap. mins.
1. B. Orrell	37.15	1.2.30	1.26.30	2.8.4	Owe 3
2. J. C. Futter	37.45	1.3.30	1.28.4	2.12.11	Owe 3
3. A. Gorman	39.48	1.6.30	1.31.38	2.19.6	7
4. J. J. Salt	41.49	1.11.30	1.44.0	2.35.21	14
5. E. Goodall	44.20	1.15.0	—	D.N.F.	20

B. Orrell—Fastest and 1st Handicap.

GREAT BUDWORTH, 13TH JUNE, 1953

Instead of going straight to the run, Eddie and I went on a spot of half-hearted-house-hunting in the Werneth Low district, discovering much to our disgust that the nicer the houses the more money people want for them! (*Well for evermore. This is a surprise. Best wishes!*—Ed.)

After doing a bit of rat-holing in some places, we descended to Mottram, where we were joined by a very youthful cyclist who wanted to know if we were racing men. Yes! Then were we riding in the Tour of Mottram Grand Prix? Followed the usual explanations. We are not in the "League", we are in the R.T.T.C. Is that the same as the "Union"? Yes, but different. Why don't they all agree? They do now, but not really, etc., etc. . . .

We parted on good terms (he admired my bike) and it was then that we discovered we were going to be late. I was by this time beginning to suffer from a bout of *fitness* (Eddie's) but we managed to arrive at a decent hour, and enjoyed a reasonable meal, though the accommodation was rather "Utkinton-ish".

Afterwards a few of the company went across to a nearby hostelry while the rest of us stood around on the lawn discussing a heterogeneous collection of subjects, not the least interesting of which was a lurid account by "Ginner" Williams of his "experiences" in France during the war. (Which war? I don't know, but I think he mentioned something about handing in his crossbow for a rebore). Anyway, his stories thrilled the youngsters in our group, though we more mature members were, of course, quite unmoved.

It was a lovely balmy evening, and we were loth to depart, but needs must, and so another Club run passes into history.

Those present were (to the best of my memory) the President, G. B. Orrell, B. Orrell, W. Orrell, T. Mandall, J. Long, J. R. Band, S. Wild, L. Pendlebury, D. Shaw, G. Parr, J. Davies, A. Williams, A. Gorman, E. Goodall, A. Howarth and prospective member W. McWhinnie.

BARTINGTON, 20TH JUNE, 1953

After spending much time training the 'barrer' to find its own way between the Cottage and the Glegg Arms I had difficulty in steering it round the island at 'evens' although the Glegg was closed. Only two hours were left to get to Bartington, so it was necessary to stick to the main road via Helsby, but this proved quite pleasant on such a sunny afternoon with traffic quite light.

At the Tall Trees Café, Geo. Parr, Jack Davies, Bill McWhinnie and Len Hill sat and talked of three wheelers. George announced that his stud was shortly to be increased by the delivery of a super job bristling with gears, differentials, low bracket, snow plough, etc., and all for forty nickers.

Bert Green climbed to the top of the tallest of the Tall Trees anxiously watching for an Alvis containing Jimmy and Tommy but, alas, they did not arrive.

The party was completed with the arrival of Stan Wild, Percy Williamson, Laurie Pendlebury, Frank Perkins, Alf Howarth and Captain Gorman and an appetising meal suggested further visits to this venue.

Warm bright sunshine persisted and the two Wirral lads had a delightful ride home through Delamere Forest, a grand route home when the sun is sinking, the shadows lengthening and supper is a'calling.

KIRKBY, 4TH JULY, 1953

Our Hon. Sec. was busily engaged entertaining Arthur Williams as I entered his garden via the "tradesman's entrance". With true Anfield hospitality refreshments were soon forthcoming, the quality of which did much to help me recover the energy dissipated in endeavouring to ride alongside two sons, who had borrowed my

tandem for the purpose of slipping it across me. Luckily, they disappeared into the bathing pool to cool off, leaving me to view the natural beauty (or should I say "beauties") of Southport in summer.

Arthur Williams had travelled to George's home town by rail hoping to borrow one of the secretarial spare machines to enable him to reach Kirkby. Some anxiety in this respect was shared as the proud owner trundled the dilapidated relic out for inspection. A gaping hole in the wall of a tyre did not dampen the spirits of Ginner and away we went. I rode behind to collect any spare parts which might become detached, but all went well.

The Southport-Ormskirk road smelt horribly of petrol, and we were relieved to gain the comparative quiet of Town Green, followed by Bowker's Green and Melling Mount, from whence it was only a few minutes to the Cottage Café.

Jack Davies arrived very shortly after, followed by Geo. Parr and Bill McWhinnie.

A good meal and chat rounded off a pleasant evening, leaving Bill and myself to wend our way to his garage to perform an operation on my Sturmev gear.

The evening was so perfect, the air being laden with the scent of hay and flowers that we arranged to meet at midnight to give the tandem trike, ridden by Crimes and Arnold, a cheer on its way to Edinburgh. This occasion was further enhanced by the presence of Mrs. Birkby who, much to my surprise, showed quite a bit of enthusiasm, or was it curiosity as to the real nature of my nocturnal wanderings?

RUSHTON SPENCER, 4th July, 1953

A report on this run will appear next month together with an authentic account entitled "Zara Alvis" or "Jonah Chandler takes the Road", of how Jimmy, Tommy and Frank didn't get there.

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



AUGUST - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

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ANFIELD CIRCULAR

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

VOLUME XLIX

AUGUST, 1953

NUMBER 567

FIXTURES

AUGUST

1-3 BATH ROAD CLUB "100" Weekend.

1 Alternatives to :—KIRKBY (Cottage Café). Somerford (Sunnyside Café).

8 GREAT BUDWORTH (Smithy Cottage).

10 Committee Meeting, 3 Whitechapel, Liverpool 3.

15 NORLEY (Woodfield Café).

22 UTKINTON (Smithy Farm).

29 TARVIN (George & Dragon).

SEPTEMBER

5 4TH CLUB "25". Headquarters, Travellers Rest, Highwayside.

12 DALTON (Lees Lane Farm). RUSHTON SPENCER (Fox Inn).

14 Committee Meeting, 3 Whitechapel, Liverpool 3.

19 NORLEY (Woodfield Café).

Tuesday Evenings—Nahoon Café, Two Mills.

Wednesday Evenings—Cottage Café, Kirkby.

COMMITTEE NOTES

75 AVONDALE ROAD NORTH,
SOUTHPORT, LANCS.

THE LATE E. BUCKLEY. The President referred to the loss the Club had sustained by the death of Life Member E. Buckley, and a resolution expressing the sympathy of the Club to his relatives was passed.

W. G. CONNOR,

Hon. General Secretary.

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EDWIN BUCKLEY

It is with deep regret that we have to announce the death of Edwin Buckley, which took place in the early hours of July 11th. He was in his 80th year. The Club was represented at the funeral service by the President, Percy Williamson, Rex Austin, Stan Wild and Walter Thorpe.

He was educated at Manchester Grammar School and Manchester University, on leaving which he joined a well-known analytical chemist, with a view to qualifying for that profession. His heart, however, was not in it—he preferred cycling—and after a time he went into the cycle trade in Manchester and Bolton, but eventually left business altogether, devoting himself to his twin hobbies of cycling and fishing.

He joined the Club in 1894 and soon made his mark in cycle racing and record breaking and at one time or another held the N.R.R.A. paced records, 50 miles bicycle, 24 hours bicycle, 12 hours tandem bicycle and the unpaced 12 hours bicycle (twice), 24 hours bicycle (twice), 12 hours tricycle and 24 hours tricycle, as well as the R.R.A. unpaced Liverpool—Edinburgh. Very few men have done first-class rides under both paced and unpaced conditions and he was one of them. For some years he was a Vice President of the Club and prior to that had been President of the Cheshire Roads Club. From 1906 to 1933 he was Hon. Secretary of the N.R.R.A. and from 1934 to his death, President of that organization.

His knowledge of roads and of the country generally was extensive and detailed, and his memory phenomenal—he could describe his record rides mile by mile, without the slightest hesitation and this up to quite recently.

For a number of years his sight had failed so badly that he was unable to read or write and this naturally very greatly restricted his activities and made his appearances at Club and N.R.R.A. functions few and far between. However, arrangements were made to enable him to be present on special occasions and he attended the last A.G.M. and the last Birthday Run of the Club and presided at the last A.G.M. of the N.R.R.A. During these last years, life cannot have held much for him.

In road-racing circles in the North, and indeed over a much wider field, he was well-known and highly esteemed, for his own performances on the road and for the interest he took in the game, as well as for his personal attributes. He was plain spoken and downright; he did not "suffer fools gladly" and his reactions to incompetence were expressed in terms both picturesque and forcible. But in proper circumstances he exhibited an old-world courtesy which was most charming. T. M. Barlow called him "The Grand Old Man of the North", and his pre-eminence in the affections of the followers of the game was unmistakably shown at any gathering of cyclists he attended. Rare old "Bick"!—he will be sadly missed.

THOMAS W. MURPHY

The "passing" of T. W. Murphy—"The O'Tatur", is a very great loss to the Anfield, both as a Club and to the many individual members who had the privilege of knowing him and among whom I number myself. Although not, in fact, "one of us" he was, most definitely, so in spirit; he had a great regard and affection for the Club and in his active cycling days (yes—and since) he delighted to be with us and we to be with him, on tours and at other club occasions and, arising out of them, we were always sure of very readable and interesting articles in the pages of the *Irish Cyclist*.

He was a most interesting companion with a limitless fund of good stories and anecdotes touching on almost every subject under the sun and excelled in those relating to his encounters with officialdom when passing to and from his country and this. He was a past master in "Blarney", which smoothed his way on many occasions.

His friendship was something to treasure and those of us who were fortunate enough to be on intimate terms with him will never forget him—here is just one instance of his sincere friendship and great kindness (I wonder how many men would have done as he did?) My wife and I were invited to Mr. and Mrs. Murphy's Golden Wedding celebrations in 1936 in Dublin (when I was honoured to be the bearer of good wishes to them from the A.B.C.) When we took leave of him on the Great Day he quietly said to me "I'll see you at your hotel at 10 tomorrow morning". He duly arrived and, sitting in his car outside (it was raining), after a few minutes of general conversation, he remarked—"The insurance certificate is in the 'cubby-hole'; there are petrol coupons there also; the car is yours for the rest of your stay in Ireland; Good morning" and he'd gone! I found the remainder of his coupons for the current rationing period, together with, I found afterwards, some sent by his son and some more specially sent by a high official of a certain motoring organisation. Through this very great kindness we were able to see quite a lot of Ireland, off the beaten track, which otherwise we would not have been able to visit and were very touched by and appreciative of, his wonderful kindness—it was typical of T.W.M.

He was a magnificent photographer, as well as a writer and journalist—he did all his own developing, etc., and let me in to many of his secrets. Many pictures taken on A.B.C. occasions have appeared in the pages of the *Irish Cyclist*.

Cycling, and road sport and the A.B.C. in particular, have lost a great man, and to his widow, son and daughters I offer my, and I am sure every members', most sincere condolences. F.D.McC.

NEWS IN BRIEF

Hubert Buckley wishes to express his very sincere thanks to the Club for flowers and numerous individual members who wrote to

him following the death of his father. News of the passing of "Old Bick" came as a great blow to his many friends and we heard many stories concerning him in the days which followed his passing. Percy Williamson has sent a personal tribute to his memory, telling how he toured Kent with him on his periodic visits to a sister in Essex and also week-ended with him in the early 1920's. 'It was amazing', he writes, 'to note his intimate knowledge of roads and people and to see folk greet him wherever he went with a warmth of feeling it was a pleasure to see'. He was a grand companion whether on tour, watching a time-trial or at a meet of the Cheshire Hounds and his dry quips were an expression of a keen observation and quick appreciation of any situation.

Len Hill has been troubled with a skin complaint and was off work for a week or two but it was pure coincidence that this period came just at the time when a major wiring operation was in progress at his new Wirral residence. During this time Len grew a most impressive array of fungus on his face and was quite at a loss to find a barber who would tackle the job; fortunately he knows a man whose wife's sister is friendly with an official of the local War Ag. Committee and so managed to get the loan of a reaper and binder for a couple of days between hay and corn harvests.

Vic Lambert joins the ranks of the Benedicts on the 5th September and we wish him and the future Mrs. Lambert every happiness in the years to come.

Sid Jonas was in the Broughton district recently and called in to see Salty.

Elsewhere will be found an account of how Jimmy didn't get Frank Chandler to Rushton Spencer. Frank's disappointment was somewhat lessened however by a trip he made a couple of days later with a friend, when they covered some 115 miles of Cheshire roads. The route took them by lanes to Kelsall, thence to Hartford, Davenham, Loch Dennis, Peover, Ollerton, Congleton, Moreton Old Hall and on through Rode Heath, Sandbach, Elworth and Church Minshull, Highwayside for tea and then home via Cotebrook, Kelsall, Ranger's Bank and Bridge Trafford.

After 50½ years already in the bag our Member for Sheffield, J. G. Shaw, expects to retire in about eighteen months and is looking forward to some opportunities of reaching the Liverpool area again. We shall look forward to his visits with as much pleasure as we look back on the delightful lantern talk he gave at our Birthday Run a year or two ago. Incidentally J.G. is still a keen cyclist—photographer, and has recently toured the Hamborough—Staithe area. He sends cordial good wishes to all Anfielders and asks us to tell Bren Orrell senior that he could never understand how the —— he managed to ride so fast.

We hope members will kindly excuse the lateness and shortcomings of this issue which has been produced in face of considerable

difficulties resulting from a removal and the added complications of serious family illness. We would apologise especially to Stan Bradley whose write-up of the Rushton run on July 4th was crowded out of the last issue only to get lost in the general upheaval. We will, of course, pay up at our usual rates Stan!

THE MERSEY ROADS CLUB "24"

Once again our M.R.C. friends have carried through a highly successful promotion of the only "24" in the North West.

This year the R.T.T.C. Championship at the distance was incorporated in the event, which was won by P. E. A. Carter of the South Lanes R.C. with 459.25 miles.

The rest of the solos were severely trounced by John Arnold (Middleton C.C.) who added 35 miles to Competition Record for three-wheelers with an astounding ride of 457 miles to take second place in the event but not in the Championship which is confined to single bicycles.

Quite a number of Anfielders were out helping, including the President and Percy Williamson who stayed the night at Parkgate, Dennis John who had a job in the Saltney area in the small hours, whilst Abdul and the Editor guided the riders around Woodbank from before sunset until dawn, during which time it was a great pleasure to meet and chat with Mr. and Mrs. Norrie Ward. This is by no means an exhaustive list but further details are not to hand as yet.

THE "BATH ROAD" TOUR

A number of members headed south for the B.R. "100" on August Bank Holiday and no doubt some report of their movements will be available for the next issue.

Jimmy, Tommy, Jack Davies and Abdul made a fortnights' tour of it and their adventures would, no doubt, make interesting reading but it is highly improbable that a really authentic record will ever appear in print.

Our only representative on the card was Bren Orrell who recorded a slight improvement in his "100" time with a fine ride nearly 2 minutes inside 4½ hours.

HIGHWAYSIDE. 18TH JULY, 1953. PHOTOGRAPH RUN

This highly successful fixture attracted an attendance of thirty-six members and it is hoped that a report and photograph will be in our next issue.

It was grand to see Frank Chandler out again, even with petrol assistance; other elder brethren who managed to get to the Travellers' Rest included Harold Kettle, Jack Seed, F. D. McCann, W. E. Cotter, Eddie Morris and Zam Buck.

Homeward bound from this great occasion the Wirral contingent found Reg. Wilson and Olive on the Top Road.

Reg. is recovering from a nasty accident in which he was involved whilst riding home from work ; both he and his bicycle needed considerable attention after being bumped by a hit-and-run motorist.

R U N S

UTKINTON, JUNE 27TH, 1953

A real June afternoon, just what a June afternoon ought to be—blue sky, strong sunshine and a pleasant breeze—not half a pleasant breeze, for it was pretty well behind and strong enough to delude a poor old crock like the writer into the belief that he could push a bicycle still.

So good was my progress that I reached Toft Corner, the rendezvous arranged, a quarter-hour before the proper time. However, I passed the time waiting pleasantly enough in observing the many types of traveller on the road—the small car, crammed beyond capacity, but driver and all the party wreathed in smiles and evidently feeling the discomfort a small price to pay for the ride, the large streamlined car with only two occupants, both clearly bored to death ; the housewife with her shopping basket on the handlebar, puffing as she climbed the slight rise laboriously ; the clubman effortlessly eating up the miles. Percy and John came along on schedule and we were soon at Middlewich for the usual cup of tea at the Woodlands, passing the time there in discussing John's forthcoming Continental trip. Then on up the Nantwich road and to Church Minshull and on to the Boot and Slipper. But here misfortune came—for some reason one of my pedals came off. It was soon on again, but in half-a-mile or so it was off again—the pedal bearing had seized. We had to put in quite a lot of time getting the thing to behave, but our ride on, skirting Little Budworth and through Colebrook, had to be hurried, and even then we were very late in arriving at the Smithy. We were very pleased to see Alan Bretherton again after so long an absence. Stan Wild for once had beaten us to the venue. Alan Gorman and Alf Howarth had been round the earth as usual and Frank Perkins was putting in an extra turn. Bren senior was alone ; junior was resting in preparation for the Championship "50" on the morrow. George Parr was, as usual, pushing an extra wheel and Jack Davies illumined the gathering with his cheerful smile. The chaff passed merrily across the tables as we consumed the usual adequate meal and about 7 o'clock the party broke up. To my surprise and delight there seemed more noise than strength in the contrary wind and my party reached home easily with no further incident than a call at the Windmill and a spot of tyre trouble.

RUSHTON SPENCER, JULY 4TH, 1953

This afternoon, July lived up to its reputation as a holiday month, sunny and warm, but with sufficient breeze to dispel any feeling of sultry heat. A remarkably good day to have tea at an isolated friendly

inn, set in the hills, where our meeting was fixed and a place approachable from several directions, any one of which provides a satisfying ride through pleasant country.

The President and writer left the main road at Marton to cross Cockmoss by the lane route to North Rode church and then via the twisty descent to the Bosley-Congleton road.

The quiet by-way past Crossley Hall brought us after some walking to the 600-foot high shelf road which circles "The Cloud" and the reward was an extensive view across Cheshire and Lancashire and to the Derbyshire hills standing out in detail in the very clear atmosphere.

Alan Gorman and Alf Howarth, whom we had seen at Handforth earlier in the afternoon, had arrived via Cluelow and the Dane Valley. Stan Bradley also an early arrival had been touring Staffordshire by car. We learned that Stan has recently become the father of a son and offered our congratulations. Bren Orrell senior, Hubert Buckley and Stan Wild completed the party as we commenced tea.

The conversation was lively and controversial and the walls of that low-roofed inn which have so often sheltered weekend parties of cyclists must have smiled indulgently and the windows raised an eyebrow.

"Handicappers," said the paraffin lamp to the table, "that word makes me shiver. Remember that Easter of '38 when I lost my glass. Twenty-five years we had been together until that night".

The brilliant afternoon had waned to a delightful evening as we made homewards. One more Anfield run had been added to the long list of fixtures planned and fulfilled and with what better toast could the day be closed than "The Club Run".

We have learned that Jimmy Long, Tommy Mandall and Frank Chandler were intending to join us at Rushton but were foiled by a temporary breakdown of transport. They are men of discernment obviously and being men of determination also, they will no doubt try again.

THE RUN THAT WASN'T, JULY 4TH, 1953

That gentlemanly little chap—Jimmy Long—recently offered seats in his museum-piece to those two decrepits Thomas Mandall and Frank Chandler on the occasion of the Manchester fixture to Rushton Spencer.

Ill-luck however, dogged the journey, for Jimmy after standing on the gas and taking corners on two wheels as far as Stanford Bridge, discovered something the matter with the "Thing", and after spending some two hours of valuable time peering into its entrails, gave up the ghost and announced a retreat, much to the disgust of the two passengers. If it had not been for their dependence on the efforts of Jimmy as driver to get them home, Jimmy would have there and

then found himself facing a firing squad. However, by the soothing powers of liquid refreshment tempers were restored to normal and Jimmy offered profuse apologies for the debacle and promised in future to examine the "Thing" before starting, or to get a real car with the least possible delay.

THE CLUB "50", JULY 11TH, 1953

It was a dull afternoon, with a fairly strong south-west wind blowing as four of the six riders named on the card started in the third Club "50".

Alan Gorman had struck trouble prior to the start with a tube which was leaking at the valve seating and being unable to obtain a 26-inch spare, he had stuffed a 27-inch tube inside his cover. The tube, displeased with this treatment, wormed its way out and after Alan had covered a mile or so and left the Captain stranded without an effective tube or the money to buy a new one until he had pawned his watch. There is a moral here somewhere.

Whilst the other riders were hurrying to greet, in nice or nasty language, Stan Wild and George Parr at the half-way point, the President, Vice Tommy, timekeeper Jimmy Long, Ken Barker and Percy Williamson adjourned to the Gowy Café for a comfortable tea.

The ride back to the finish was quite tough in the face of a cool wind which had risen in strength considerably and as we waited for the riders to appear, a sharp shower of rain blew up and we were glad of the shelter of Jimmy's car. Bren Orrell senior, Brian Jones, Alf Howarth and Russ Barker were also at the finishing point. Ira Thomas had seen the riders round Whitchurch island.

Ben Griffiths arrived first and recorded the winning time which also gave him the handicap prize. Jack Salt looking fresh and lively clocked in a little later, followed by Ernie Goodall, still serene and unconcerned.

The third and last club "50" of the year was over and as the evening was not very congenial there was little to do except adjourn to the race headquarters.

While the riders were changing the lookers-on enjoyed a quiet refresher until it was time to say our *adieux* and disperse our various ways.

	Result		
	Actual time	H ^c ap.	Net time
J. R. Griffiths	2-18-30	3	2-15-30
J. J. Salt	2-32-20	15	2-17-20
J. E. Goodall	2-35-27	18	2-17-27

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THE ANFIELD CIRCULAR



SEPTEMBER - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

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Highwayside, 18.7.53

Front row (left to right)—F. CHANDLER, W. H. KETTLE, F. D. McCANN, H. GREEN, S. J. BUCK, E. O. MORRIS, W. E. COTTER, J. SEED, J. J. DAVIES.
Second row (left to right)—J. LONG, I. A. THOMAS, D. JOHN, K. W. BARKER, P. WILLIAMSON, L. PENDLEBURY, W. McWHINNIE, W. ORRELL, F. PERKINS, A. E. C. BIRKBY, G. PARR.
Third row (left to right)—T. MANDALL, A. WILLIAMS, A. GORKMAN, A. HOWARTH, A. BRETHERICK, P. T. STEPHENSON, W. G. CONNOR, G. B. ORRELL, S. BRADLEY.
Back row (left to right)—R. GRIFFITHS, J. E. B. JONES, L. J. WALLS, J. SALT, D. BROWN, F. MARRIOTT.

Photograph by S. Bradley

ANFIELD CIRCULAR

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

VOLUME XLIX

SEPTEMBER, 1953

NUMBER 568

FIXTURES FOR THE MONTH

SEPTEMBER

- 5 4th Club "25". Headquarters: Traveller's Rest, Highwayside.
12 DALTON, PARBOLD (Prescott's Farm, Lees Lane).
RUSHTON SPENCER (Fox Inn).
14 Committee Meeting, 3 Whitechapel, Liverpool.
19 NORLEY (Woodfield Café).
26 LYMM (Spread Eagle).

OCTOBER

- 3 WHITEGATE (The Beeches).
10 ANNUAL GENERAL MEETING, DERBY ARMS, HALEWOOD. Tea at
5 p.m.
12 Committee Meeting, 3 Whitechapel, Liverpool.
17 KIRKBY (Cottage Café). MIDDLEWICH (Woodlands).
24 FRODSHAM (Mac's Café).
31/1st Nov. AUTUMNAL TINTS TOUR, H.Q., Glyn Valley Hotel,
Glynceiriog.
31 Alternatives to—
PARGATE (Deeside Café). SOMERFORD (Sunnyside Café).

Will members please note that tea on the occasion of the A.G.M.
will be at 5 p.m.

The Editor of this journal is K. W. Barker, 42 Bickerton Avenue, 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.

COMMITTEE NOTES

75, AVONDALE ROAD NORTH,
SOUTHPORT, LANCs.

ANNUAL GENERAL MEETING. The Annual General Meeting of the Club will be held at the Derby Arms, Halewood, on October 10th. Members wishing to have any matter included on the Agenda should send me particulars not later than September 24th.

AUTUMNAL TINTS TOUR. The Autumnal Tints Tour is again being held at the Glyn Valley Hotel, Glynceiriog. This year we are inviting members of the Speedwell B.C. to join us on this occasion. The week-end has been arranged for October 31st/November 1st, and terms will be advised in the next *Circular*. If you intend being present on this week-end please send me a post card as soon as possible to enable me to make the necessary arrangements regarding accommodation.

CHANGE OF ADDRESS. J. Long, c/o 232 Irby Road, Irby, Wirral.

W. G. CONNOR,
Hon. General Secretary.

JOHN OLIVER COOPER

The Club has suffered another loss by the death on August 20th of Oliver Cooper, who was in his eighty-fifth year, and had been a member for forty-three years.

The Club was represented at the funeral by F. D. McCann, J. Seed, E. O. Morris and J. Long.

We hope to print an appreciation of our old friend in the next issue.

THE OCTOBER "CIRCULAR"

Will members who have any matter for inclusion in the next CIRCULAR please send it to the Editor *immediately* on receipt of this number. The October issue contains the Agenda for the A.G.M. and must be out a week before the meeting. Two reports which should be in the next number have been included in this and consequently the stock of copy is completely exhausted.

RACING NOTES

Little news for this column has reached the Editor, not so much because of less activity in the athletic line but rather through your scribe's absence on holiday.

We have, however, to congratulate young Bren on collecting another Club record with an exceptionally fine ride of 2.5.51 in the Warrington R.C. "50", the event in which our friends the Mersey Roads Club collected Team Competition Record.

The last Club event was run off on the 5th September, and Alan Gorman showed the field a clean pair of heels to record fastest time. Congratulations to Eddie Goodall on a first rate ride and a well deserved handicap award.

HIGH JINKS OF THE PAST

Not many of our members will remember the Annual Dinner at the Alexandra Hotel, Liverpool, on the 24th January, 1894, nor that held on the 16th January, 1895, at the Adelphi, but the menu cards, and those of the 1899 and 1901 functions were studied with interest by those out at Two Mills on a recent Tuesday night.

The 1894 card set out a list of nineteen musical items and a footnote expressed the hope that "this programme may be further extended by items contributed by other Members and Friends".

On the front of the 1899 card there appears a facsimile of our Standard Medal bearing the Arms of Stafford, Lancaster and Chester, which shows that this design has been in use for at least fifty-four years. It would be interesting to know if any member can throw light on the earlier history of this medal.

In 1901 the Dinner arranged for January 24th was postponed until February 21st on account of the death of Queen Victoria.

It would be courting trouble from the Royal Society for the Prevention of Cruelty to Children (or Animals) to go into details of the menus in these days of short commons, but it is interesting to note that in 1895 and 1901 "Anfield Pudding" figured on the Start Card. Knowing something of the calibre of our members about that period we would hazard a guess that the principal ingredients of this delicacy were Blood, Sweat and Tears.

NEWS IN BRIEF

We are pleased to report that Stevie is making satisfactory progress and is able to get out and about a little and is looking forward to attending a Club run soon.

We are sorry to hear that Hans Kinder's eyesight is not improving and is a cause of real concern to our old friend. We know that all will join in sending him our sympathy and good wishes.

News is to hand of some of our exiles. Charles Randall manages to keep fit on golf and sends his remembrances to all old friends.

Len Killip has been getting around as usual; Montreal, Peurto Rica and probably Montreal again as you read this. He regrets not getting to Theale for the B.R. 100, hopes an opportunity to meet the lads will soon arise and sends regards to all in the meantime.

Syd Carver also sends greetings and particularly extends his felicitations to young Bren on his very fine "100" efforts. Syd recently clocked 1.8.19 and has taken up a lucrative appointment as assistant timekeeper.

W. R. Oppenheimer sends greetings and good wishes to the Club from Sussex.

Robbie has been busy again putting the cyclists' view before the editor of the *Birmingham Post*; this time it is a plea for protection

from well-meaning non-cyclists who insist on inventing things to hang on bicycles. W.M. prefers a bicycle without festoons of inventions, and we couldn't agree more.

Following on Robbie's note we might mention a recent meeting of the Merseyside Accident Prevention Federation, at which a resolution was discussed calling on the Minister of Transport to introduce legislation to make compulsory the carrying of a mirror on bicycles. The proposer made a spirited (if rather illogical) case for his idea and wound up with a plea to accept his proposition or recommend the removal of the obligation on motorists to carry a mirror. After briefly outlining his credentials as a cyclist and a motorist our old friend, Bert Light, the C.T.C. representative, proceeded to explain, in basic English, just why mirrors are necessary and good on cars and thoroughly unnecessary evils on bicycles. Although Bert put up an absolutely watertight case we were resigned to seeing the proposition carried, having had some experience of what this Federation will swallow, but commonsense prevailed, and it was thrown out neck and crop.

We note from the Southport papers that our Hon. Secretary's daughter carried off second prize in a "Bonnie Babies" show during the Gala Week up there. With such a father we couldn't understand why she was only second until eventually the penny dropped and we realised that, of course, Bert Lloyd would get the premier award.

Whilst holidaying in North Wales the Editor met Harry Austin in Conway and was also very pleased to renew acquaintance with Mrs. Harry; a very pleasant sequel to a walk over the Sychnant Pass and a browse round the waterfront at this ever delightful old fortress town.

We hear that Vic Lambert (once he's wed) and our old friend, F. H. Swift, hope to get to a run shortly.

From the *Bath Road News* we note that Dicky Stockdale has been in hospital with a slipped disc and his many Anfield friends will join in wishing him a very speedy and complete recovery.

Eric Reeves has been out once or twice at the "Nahoon" on Tuesdays and we hope to see more of him in the future.

Plans are well in hand for a full day's hard riding (and walking) in Wild Wales on the Saturday of the "Tints" Week-end, and Salty will supply details.

Details regarding the A.G.M. and the Tints Tour are on page one and George Connor will be glad to hear from members intending to be present in order that adequate arrangements can be made.

The A.G.M. at Halewood provides a fine opportunity for a real Anfield meet and it is hoped that there will be a really good turn-out.

Friends of the Speedwell B.C. will join us in the Tints Week-end at Glyn, and as this popular fixture may soon be over-subscribed an early booking is advised.

Excellent photographs taken at Highwayside have reached the Editor from George Parr, Jack Davies and Stan Bradley. Any one of them would have been worthy of publication, but Stan's effort is the choice because he was the only one to score a "possible".

Don Stewart has made a short move whilst still serving with the R.A.F. His new address is:—

2574415 J/T. Stewart D.,
Radio Servicing Section,
R.A.F., Lyneham,
near Chippenham, Wilts.

We have been reading with interest and great pleasure the first issue of *The Record* (the monthly magazine of the Mersey Roads Club) since the appointment of R. C. Cobb as editor. This journal promises to be as good as the lads whose deeds it chronicles, and we offer congratulations and best wishes to the latest addition to the Noble Order of Blue Pencillers.

RUNS

HIGHWAYSIDE, JULY 18TH, 1953—PHOTO RUN

Somebody once said that telephones were the worst things ever invented. Be it, or not, but it was one of these gadgets that set the wheels moving for me to reach Highwayside to-day. Arthur Williams rang in the morning with a plaintive message: "Please will you call for me at Parkgate, and bring your driving licence with you".

The bicycle ride in the early afternoon was pleasant, and just before four Arthur's juggernaut clanked and was off. We managed to get on to the high road more or less without incident, and then all was plain sailing. At least, it was until we had to stop the blessed outfit to allow Alan Bretherick to climb aboard. Alan had been visiting Len Hill, and then in the wake of a grand north-wester he was speeding along the Chester road. We met with him near the Yacht Inn, so the machine was stuffed into the inn yard, and then we were away once more. Some minutes later we were battling along the Whitchurch road at a steady twenty-fives. The car had a bit of a struggle to climb Barnhill Bank in the Peckfortons, and I am sure she nearly boiled at the crest of Gallantry Bank, yet all was well, and we docked at the Traveller's Rest exactly at 5-30.

Now it is an impossibility for me to recount all those who were in the mighty throng just to have their "foters" taken. It is amazing what a slender excuse some folks offer to come out, when really there is no excuse needed at all. We were all pleased to see Zam-Buck, Walter Cotter, Eddie Morris, McCann, all of whom just made one car load.

As a fishing party were detailed to have a tussle with the eats first, it suited us to get on with the serious business of the day. What a contrast to the old days. To those with any memories worth having

it was Charlie Conway with a large and solitary stand camera, one of those splendid efforts of old that could take wonderful pictures in a coal mine! Do you recollect our old friend fussing around, dodging this way and then that with an occasional expedition beneath the vast black cloth just to see how he was doing? Some of us youngsters used to get just a little fidgety, but the results were excellent, even in the rain.

To-day it seemed that a goodly portion of those present wished to compete for the finest picture. Stan Wild darted out, then Stan Bradley. Not to be beaten, Liverpool produced Jack Davies and George Parr. From such a welter of talent some fine pictures will come forth. And, as an afterthought, we might mention Len Walls and Frank Marriott. These two ventured to risk their cameras with photographs of the group in colour, and it might be mentioned that at least two of these have come out quite well. We hope to display them on the screen at Parkgate at Christmas.

When it came to counting up for the meal it was realised that we were at least ten more than ordered. Ken Barker looked puzzled, George Connor tore his hair. Only Mr. Johnson smiled. "I've plenty of food, but they'll have to stand up to eat it!"

Going home it was a bit nostalgic. It would have been so nice to be riding a bicycle, particularly when we could hardly overtake the fast pack on the Waverton canal straight.

Those present at a very delightful outing were: The President, V.P's Mandall and Salty, Chandler, Kettle, Wilf and Bren Orrell senr., Zam Buck, Cotter, McCann, Eddie Morris, Jack Seed, Hubert Buckley, Griffiths, Bryan Jones, Len Walls, Dennis John, Ira, Birkby, the Editor, Perkins, McWhinnie, Jimmy, Jack Davies, Laurie, George Parr, Brown, Gorman, Howarth, Sammy, Ginner, Bretherick, Bradley, Percy Williamson, George Connor and Peter Stevie.

GREAT BUDWORTH, AUGUST 8TH, 1953

Saturday, 8th August, being one of those rare calm and sunny days, I naturally set the trike south bound for Great Budworth with pleasant anticipation.

Going through the lanes to Aintree, West Derby and Broadgreen, I called upon Jack Davies, who as usual, suggested that most welcome of all drinks, a cup of tea. Together we made our way to Widnes, crossed the Mersey by way of transporter bridge and arrived at the little café just beyond the Runcorn side of the bridge to find Arthur Birkby waiting to see if anyone would join him in yet another cup of tea. After the smells of Widnes who would say no?

The run really did begin now and of course I discreetly tucked in behind Jack and Arthur until we arrived at Barton, where I had a most rude awakening. It appears that Jack gave the order to turn left rather suddenly and Arthur obeyed instantly with the result that my trike became mixed up with Arthur's single. However the only damage

was a broken rear mudguard, hence Arthur's arrival at Budworth in B.L.R.C. fashion.

There was a really good turnout and a most excellent tea awaiting us at Smithy Cottage. During the meal those seated at the large table heard of the exploits of Stan Wild, who had just returned from his Austrian tour. I was sorry to be just a little too far from his table for comfortable hearing.

After everyone had taken his fill there was a lively debate on the merits and demerits of Liverpool and Wirral members, which ended up with some geographical hair splitting with regard to the exact location of certain members' abodes. However, I think it all ended up in smoke with all enjoying some leg pulls and a most enjoyable run.

Those present were the President and Messrs. Band, Pendlebury, Bradley, Mandall, Long, Howarth, Brown, Preston, Gorman, Parr, Griffiths.

NORLEY, AUGUST 15TH, 1953

Except for the initial three miles we wore capes the whole of the way to Norley and back but kept our spirits up by reflecting on what has been pointed out to us that a dripping countryside represents 'variety' even if the run is to the same old locality. Twelve good men and true were at Woodfield Café and the food and surroundings were A1. I cannot remember what the conversation was about but it was a typical Anfield tea and was as Mr. Pickwick might have observed 'truly delightful'. Members present were Green, Williamson, Mandall, Long, Jack Davies, Bradley, Wild, Pendlebury, Hill, McWhinnie, Howarth and Gorman.

TARVIN, AUGUST 29TH, 1953

Not only was it a new venue but Walter Thorpe was essaying his first post nuptial Club run, so in the circumstances a full day out seemed to be called for. Alas, though for our plans for a long ride. The rain was heavy, cold and continuous and lasted until lunch, by which time we had only got as far as Wrexham. Once out of that not very attractive town the weather improved and as we climbed the hill to Coed Poeth the heavy cloud broke up and we got a glimpse of that yellow thing we very occasionally see up above in Manchester. It was very pleasant indeed along from Four Crosses through Rydtalog, Llanarmon and Llanferres to Mold. After our uncomfortable morning we savoured to the full bowling along in the sunshine with a good wind astern, the moors brilliant with heather and beautiful to see. We approached Chester via Broughton, sneaking quietly through the latter place in case any of the locals came out to 'do' us as far as Tarvin. Fortunately they didn't and we arrived punctually at the 'George and Dragon' to find splendid preparations made for the reception of hungry cyclists. Fellow members, this is a good place; I recommend you to attend the next fixture here. On the occasion of which I write

our number was thirteen but we were not cast down by that circumstance, in fact quite the reverse, being highly diverted by the laconic humour of one Reeves, of whom we have not seen enough this year or so. To round the day off the good wind followed all the way home and Walter embarked on his final fifteen miles if not with eagerness at least without the knock. Members at Tarvin were Green, Williamson, Wild, Long, Mandall, Orrell senr., Reeves, Perkins, Hill, Parr, Thorpe, Howarth and Gorman.

HIGHWAYSIDE, SEPTEMBER 5TH, 1953

The last '25' promised to be an interesting event if only because of the prospect of seeing some of the Club's one time speedmen in action again. Of these, however, only Ginner Williams turned out and right well he acquitted himself. On a machine which to say the least was unsuitable for racing, equipped with a 63-in. gear and without clips or straps he did 99 r.p.m. round the course and finished in 1.20. This with no training or racing for about 15 years. Ginner, we take off our hats to you. Len Hill set off from home at 1.45 p.m. but didn't get to H.Q. till 4.45. Seeing that he was only 25 miles away perhaps it was just as well. Anyway, we had his company at tea which was the next best thing. John Futter punctured at 18 miles after having been 10 seconds up on the field at half-way. Ben Griffiths had an unaccountable lapse to 1.6 but retained enough energy to chase young Williams around afterwards. First Handicap was won and well earned by Eddie Goodall, his first Anfield prize. Riders are indebted to Messrs. J. Long, T. Mandall, Bren Orrell and Mrs. Bren, Geo. Parr, P. Williamson and H. G. Buckley for timekeeping and marshalling. The complete result was:

No.	Name	13m.	Act. Time	H'cap	H'cap Time	Gear
1.	A. Gorman	33.20	1. 4.34	3½	1.1. 4	81
2.	R. Griffiths	33.30	1. 6.46	½	1.6.16	82
3.	E. Goodall	35.15	1. 7.37	7½	1.0.7	81
4.	A. Howarth	35.15	1. 8.20	2½	1.5.50	V.
5.	J. Futter	33.10	1. 8.35	scr.	1.8.35	81
6.	W. Thorpe	35.35	1.10.48	7	1.3.48	V.
7.	J. Salt	37.25	1.14.17	8	1.6.17	V.
8.	D. Brown	38.51	1.15.20	12	1.3.20	72
9.	A. Williams	40.30	1.20.10	15	1.5.10	63

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.

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THE ANFIELD CIRCULAR



OCTOBER AND
NOVEMBER - 1953

JOURNAL OF THE ANFIELD BICYCLE CLUB

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ANFIELD CIRCULAR

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

VOLUME XLIX

OCTOBER/NOVEMBER, 1953

NUMBER 569

FIXTURES FOR THE MONTH

NOVEMBER

- 7 HALEWOOD (Derby Arms) ALLGREAVE (Rose & Crown)
9 COMMITTEE MEETING, 3 Whitechapel, Liverpool
14 DALTON (Prescott's F'm, Lees L^o) ~~HOLMES CHAPEL (The Hollies)~~
SOMERFORD (Sunnyside Café)
21 TARVIN (George & Dragon)
28 KIRKBY (Cottage Café) RUSHTON SPENCER (Fox Inn)

DECEMBER

- 5 HALEWOOD (Derby Arms) SOMERFORD (Sunnyside Café)
12 TARVIN (George & Dragon)
14 COMMITTEE MEETING, 3 Whitechapel, Liverpool
19 KIRKBY (Cottage Café) PRESTBURY (White House Café)
26 HALEWOOD (Derby Arms) Lunch at 1-30 p.m.

Will members please note that the run originally fixed for LYMM on November 28th has been amended as above, viz:—

KIRKBY (Cottage Café) RUSHTON SPENCER (Fox Inn)

The Editor of this journal is K. W. Barker, 42 Bickerton Avenue, 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.

COMMITTEE NOTES

Changes of Address. The change of address for J. Long, notified in the September CIRCULAR has now been cancelled. For the time being his address will remain as before, *i.e.*, 3 Gresford Avenue, Prenton, Birkenhead, Cheshire; F. Wemyss Smith, The Homestead, Tytherington, Macclesfield, Cheshire; J. R. Band, 157 Wigan Road, Ormskirk, Lancs.; A. Bretherick, 59 Reva Road, Huyton, L'pool 14.

Appointment of Delegates, etc.

R.R.A. :	P. C. Beardwood, E. L. Killip.
N.R.R.A. :	A. Gorman, A. Howarth.
R.T.T.C. :	F. E. Marriott, L. J. Walls.
Liverpool Council	
W.C. T.T.C.A.	J. J. Salt, J. Futter.
Timekeepers :	R. J. Austin, S. Wild.
Handicapping and	A. Gorman, L. J. Walls, J. E. Reeves, A.
Course Com'ttee :	Howarth, H. G. Buckley.
Open "100"	A. Gorman, L. J. Walls, I. A. Thomas, J.
Committee :	Pitchford, J. Long, K. W. Barker, J. E. Reeves.

IN MEMORIAM

J. OLIVER COOPER

Oliver Cooper, who passed away after a long period of disablement very cheerfully borne, on 20th August, aged 84, was elected to membership in February, 1908, and became an "Anfielder" of the very highest order. So far as I remember he never did any racing but was frequently to be seen officiating as a "checker" or helping in other ways at our Time Trials.

I seem to remember him "pairing up" with the late Jimmy Williams on a tandem occasionally and that they sometimes rode down to Bettws for the Easter Tours.

My earliest memories of him on the road were of him (and frequently Mrs. Cooper) in a Ford car, one of the early and genuine "Tin Lizzies".

He was always a cheerful companion, looking on the bright side and taking things as they came. It must have been a sore trial to him when a "nerve failure" (so he described it) crippled him and made it very difficult to walk. That put a stop to his active life as an Anfielder but the Club occupied a big place in his heart right to the end.

He was always exceedingly pleased, since he became unable to drive himself, to be taken in a car to a Club run and once again to meet the members, old and new, and his obvious delight at being "on the road" again and among us gave me (and I'm sure others who took him out) very great pleasure. I tried to do so for this year's "photo run" but found he was away from home on a holiday in Salop : soon after his return he collapsed and died. So passes another of the "Old Brigade", greatly regretted by all who knew him.

Our sympathies go out to his two sons, Percy and Grosvenor, who are known to many Anfielders.

F.D.M.

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."*

THE ANNUAL GENERAL MEETING

In view of the fact that the Hon. Treasurer's report showed that we spent some £44 in excess of income and that the CIRCULAR is by far the biggest item of expenditure, this report must necessarily be brief, for space is money.

Forty members attended and were in excellent fettle, as evidenced by the fact that the Treasurer and Editor retain their lucrative appointments notwithstanding the above sombre note. All officers and committee men were re-elected with the exception of Bert Preston, whose place in the scrum is taken by Eric Reeves.

On a proposition by Jimmy, seconded by Long, the Auditors were re-elected (another forty nicker down next year!)

A shortened version of the Hon. Secretary's report appears below. Alan Gorman made his report as Captain and Hon. Racing Secretary, mentioning the success of the experiment of basing the "25" course on Highwayside so that a real club tea could follow the events. He appealed for more starters in club events and hoped we would have a worthy team ready for next season's "opens".

The failure of some members to send reports of runs to the Editor was ventilated—a number of runs and tours during this year have not been reported and it is hoped that this will not be so in the year to come.

Celebration of our seventy-fifth birthday was discussed at length and the Committee was charged to consider a very special Halewood affair in March and also the possibility of a dinner at Whitsuntide in Shrewsbury.

The following is a précis of the report submitted to the Annual General Meeting.

Hon. General Secretary's report for the year ended 30th September, 1953.

The membership now numbers 130, a decrease of 6 on last year's figures. This figure is composed of 9 Life, 85 Full, 10 Junior Full, and 26 Honorary Members. During the year 2 new members have been elected, 3 members have resigned, 1 member has been struck off for non-payment of subscription. One has been transferred from Full to Honorary Membership.

It is with deep regret that I record the deaths of four of our most highly esteemed members, viz., A. Lucas, Capt. J. Park, R.D., R.N.R., E. Buckley and J. O. Cooper. (Appreciations have already appeared in the CIRCULAR).

There have been 53 fixtures during the year and A. Howarth has attended all 53 runs for the second year running and qualifies for the first attendance prize. Our President, Mr. H. Green, attended 52 runs and is the runner-up. Attendances generally have been rather disappointing this year, the average being 18.86 compared with 22.66 last year; 72 members have been out on one or more occasions.

The highest attendance was at the Annual General Meeting, when 40 members were present. Thirty-seven members were at the Photograph Run, which is proving a highly successful fixture, and 36 were at the Birthday Run at Halewood. The lowest attendance was at Lymm on January 31st—the week-end of the gales which ravaged the country, when 11 members were present.

Individual attendances were as follows:—

A. Howarth	53	W. McWhinnie	12	E. O. Morris	4
H. Green	52	L. J. Hill	11	W. P. Rock	4
B. Orrell	51	A. E. Preston	11	J. Seed	4
G. B. Orrell	50	W. Thorpe	11	F. H. Swift	4
S. Wild	49	F. B. Churchill	10	G. G. Taylor	4
G. Parr	46	F. E. Marriott	10	D. L. Birchall	3
P. Williamson	45	J. R. Band	9	S. J. Buck	3
A. Gorman	43	D. John	9	F. D. McCann	3
J. J. Davies	39	T. F. Palmer	9	P. T. Stephenson	3
J. Long	39	A. Bretherick	9	D. Stewart	3
T. E. Mandall	39	K. W. Barker	9	R. R. Austin	2
E. Goodall	37	I. A. Thomas	7	W. E. Cotter	2
A. E. C. Birkby	27	H. Catling	6	J. D. Cranshaw	2
J. R. Griffiths	27	J. E. B. Jones	6	H. Fletcher	2
L. J. Walls	21	W. Orrell	5	T. Sherman	2
D. H. Brown	20	R. Barker	5	J. Pitchford	2
H. G. Buckley	20	E. Davies	5	H. S. Barrett	1
J. Futter	19	J. E. Reeves.....	5	W. A. Connor	1
S. N. Bradley	18	G. Stephenson	5	E. M. Haslam	1
W. G. Connor	17	E. Buckley	4	E. Haynes	1
L. Pendlebury	17	W. H. Kettle.....	4	V. Lambert	1
F. Perkins	17	R. J. Austin.....	4	C. Selkirk	1
J. J. Salt	15	F. Chandler	4	D. Shaw	1
A. Williams	14	G. Molyneux	4	R. Wilson	1

There have been 12 meetings of the Committee, individual attendance being:—

H. Green	12	W. G. Connor	11	J. Long	9
A. Gorman	12	A. E. C. Birkby	11	K. W. Barker	9
G. Parr	12	T. E. Mandall	10	F. E. Marriott	9
J. J. Davies	12	H. G. Buckley	10	A. Howarth	7
W. H. Kettle.....	12	P. Williamson	10		
A. E. Preston	12	L. J. Walls	9		

The Club Tours have again been carried out successfully, brief details being as follows:—

Autumnal Tints Tour to Glynceiriog, 17 members taking part.

The Easter Tour was to Llanymynech with the Lion Hotel as H.Q., 9 members being present. This new venue proved to be a great success and one worthy of a repeat visit.

Whitsuntide saw us as usual at Shrewsbury for the Open "100", with headquarters at the Lion Hotel, 33 members taking part. Numbers were slightly down at the "100" this year on account of it clashing with the Coronation holiday.

At August Bank Holiday week-end 10 members were present at the Bath Road "100".

There has also been a full programme of Club races in addition to the Open "100", details of which have already appeared in the CIRCULAR.

Members will have read in the CIRCULAR of the Committee's decision regarding the History of the Club as written by Norman Turvey. The decision taken by the Committee was not an easy one—it was taken only after a very thorough discussion on the reports at its disposal—neither was it a pleasant one, a more unpleasant decision it has never had to make, but it was the only course open in view of the panel's reports. I should like to place on record, however, the Club's appreciation and admiration for the tremendous amount of work our old friend has put into this effort, and the decision reached must in no way be taken as lessening our appreciation of Norman Turvey's work.

The best thanks of the Club are due to Mr. Ken Barker for the excellent way in which he has edited the CIRCULAR, which has both informed and entertained us during the year.

The best thanks of the Club are again due to Mr. W. H. Kettle for placing at our disposal each month his office for the Committee meetings.

Our thanks are also due to George and Peter Stephenson for their work in connection with the production and despatch of the CIRCULAR.

In conclusion, I should like to thank the President and Members of the Committee for their help during the year.

W. G. CONNOR,
Hon. General Secretary.

NEWS IN BRIEF

Robbie writes:—"This year's photo of the nobility and gentry of our Club is surely one of 'the best ever'; it strikes me as being a grand example of the photographer's art. Incidentally, it provides me with a certain amount of consolation because, being myself now past the mid-seventies, I realise that 'there are others' and that I am not growing up alone! It would be rather aggravating had time stood still in the case of my contemporaries—and near-contemporaries—in the A.B.C.

"Incidentally (but not quite to the same extent as in the previous paragraph), I have just been making (without being aware of it until now) a journey through 'the valley of the shadow'. A spot of trouble in the waterworks department suddenly developed, following heat stroke at the end of a very hot day just after the middle of August and, before you could say 'Jack Robinson' (no relation) ! I was

whisked off to hospital, where certain spare parts were removed. (These have not been returned to me and no reward is offered for their recovery). The net result of all this business is that the Welsh holiday I had planned to have with the Higher Command and the unmarried remnant of our family has gone west, being spent in Birmingham's newest hospital. Ochone! I shall, of course, have the privilege and consolation (!) of paying for that un-had holiday in the Land of the Leek."

The Liverpool *Daily Post* recently published a series of articles on our local golf clubs and the following extract from one on the Prenton Club shows that our old member George Newall is famous in another sphere:—

"Prenton boasts beside one of the finest views of Wirral a unique Veterans' Society, founded by the all-round athlete, Mr. George Newall, who remains its president. The society boasts a membership of forty retired members, who meet for play at least twice a week."

Another Club record went off with a bang when young Bren piled up 245 miles to occupy sixth place in the Manchester Wheelers "12". This ride was a fine ending to a most successful season and we expect Bren to provide even more startling news for the CIRCULAR during 1954. With a little effort in the right direction some handy sets of team medals could also come the Anfield way next season.

The very late date of publication of the September issue made it virtually impossible to publish an October number and it is hoped that members will be somewhat compensated by the extra size of this October/November issue.

Correspondence for the Editor continues to be addressed to the old domicile. Will members and fellow-scribes in kindred clubs please note that communications should be sent to—42 Bickerton Avenue, Bebington, Cheshire.

R U N S

UTKINTON, AUGUST 22ND, 1953

Once again the pleasure was mine; an afternoon free for a journey to Smithy Farm to meet the boys. This year these trips out have been all too rare and so I enjoyed this ride through the Cheshire lanes with unusual pleasure.

I arrived at Mrs. Badrock's in good time for tea and we had barely started when, like a prodigal returned, Eric Reeves appeared on the premises and very good it was to see him again. After tea and the usual business of taking the M/c. vice captain down a peg or two, we decided we had better make for home. Our journey back, with a short break at the Tabley "Windmill" in company with the President, Stan Wild and Percy Williamson, was uneventful, at least until St.

Margarets was reached, where my rear tyre started to soften. After quite a spot of pumping up and searching the surface of the tube, this was changed for one carried, fortunately, in my bag (all these proceedings assisted and encouraged by the President—Bert! I was extremely grateful for your help). For a time I had vague visions of having to finish up with a smart walk, but I terminated my club run still cycling like an Anfielder should. Members present were Bert Green, T. Mandall, A. Howarth, J. Long, P. Williamson, L. Hill, E. Reeves, George Parr, E. Goodall, S. Wild, L. Pendlebury.

DALTON, SEPTEMBER 12TH, 1953

Bill McWhinnie was wielding the tea-pot with good effect as I poked my head around the door of 3 Derby Grove. Jack Davies, immaculate as usual, sat in the corner muttering something about a chunk of foreign matter which had lodged in his eye. I looked on with considerable interest as Bill endeavoured to remove the cause of the trouble, but it was some time later that this was accomplished with the aid of a piece of wet paper in the form of a spill.

The apparently numberless families rejoicing in the name of Prescott (the name of our host) led to a little confusion. Various members having found what they thought was the tea place, sat around waiting for the remainder to turn up. However, the error was discovered as Fred Churchill drew alongside with a screeching of brakes, followed by Wilf Orrell and George Parr on his trike. Rigby (also on three wheels) with George Connor following shortly after.

The meal was excellent and plentiful, and it was decided that the run be repeated in the near future.

What a sight met the few locals as four trikes and an equal number of bikes swept by on the homeward journey. Rigby and the Secretary (unpaid) turned towards Ormskirk, Wilf and Fred Churchill dived into the lanes, whilst Jack, Bill, Parr and myself headed for Stanley Gate. A rather prolonged burst of merriment from some onlooker caused Jack to remark that it was no doubt due to his being on a bicycle!

The wind, which had kindly assisted us on our outward passage, had dropped, leaving us to gaze admiringly at the distant views backed by a colourful after-glow as the sun gently dipped below the horizon.

Those present were Geo. Connor, Geo. Parr, Wilf Orrell, Bill McWhinnie, Jack Davies, Rigby Band and Arthur Birkby.

RUSHTON SPENCER, SEPTEMBER 12TH, 1953

An attendance of thirteen members favoured the second run to this old hostelry. Old, because the walls are all about two feet thick,

and the Fox Inn dates back for 300 years or more. Those who attended the fixture were Gorman, Griffiths, Goodall, Howarth, Brown, Williamson P., Williamson J., Wild, Bradley, Long, Mandall, Marriott and Chandler. The last four comprised the motor party, driven by Gentleman Jimmy, who left Bebington at 2.30. The main route, was taken as far as Middlewich, where afternoon tea was absorbed. Afterwards the lanes were followed a mile out on the Sandbach road by a sharp left turn past Cledford and right on past Flash Farm to Brereton and through some delightful lanes through Brookhouse Green to Astbury. Avoiding Congleton we cut through to Dane-in-Shaw, a scene of former turnouts, and a very hilly road past the Bridestones, entered Staffordshire and a mile or so brought us to the Fox Inn. After tea we carried on to Rudyard Lake and turned north up the Leek/Macclesfield highway, intending to turn left after Bosley to make for the lanes via North Rode, Marton Hall and Twemlow Green, but we overshot the corner near Bosley Reservoir and did not discover the error until after the Gawsorth turnings. The build-up entering Macclesfield prevented us from by-passing the town completely but we were able to avoid most of the populated part, infiltrating on to the Knutsford road before Broken Cross. Here we entered the lanes again via Siddington, Withington and Jodrellbank and then cut through to Goosetrey. Here light began to fail and at the "Three Greyhounds" we took in liquid refreshment. What a transformation inside, richly carpeted and rebushed. We then proceeded via Lach Dennis and Davenham and entered the Manchester/Chester highway at Hartford and had to put up with the interminable glare of headlights so conspicuous on this road. These might have been avoided if the Weaverham-Kingsley-Overton-Helsby route had been taken. However, Jimmy, who had driven the 125 miles most carefully throughout and who must have had quite a tiring day of it, safely deposited his passengers on their own doorsteps in good time. The whole trip was most enjoyable, the lanes delightful, and re-acquaintance with the Pennine foothills with their steep sides and beautiful views, something to remember. One would like to congratulate the Manchester men on having such lovely country to ride over and such cosy inns to feed at.

(This effort wins the jack-pot for Frank Chandler, who delivered the copy personally to the Editor at 2.0 p.m. B.S.T. on Sunday, the 13th September, less than 24 hours after the run concerned.—Ed.).

LYMM, SEPTEMBER 26TH, 1953

After a couple of years with an annual mileage of about 100 I find it now takes a lot more effort and time to cover a given distance, and it was with this in mind that I set out for the Spread Eagle on a lovely afternoon.

A short halt at Hooton to watch the "jets" taking off and landing, then a quick cup of tea at Sutton Weaver, were the only noteworthy incidents in the outward journey.

Arriving first, I was soon joined by Arthur Birkby and Jack Davies, and before long there was a small group awaiting the opening of the bar. Hubert Buckley strode in with the air of one whose masterly sense of timing needs no help from man-made chronometers, and a remark from him concerning the brewery which supplies the Spread Eagle started a learned discussion of the merits of rival brews. Perhaps it was the fact that it was Hubert's round which prompted the company to agree that on such matters he is an expert without peer.

With Alf at the table it is not long before something contentious arises; this time the argument centred on average speeds, "twelves" and such-like tortures and Alan Gorman soon had an envelope covered with figures, but the need to keep one eye on his hungry companions made his calculations a trifle inaccurate.

The argument was abandoned with the advent of a smell such as one imagines would come with the opening of a charnel house, but this was eventually traced to a cheese which the waitress had just opened, and which also gave rise to a discussion on mathematics! Alf was now trying to drive a hard bargain over some "tubs" and the gathering took on the air of a pawnbroker's dinner and/or a Wranglers' Convention.

The ride home to Wirral with Ben Griffiths was without incident, but the county authorities had managed to insert an extra ten miles of road since the outward journey.

Those present and not already mentioned were the President, Stan Wild, Churchill, (Fred!), Davies, McWhinnie, Bren, senior and junior, Parr, Williamson, Bradley, Reeves and Dave Brown, who was celebrating his 26th birthday, as was also Alf Howarth.

WHITEGATE, OCTOBER 3RD, 1953

This was the occasion of my first full day out for many weeks. Alf was to accompany me, and as his cycling miles for the week approximated to zero, due to motor cycle training, I anticipated an amiable pace.

Alf descended from his newly aquired mountain retreat and we got under way together at 10-30, with a dull sky above.

Heading south into a fresh breeze and familiar country we passed through Macclesfield and Congleton, stopping at Alsager for an early lunch. From here, we went into what was for me, new country, through Betley, Wrinehill and Checkley on to Audlem. Very pleasant too, with many fine old houses, well kept gardens full of colour and the autumn tints just coming into the leaves.

One thing was rather disconcerting; the freshening breeze which we had hoped would now have come to our assistance had veered round with us, as a weather cock verified. Pressing on regardless we passed through Aston and Wrenburg, crossed the '50' course at Bickley Schools, then alongside Cholmondeley Park to the Peckforton Hills. In their lee we turned north and went down into Beeston for a later but welcome fours's.

Not far now, but much traffic coming away early from the motor racing at Oulton Park slowed the pace down through the lanes.

Tea at "The Beeches" was not a great success. Since apparently one person was cooking for and slowly serving sixteen hungry blokes in a chilly room, the usual genial atmosphere of a club meal was not forthcoming. So it was without regrets that we pushed off fairly early for home; the sky was clearing, the air chilled, and at last the wind was to our advantage, at least on the Manchester side.

Members present were Green, Williamson, Wild, Mandall, Long, Parr, Davies, McWhinnie, Churchill, Orrell senior, Orrell junior, Reeves, John, Griffiths, Howarth and Brown.

HALEWOOD, OCTOBER 10TH, 1953—ANNUAL GENERAL MEETING

There were waves on the Longendale reservoirs! My efforts to maintain an average of "fifteens" had failed gloriously by two pints at the "Dog and Partridge"—and now, with over seventy wind-deterred miles behind me, I was having salt rubbed into the wound. Forced to pedal *down* the Pennines—and after taking a savage beating between Barnsley and the top. It wasn't that the "wester" was strong, it was so blasted persistent!

After collapsing for sustenance in Mottram, I met Eric Reeves in Stockport: he in a shattered state due to lack of miles—me to a surfeit of 'em. We hied to a hostelry and commenced a course of psychological rehabilitation which was only ended by the matron closing the ward. It now appeared that the "fifteens" average was "up the creek"—and that we should be slightly late at Halewood. Eric, however, averred that in the eyes of Tommy Mandall, at least, we should not be late at all—only unavoidably delayed. The reason for this nice discrimination lay in the magic word—beer!

The food at Halewood was good—and, despite the presences of Salt and Marriott at our table, surprisingly plentiful, which speaks whole libraries for the resources of the Derby Arms. It was really grand to see you all, boys—I wish I could do it more often. (So does the Editor! Never was there a more willing and charming victim.—Ed.)

I have no doubt that the A.G.M. will be reported elsewhere—but for the record, the following gentlemen were present at the deliberations:—Messrs. W. Thorpe, D. Brown, S. Wild, E. Goodall, A. Howarth, A. Gorman, H. G. Buckley, P. Williamson, F. Marshall,

H. Green, W. H. Kettle, D. McCann, E. O. Morris, G. Stephenson, J. Long, W. G. Connor, S. J. Buck, F. E. Marriott, J. J. Salt, L. J. Hill, J. E. Reeves, S. T. Carver, G. B. Orrell, R. Griffiths, J. J. Davis, G. Parr, F. B. Churchhill, V. Lambert, A. E. Preston, E. Davis, A. Bretherick, R. Barker, F. Perkins, F. Palmer, L. J. Walls, W. McWhinnie, A. E. C. Birkby, B. Orrell, K. W. Barker and K. Selkirk, a prospective.

Club runs end normally with the participants returning home, and so it was with me—but not until Monday. Initially—before the fog lifted—I had horrors that the wind was an "easter", and that another thrashing was in store, but it dropped to almost a calm. I *did* average my "fifteens" on the way back to Hesse—and so, with self-respect restored to a reasonably satisfactory condition, I look back on a very pleasant week-end. No rain—some pain—"O sweet insanity that maketh mock of turning tides" as the bard has it. Substitute "wheels" for "tides"—"an' it makes yer think, don't it?"

Well—go on then—"make mock", can't yer?

SID CARVER.

COTTAGE CAFE, KIRKBY, OCTOBER 17TH, 1953

There was a rather poor attendance to-day considering the accessibility of this place for Merseysiders; one wonders what was the rival attraction.

The run was memorable for the welcome return to the fold of Frank Palmer and his performing molecules. The sparkling air of Widnes seems to agree with him, or is it the life of leisure?

Rigby Band and young son put in a brief appearance but did not stay to tea proper (cads). After doing justice to an excellent spread we went our several ways; I accompanied Tommy Mandall, Jack Davies and George Parr to a local hostelry, but left before the end of the session owing to the thickening fog. As it was I accomplished the first eight miles of my journey by dead reckoning.

Those present were J. R. Band, A. Birkby, F. Churchill, G. Connor, J. Davies, T. Mandall, F. Palmer and G. Parr.

As we go to press we regret to hear of the deaths of W. CROMPTON HUMPHREYS and LORD KENILWORTH. Appreciations of these members will appear in the next issue of the CIRCULAR.

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.

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THE ANFIELD CIRCULAR



DECEMBER - 1953

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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FIXTURES FOR THE MONTH

1953

DECEMBER

- 5 HALEWOOD (Derby Arms) SOMERFORD (Sunnyside Café)
12 TARVIN (George & Dragon)
14 COMMITTEE MEETING, 3 Whitechapel, Liverpool
19 KIRKBY (Cottage Café) PRESTBURY (White House Café)
26 HALEWOOD (Derby Arms) Lunch at 1-30 p.m.

1954

JANUARY

- 2 HALEWOOD (Derby Arms) WILDBOARCLOUGH (Stanley Arms)
9 FRODSHAM (Mac's Café)
11 COMMITTEE MEETING, 3 Whitechapel, Liverpool
16 PARKGATE (Deeside Café) MIDDLEWICH (Woodlands)
(Ladies Invitation Run)
23 DALTON (Prescott's Farm, SOMERFORD (Sunnyside Café)
Lees Lane, near Parbold)
30 TARVIN (George & Dragon)

A Merry Christmas and a Bright and Prosperous New Year to All.

The Editor of this journal is K. W. Barker, 42 Bickerton Avenue, 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.

COMMITTEE NOTES

75 Avondale Road North,
Southport,
Lancs.

Change of Address. J. Long, 29 Sparks Lane, Thingwall, Wirral.
Ashley Taylor, 36 Knutsford Road, Wimslow, Cheshire.

Boxing Day. Lunch at 1-30 p.m. at Halewood has been arranged and as the Derby Arms completely fills the bill for this fixture, it is hoped that there will be a really good attendance.

For those unable to cycle, a Crosville (No. 118) bus passes the door. In order that adequate catering arrangements may be made please let me know if you intend to be present, and note that I expect to be away from the 23rd December.

75th Anniversary Celebrations. As instructed by the A.G.M., the Committee have considered the advisability of arranging a Dinner at Shrewsbury at Whitsuntide and have decided, after very careful consideration, not to arrange such an event.

W. G. CONNOR, *Hon. Gen. Sec.*

IN MEMORIAM
LORD KENILWORTH

John Davenport Siddeley joined the club in 1890 and during the first year of his membership proved himself a rider of no mean ability with a win, on handicap, in the second closed "50".

It was, however, in the field of organising record attempts that his talents shone brightest, and his friendship with G. P. Mills provided ample scope in this sphere. In those early days of the game, helpers often, of necessity, covered mileages little if any short of that achieved by the record aspirant and the secretary's report for the year 1891, when speaking of the great End to End ride in September by Mills, said that G. P. wished to pay "a special tribute to the help given by "Messrs. J. D. Siddeley, R. H. Carlisle and W. W. Shaw who paced him throughout". This was but one of many similar occasions and years after he delighted to recall the highlights of his cycling days and would tell, with relish, of the occasion when, during a long distance record ride, the great G.P.M. found the seat of his breeches completely worn away and demanded, and got, those of his future lordship.

When the Northern R.R.A. was formed to check and authenticate the many record attempts of those days John Siddeley was appointed the first honorary secretary and he did much to establish the reputation and good standing of that body. Many years later, when the Fellowship of Old Time Cyclists was formed to bind together the "penny-farthing" pioneers of our pastime, he was one of the earliest members.

It was in the drawing office of Humber's Beeston Works that he commenced his career but he soon turned his attention to motor-cars and the development of the internal combustion engine and his name became a household word. He was most generous in his public benefactions; aeronautical research at Cambridge, training of young farmer immigrants in Australia and Canada and the rebuilding of Coventry Cathedral owed much to his munificence, and in 1937 he bought and presented to the nation Kenilworth Castle, together with a large sum to cover the cost of repairs. Although knighted and later elevated to the peerage he remained at heart the John Siddeley of his early cycling days, and retained a keen interest in all matters connected with cycling generally and the Anfield in particular. At the time of our seventieth birthday celebrations in 1949 a small and select band of old time members were made Life Members and Lord Kenilworth was one of those members.

When the club promoted the Open "12" for the last time soon after the recent war Lord Kenilworth was an interested spectator at Waverton and it was soon after this that he removed to Jersey where he died at the age of 87 only two weeks after the death of his wife.

WILLIAM CROMPTON HUMPHREYS

With the death of William Crompton Humphreys at the age of 75 years the club has lost another link with the early days, for he joined in 1897 soon after coming over from Dublin. He lived for a time in Manchester and Wallasey before settling, in 1931, at Preston.

Many of our older members will remember him as a "regular" at the Wednesday evening meets at Langfall Massie in the 1920's but there will be few who can go back to the days when he participated, with no little success, in road events; medals which he won in those far off days were among his most cherished possessions. Although prevented from getting out and among us by reason of distance from our usual riding area and latterly because of the added burden of illness, he retained a lively interest in the affairs of the club and the writer remembers with great pleasure the hospitable welcome afforded by our old friend and his good lady on an occasion just twelve months before his death last October; other members riding northwards in earlier years have gone on refreshed after a similar call.

Crompton Humphreys was a pioneer car driver and served through World War I, first in the R.A.S.C. and later as one of the original draft who formed the Royal Flying Corps. He was keenly interested in physical culture and won recognition in this sphere in addition to his achievements on the road.

We would convey to Mrs. Humphreys and her two sons the sympathy of our members in their bereavement; we too are the

poorer by his passing for links forged in far off days, once broken, can never be repaired.

NEWS IN BRIEF

It is a most happy state of affairs for an Editor to find himself with too much copy, for pruning is preferable to padding. But it calls for an apology to those whose efforts have been "cut" or held over. A most entertaining account of the "Tints" week-end was, very regretfully, chopped in half, and even then the scribe was tempted to publish the half destined for suppression on security grounds.

Robbie continues to educate the public of Brum through the medium of the correspondence columns of the *Post* and it is hoped to comment on his more recent efforts when space permits.

News is to hand of Urban Taylor who has been busy organising sports meetings up Oldham way and taking a six week's trip through Belgium, Germany and Sweden up to the frontiers of Finland and Russia. Members must work out the return route for themselves because Urban's writing is barely as good as the Editor's geography.

Bert Green's absence from the "Tints" headquarters caused considerable concern for a time, but when he phoned to say that the persistent half gale had proved too much and he had turned with it for home, the relief was evident. Though his cheery presence was greatly missed it was taken as a good sign that he is realising that it is sometimes "better to travel hopefully than to arrive".

R U N S

THE AUTUMN TINTS TOUR

GLYNCEIRIOG, 31ST OCTOBER/1ST NOVEMBER

It wasn't raining when I called for Alan on Saturday morning, but he reassured me that we wouldn't get far without capes. After all, the traditional weather of the weekend could not be dispensed with just because some Speedwell chaps were going to join us in the Glyn Valley.

Our intention was to meet Hubert Buckley at "The Woodlands", and then carry on to Holt-on-Dee to meet Tommy Mandall and some others for lunch. We kept the first appointment all right, but over a cup of tea Alan and Hubert fell to arguing as to our route.

The issue was settled for us in a negative sort of way, Hubert happened to mention that his rear tyre could stand a little air, and Alan said his pump was a good one. It must have been a *pretty* good one, for before Hubert had time to say "I haven't tasted beer since last Sunday", Alan had blown the true blue British inner tube to shreds, and the outer cover clean off the Italian rim. This put Holt out of the question for lunch, and we all agreed on Nantwich. Whilst the report of the bursting tyre still rang in our ears, the rain began

to fall heavily, and I knew instinctively that this was Old Mother Nature's way of announcing that the Autumn Tints weekend had now officially commenced ; we spent a little while arguing whether it was better to get saturated first and cape up afterwards in the manner of true Anfielders, or to ignore tradition for once and have lunch in comfort. The more rational viewpoint ultimately prevailed, though I admit that with capes on, against that breeze, progress was hampered a little.

Argument was resumed over lunch. This time it concerned our subsequent route, and I began to think I was in a debating society. In fact I was conjuring up visions of sitting there all day, discussing the relative merits of different approaches to the Welsh valley, until it became too dark to see any of them. Percy Williamson arrived then, and soon knocked some sense into us. Far be it from me to suggest that he demanded all his own way, but how beautifully he gets it !

The sun came out after lunch, and the lanes along which he took us were simply delightful. Cholmondley Park was exquisite, but everywhere was beautiful and the tour was now living up to its title as well as its reputation.

After an excellent tea at Bangor-on-Dee (at a place chosen by Percy !) we proceeded via Overton, and shortly afterwards met Stan Wild. I forgot all about the debating society and began to think I was in a mutual admiration society. This happy thought was stimulated by the ceaseless flow of sweet things that Stan and Hubert were saying of each other. Stopping at a public house in Weston Rhyn (where Percy left his tobacco), taking a wrong road in the dark, and getting involved in another downpour were just incidentals ; nothing could halt the expressions of good fellowship that emanated from those two men.

We arrived at the hotel just too late to see Jack Salt before he had his bath ; if his boots were anything to go by, he must have looked a picture. He had been helping Frank Marriott to look for trouble in Wild Wales, and between them they had found quite a lot, even to being 'first nighters' at an inn under new management. Apparently a place where they apologise for having nothing to eat and nowhere for you to sleep, but somehow manage to "do you proud".

The atmosphere was somewhat gloomy as we went into dinner. Tommy Mandall and Ernie Davies were distinctly worried over the non-arrival of the President, as they knew he had left Holt about two o'clock in the afternoon. After dinner the Skipper tried to get information from the police, but they had no accidents to report. However, Alan had barely put the telephone receiver down when the President himself rang up from home. From the depth of the relief, expressed both in words and facial expression, I learned something

of the tremendous esteem in which he is held. All the same, we would sooner have seen him in the flesh.

In addition to their Captain, Dick Hulse, there were nine Speedwell members present, namely Ralph Onion, Ray Billingham, John Darwent, Bert Baker, Charlie Horne, Les Male, Albert Bullock, Ron Astley and Macdonald who just answered to "Mac", rides a trike and wears a hat that would do infinite discredit to an unemployed scare-crow who had been on relief since the Poor Law enactment of the first Elizabethan Era.

Whilst Mac was weathering a storm of abuse, Tommy Mandall was vice-presiding in an adjoining room over a body of men determined to put British agriculture, or at least, that part of it concerned with hops and barley, firmly on its feet.

George Parr, Len Hill and Hubert were busy finding out how many pints in a firkin, Ben Griffiths rushed in and out with fresh supplies, pausing every few minutes to hole out in one, whilst lesser mortals grabbed whatever sustenance they could.

Soon after 2-0 a.m. all was comparatively quiet until a mighty roar as of a hippopotamus calling to its mate shook the house; Benno was bidding the company a very good night! The Skipper's reply was bright, brief and breezy but was quite wasted on the Broughton Basher.

Rain was still falling heavily when the breakfast gong sounded but I derived considerable consolation from the thought that it was Don Stewart who had to get to Wiltshire that day.

Before the party finally broke up and after numerous abortive attempts Len Walls managed to get a photograph of the mob and then the trek for home started.

Alan and I set off together and had to wear capes until about half past three in the afternoon. I shook my cape out as dry as I could and tied it in its straps, whilst Alan put his in the saddle bag leaving his cape straps to dangle loosely. Near Wrenbury, where the famous "Trufood" herd of cattle roam, he found that he had lost his straps, so we went back to look for them. We found one just near the place at which we had uncaped, then turned slowly for home in the hopes of spotting the other.

Alas! whilst we had no evidence that the dairy produce of these cattle was good, there was no gainsaying the fact that they yielded abundant supplies of a bovine by-product, of only indirect value to the consumer. After contemplating the fertile state of the road Alan murmured sadly, "It would perhaps be just as well if we didn't find it".

At Mrs. Bates' in Goostrey we were again joined by Percy who hadn't found the missing strap but had retrieved his own lost tobacco. Percy has a method, all his own, of finding his way about without the aid of map or compass; the formula is quite unprintable but is

well worth a private enquiry, for judiciously used it can solve most, if not all, of life's problems.

As we sped homeward before the wind we thought of the Speedwell contingent who would not find it so helpful, nor, for that matter, would Don Stewart on his long ride back to camp in Wiltshire. No doubt they thought, as we did, that the weekend had been well worth it.

PARKGATE AND SOMERFORD, 31ST OCTOBER, 1953

Jack Seed was the sole attender at the "alternative" at Parkgate whilst Bren senior and junior, Eddie Goodall and Alf Howarth made up the small but select party at Somerford.

MIDDLEWICH, 17TH OCTOBER, 1953

Heavy rain on the Friday evening which lasted well into the small hours of Saturday morning did not augur well for today's run. But after early mist the day developed into one of the best that Autumn could offer—mild and sunny with a negligible wind.

Passing Ringway airport it was interesting to observe that the 'plane doing 10/- "flips" was nearly full and as I reached the southern perimeter of the air-field it passed overhead in the direction of Castle Mill. I crossed the Bollin at the last-mentioned place, proceeding to Ashley, Knutsford and Toft, and as I was entering Middlewich a tandem hove alongside with the Skipper in the right place and his young son stoking up. Alf and Dave were with the tandem and together we reached the "Woodlands" on the stroke of the appointed hour.

Tea had already commenced under the benevolent eye of the President who had in his charge Percy Williamson, Stan Bradley, and three welcome visitors from the Wirral in the persons of Eric Reeves (making a determined comeback, it seems), Ben Griffiths, and Dennis John. The meal was first-rate and shortly after six o'clock everybody had finished and were either talking or puffing. Alf, needless to say, was talking, and the only person who can stop him (one Hubert) was missing. So we listened and liked it!

Just then the two Brens arrived after witnessing the motor-cycle racing at Oulton Park, and our complement was complete. The Presider's party was the first to leave, and from a convenient place at the rear it was most pleasant to admire the dexterity with which Bert propelled his "birdcage" along, and at no moderate speed, either! On commenting on this Bert replied that the trike had been lubricated during the previous week, but modestly did not say why it went so fast on so many occasions prior to lubrication.

The night was cold after the mild afternoon, with disturbing patches of mist. Nevertheless, the ride home was delightful and brought a most enjoyable run to a contented close.

Members present: The Presider, S. Bradley, D. Brown, A.

Gorman (and son), R. B. Griffiths, A. Howarth, D. John, B. Orrell, G. B. Orrell, J. E. Reeves, S. Wild and P. Williamson.

FRODSHAM, 24TH OCTOBER, 1953

It was an uneventful ride, the miles falling behind without much effort, as usually happens on a bright sunny day, although a nippy little wind crept round every corner, bringing gold and brown leaves swirling along the road beside me, just to prove it really was October.

Arriving at Frodsham, Mac's Café looked cheery and welcoming with friendly faces grinning inside; I found quite a good crowd already there; Howarth, Mandall, Davies, Parr, Wild, Williamson, Green, Gorman and Churchill.

The "Orrell pair" rolled up soon afterwards, but, surprise of surprises, not a "Wirralite"! The "North Wales gang" were also missing, except for the most important one! They don't call me "Big Head" for nothing. Perhaps the venue was not distant enough for the locals? Probably wasn't worth any of them hiring a bike for such a short run!

A tasty tea quickly disappeared and the usual chat and arguments developed until the time arrived for us to wend our ways home.

Another run neared completion as I made my lonely way to Broughton, nearly (but not quite) beating the rain!

Those present were the President, Tommy Mandall, Stan Wild, Percy Williamson, George Parr, Alan Gorman, Fred Churchill, Bren senior and junior, Alf Howarth, Jack Davies and Ben Griffiths.

TARVIN (GEORGE AND DRAGON), 21ST NOVEMBER, 1953

There was a cold November wind blowing against our faces as we left the city of Chester, but the road to Tarvin was quickly covered and we were the first to arrive at the "George and Dragon". After parking our machines we went for a stroll around the quiet village until a light coming down the road proclaimed the presence of Arthur Birkby, whereupon we went inside and sampled the local brew before retiring to the next room to partake of an excellent meal. The usual after-tea discussions were in progress, the main contention being that Ben (Grimes) Griffiths could not beat 1.6 for a 25 T.T. on his newly-acquired barrow. It was good so see Frank Chandler out on his three wheels and our President was there by courtesy of the local bus service. It was with reluctance that we left the comfort of the warm room to face the ride home, but we soon left Chester behind and were bowling home with the wind on our backs and Jimmy muttering something about the pace (get the miles in Jimmy!)

We intended stopping at "Two Mills" for a "cuppa" but the café was shut, so I bade the others farewell and traced my way home under a semi-moonlight sky. Altogether a very pleasant run.

Those present were: Green, Howarth, Perkins, Parr, Chandler, Birkby, Walls, Griffiths, Long, Gorman, Orrell (senior) and John.

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