

# ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD CYCLING CLUB  
(formed March 1879)

President : Phillip Mason  
Vice Presidents : Harold Catling  
: John Futter  
Captain : Ben Griffiths  
Hon Secretary : John Stinton  
1 Orchard Road  
WHITBY E. YORT  
051 355 9422

April 1988

£50

May	4	Committee Meeting	Little Budworth	Vets 75	J6/6
	7	Shrewsbury Arms	Shocklach	Club 10	
	14	Bulls Head	Grainrhudd		
	21	Rose & Crown	Barton	Vets 25	D25/11
	28	Cock of Barton			
June	1	Committee Meeting	Oakmere	Police 20	J5/6
	4	Forest View Inn	Farndon	Mersey Whls	25 D25/11
	11	Nags Head	Bickerton	Century 25	D25/11
	18	Bickerton Poacher	Tattenhall	Club 20	
	25	Sportsmans Arms	Churton	Prescot 25	D25/11
July	2	White Horse			
	6	Committee Meeting			
	9	Four Crosses	Dwlchgwyn		
	16	Coppermine	Brown Knowl	Club 20	
	23	Morris Dancer	Kelsall	24 hour	
	30	Three Crowns	Pen-y-stryt		
Aug	3	Committee Meeting			
	6	Nags Head	Houghton Moss	Harpole 25	J6/6
	13	Sportsmans Arms	Tattenhall	Larkhill 25	D25/11
	20	Plough Inn	Christleton	Kirby 25	D25/11
	27	Forest View Inn	Oakmere	Rhes 25	D25/3
Sept	3	Rose & Crown	Grainrhudd		
	10	Beeston Castle Htl	Beeston Brook		
	17	White Horse	Barrow		
	24	Four Crosses	Dwlchgwyn		
Oct	1	Dysart Arms	Lunbury		

\* Note : Club Runs centred on Broxton and J Courses.

CLUB RUNS HELD AT THE EUREKA CAFE, TWO HILLS, 6.30pm ON 1ST & 3RD<sup>S</sup>  
WEDNESDAY OF THE MONTH, PLUS 5th WEDNESDAY WHERE APPLICABLE.  
COMMITTEE MEETING-WILL BE HELD IN CONJUNCTION WITH Club nights.  
MEMBERS AND OFFICIALS WILL BE NOTIFIED OF DATES.

## CLUB SUBSCRIPTIONS

21 and over £10.00 Junior £5.00 Cadet 1.00

These and donations should be sent to Treasurer Keith Dring

5 Brunstan Close Barnston Mirral 051 342 4868 LG6 1UH

EDITOR: BRIAN BIRD 52 GREENLANDS TATTENHALL CHESHIRE W1033 CHE 90Y

# MINUTES

Minutes of the Annual General Meeting held at Ashton Mt Hall  
on 3rd October 1987, commencing at 2.30pm.

PRESENT:- D Eaton, B Griffiths, J Lewis, Jas France, J Oakes,  
C Clewley, E Reeves, G Robinson, J Futter, H Twigg  
S Twigg, T Williams, B Bird, P Mason, J Thompson,  
J Williamson, K Orum H Catling.

APOLOGIES:- Jo France, D Birchall, J Stinton, T Pickles, J Hopkins,  
J Hughes

Minutes of the last meeting were read and accepted.

## MATTERS ARISING

The Club has agreed to keep the date for the 100 as late May  
Bank Holiday Monday.

The Secretary then read his report for the year which showed a  
continuing trend of new members, plus a club room on the 1st, 3rd  
and 5th Wednesday evenings at Two Mills.

The Treasurer gave the accounts for the year and notified the  
meeting that he would be standing down as Treasurer in October  
1988. Mr Griffiths agreed to get the Highman Trophy valued.

The Captain gave his report and thanked people for turning  
out on club runs, and marshalling club and open events.

Racing Secretary Then gave his report showing that John Stinton  
was once again BAR.

## Election of Officers

PRESIDENT  
Vice Presidents

Secretary  
Treasurer  
Captain  
Vice Captains

Editor  
Racing Secretary  
100 Secretary  
25 Secretaries  
ECF

VCITCA  
RTTC  
NRA  
ARA  
Committee

Auditors  
Social Secretary  
Club Coach

P Mason  
H Catling  
J Futter  
J Stinton  
K Orum  
B Griffiths  
T Pickles  
J Lewis  
B Bird  
J Lewis  
P Mason  
B Bird, B Griffiths  
P Colligan: J Futter  
B Griffiths: J Futter  
P Colligan: H Twigg  
H Catling  
D Eaton, S Twigg, J Hughes,  
G Robinson,  
J France, E Reeves,  
T Williams  
B Graham





My hopes for a fast ride in this traditional opening event riding with Jayson Hughes, were blown away on the morning of the event. The gale force wind blowing off the sea on the North Wales coast road was blowing riders to a standstill just after the start.

We had a brief ride up the road, and a team talk, it was decided to use our 42 chainrings on the way out. Despite us working well together it took us 47m 10s to reach the 12 1/4 mile turn. A different story coming back at over 30mph to finish 1.4.59.

Also representing the club were Jeff Lewis and Brian Bird who finished with 1.10? With Brian beaming about giving Jeff some stick on the way back, using his 54 chainring to good effect.

Fastest team were Hinds/Roberts 58.53 and at least it wasn't raining.

JOHN STINTON

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APPLICATION FOR MEMBERSHIP

Michael Thomas Kimpton (full)  
15 Bracken Close, Broughton  
Nr CHESTER, CLWYD, CH402L

Proposed by M Twigg  
Seconded by S Twigg

Simon Tian James Cocker (Cadet)  
4 Correllius Drive  
IRLEY Wirral.

Proposed by G R Griffiths  
Seconded by J Futter

A RECENT NOTE FROM JOHN MOSS IN SOUTH AFRICA INFORMS US THAT HE AND THE FAMILY ARE RETURNING TO THE U.K. FOR 4 WEEKS VACATION.

HE EXPECTS TO BE ON THE CLUB RUN ON THE 9TH JULY BUT MOST CERTAINLY ON 16TH JULY, WHEN HE HOPES TO SEE AS MANY OF HIS FRIENDS AS POSSIBLE.

WE ARE INFORMED THAT JOHN HAS ORDERED A RACING JERSEY "WITH POCKETS" AND PROPOSES TO RIDE SOME TIME TRIALS DURING HIS STAY. HE HAS BEEN INFORMED THAT WE RIDE RACING BICYCLES WITH TWO DIFFERENT SIZE WHEELS BUILT WITH 16 SPOKES PER WHEEL.

JOHN WE LOOK FORWARD TO SEEING YOU.

## HILLS - The Most Painful Part of Cycling

---

Now that my age is greater than the number of teeth on my inner chainring I find hilly club runs with the younger members more difficult. In truth the steeper the hills the more likely I am to be dropped off the back of the bunch. Indeed this appears to be a problem not restricted to older members so I have decided to put pen to paper.

Being of an enquiring mind I decided to see what can be done to minimize the problem. Cycling is an exercise in overcoming resistance by strength and endurance, the major resistances to be overcome uphill being:-

- 1 The effect of gravity
- 2 Friction effects of the bicycle
- 3 Air resistance.

Since complete body transplants are not yet available on the NHS we must overcome the problem either by changing the equipment changes in technique or improved training, but which will be the most important? First consider the mathematics of the problem. The work done against gravity is given by

$$W = mgs \text{ Newton metres}$$

where  $m$  is the mass of cycle plus rider

$g$  is gravitational acceleration

$s$  is vertical distance travelled

Consider a 70kg rider on a 12kg cycle riding up a 5% gradient at 6 metres/second (approximately 13.5 mph). He lifts 82kg through 0.3 metres each second so the work done is  $82 \times 9.81 \times 0.3 = 241.3$  Newton metres. One Newton metre per second is a power of one watt so the rider is developing 241.3 watts or approximately one third of a horse power to overcome gravity.

At 6 metres per second rolling resistances require between 20 and 40 watts power output and are mainly due to tyre friction with smaller losses from chain, gears etc.

Air resistance depends upon the frontal area of the rider plus machine, their drag coefficient, and their speed raised to the power of 2.27 approximately. Riding in still air will require a power output of between 50 and 70 watts depending upon whether the rider is crouched or sits up on the tops.

If we assume our rider sits up on the tops and rides a machine of average friction he requires a power output of  $240+30+70 = 340$  watts

If the rider loses weight by dieting and by buying some lighter equipment, reduces rolling resistances by using lighter tyres pumped up to greater pressure, and wear some modern windcheating clothing thus reducing rolling and air resistances by a total of 15 watts and overall weight by 5k. What will th effect on his climbing speed be?

He now has 255 watts available to raise a mass of 77 kg

$$S = \frac{255}{77 \times 9.81} = 0.338$$

$$77 \times 9.81$$

cont/.....

## HILLS The Painful Part of Cycling

cont/....

is the vertical height he can raise himself and his machine each second, that is approximately 6.75 metres travelled along the road each second. The increased speed will cause an increase in rolling and air resistance so the increase will only be to 6.5 metres per second, an increase in speed of just over one mile per hour.

In order to achieve the same increase in speed without dieting or spending money on lightweight equipment the rider needs to increase his power output from 340 watts to approximately 370 watts, that is an increase of 9%. Provided that the rider has not already achieved his ultimate potential power output, a severe training routine biased towards strength and power training could probably do this over two or three years. A strict diet and lighter equipment would seem to be less taxing.

Now consider the technique of climbing. The most efficient action seems to be a regular, steady motion close to your anaerobic threshold. Sudden accelerations will cause you to blow up and ultimately slow down so leave them to winged climbers. Respond to attack by racing your pace slightly and try to bring them back gradually at the least cost to yourself.

Except for strong headwinds, air resistance is of minor importance so sit up high with straight arms and a wide grip on top of the bars enabling you to breathe deeply. Use diaphragm breathing like singers rather than chest breathing to expand your lungs more and move to the back of the saddle for increased leverage from your legs. Try to set a rhythm with your breathing and your legs will tend to follow it. Counting helps to do this. Breathe deeply before steep bits to maximise the oxygen in your blood stream.

Most of us overgear on climbs so pedal rather than push. Is power output that counts and doubling your pedalling rate halves the force you must exert on the pedals so you tire less quickly. 90 rev/min is not an excessive pedalling rate but will enable you to reach 13.5 mph on a 50 inch gear. The modern six and seven speed blocks make ultra-low emergency gears well worthwhile.

Ride steadily on the first half of a long climb trying to maintain contact with the group and keeping something in reserve to make your effort on the second half. The top riders gradually work their way into higher gears as they pass the half-way point. If you do go off the back it's worth changing up one cog and pushing harder for a short time to regain the group, you may be too tired to rev the smaller gear to get back. However, take care not to blow-up completely when you try this. A tip I read some years ago from a former Tour de France rider involves pressing harder on the pedal every fifth pedal stroke. On the fifth stroke the

cont/.....

## HILLS The Painful Part of Cycling

cont/.....

left leg presses harder, on the tenth the right etc etc., till you reach the top.

Climbing out of the saddle with hands on the brake levers uses more energy, and hence is more tiring, since you must both move and support your body with your arms and legs instead of supporting your trunk with the saddle. However at low pedal revs it enables you to get more force onto the pedals so is useful on steep stretches for acceleration, and where you are overgeared. Generally the technique involves moving the bike from side to side to enable the driving leg to force vertically downwards whilst holding the body forward on the bike, not not so far forward that the rear wheel loses traction. For sudden accelerations to make a break the top climbers seem to hold the frame still so the pedal revs can be increased more easily, then using the thighs both push and pull simultaneously on alternative pedals. Using low gears this gives fierce acceleration and they take off like Harrier jets. However the technique takes you into oxygen debt very quickly so once the break is made they sit down again and recover while maintaining a high pace, ready to repeat the process if anybody gets back on again. Charly Gaul and Frederico Bahamontes who both won the Tour de France on climbing ability used this technique. Bahamontes apparently used to alternate 20 revs standing, 20 revs seated for the whole climb, but he was a climber par excellence. Two years ago when Lemond won one of the Tour de France mountain stages the TV coverage showed him attacking in the company of Hampsten, both using this technique to drop the other super-climbers on a steep hairpin bend. Lemond subsequently won the Tour and Hampsten took the white jersey for best newcomer, mainly due to their climbing ability.

For mere mortals the rule seems to be below 55 rev/min climb out of the saddle above 65 re/min sit down. If I climb out of the saddle for a long spell I seem to accelerate when I sit down suggesting I should have sat down sooner. If this applies to you as well limit your spells out of the saddle accordingly.

If you can do so, keep near the front on a climb as long as possible then if you falter you can work your way back through the group gradually and maintain contact as long as possible.

Good climbers are usually very light and, since gravity has less effect on them, make poor descenders. Thus time taken practising descending is worthwhile since it can limit their gains.

Finally if any of the above helps you improve your climbing wait for me at the top please.

GERRY ROBINSON

FRANK PERKINS 1901-1987  
ABC from 1922

One of the oldest members of the Anfield Bicycle Club, Frank was a stalwart of the Club in his younger days and, even when Anno Domini took it's toll he continued to attend the weekly runs until an eye condition caused him to curtail his activities in 1986, he died in December at the grand old age of 86 after a short illness.

He was a particular friend of mine, and we had many happy hours exploring the Wirral on Tuesday afternoons, when Frank would call for me and we would ride, cycle or walk round the peninsula, depending on the weather, and time of year.

He formed one of a quartet who regularly attended the Anfield runs for a number of years by car, after failing health had ruled out cycling, the other three members were Len Hill, John Luse and John France.

He was also an active member of the Wirral Model Engineering Society, and his life long association with railways continued after his retirement, and every Sunday during the season he could be found at Royden Park assisting in the running of the miniature railway, he also assisted me as treasurer, when we attended local sports festivals with our steam train, in all helping to raise over £3,000 for local good causes.

He will be sadly missed by all the older members of the Anfield Bicycle Club, and particularly by yours truly.

JOHN FRANCE

## TRAINING RUN - JANUARY 10th

After a 10 mile warm up ride I reached the Eureka Cafe to find dozens of Birkenhead North-Enders milling about on the fore-court preparing to depart on their mass club run. Their departure left a few vacant seats in the cafe so I joined Ben Griffiths and Rob Wilson awaiting the arrival of the others. Brian Whitmarsh and John Stinton turned up ready for the 9.30am start. Ten minutes later Jayson Hughes had still not made an appearance so we split into two search parties and headed for Shotwick Fork, one group via the main road, the other via Woodbank Lane. Jayson found us regrouped, and headed towards Queensferry accompanied for a few miles by a group of Port Sunlight Wheelers which included Mark Bell, the professional rider. Fortunately they turned off while we carried on up Hawarden Hill where Brian's efforts split the group in two. Jayson and John were suffering from the after effects of colds and flu and, ever considerate Ben hung back to ensure they got back on again.

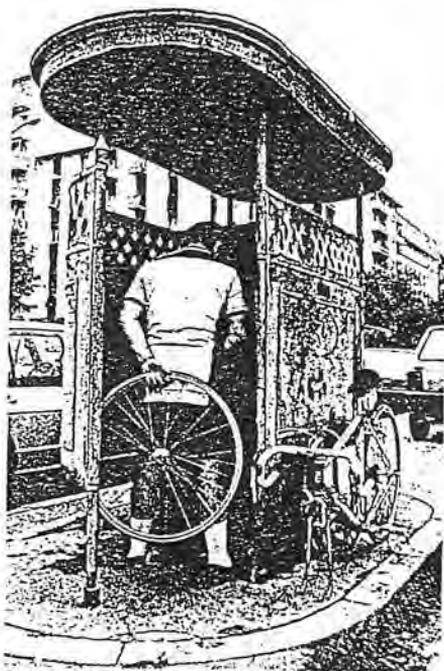
The clear blue sky and unseasonably mild temperature had their effect and we cracked on towards Wrexham at a fair pace, each rider taking his pull at the front into a light headwind for three or four miles before seeking shelter amongst the wheels. The Wrexham and Rubion by-passes were soon behind us and we dropped down through Cefn-yl-wr heading for the A5. Elevenses were taken at the cafe in Chirk, Ben treating us all to a cup of tea. This was accompanied by rib-sticking slabs of Chester cake which must have slowed us down more than a little uphill.

Ten minutes later we were on our way along the A5, then turning off towards St. Martins. The wind was now in our favour and the speed rose to evens (at least) thereafter. The long gradual descent from St Martins was quite exhilarating until we reached the short steep climb of Sodyllt Bank where one or two pairs of legs began to complain.

After Overton we took to the lanes to skirt Bangor-on-Dee. Unfortunately Rob picked up a thorn in his front tubular and we were delayed for a while fitting the spare tyre. Apart from meeting a wide lorry on a very narrow single track lane there were no further incidents before we reached Worthenbury. The pace was kept high for the remainder of the run through Shocklach and Farndon. I turned off for home in Chester while the other five carried on up the Wirral to the Eureka Cafe. All in all an enjoyable morning's training, the pace being serious but not excessive over rolling terrain, though we could do with three or four more riders to share the pacemaking when the distance is increased later in the winter.

GERRY ROBINSON

# STANDING ROOM



Pointing Paolo at the porcelain.

Conservationists in Milan are getting to grips with the threatened disappearance of probably the last open plan public convenience in the city. Known as 'Vespasians', they were named after the first century emperor who commanded a legion in Britain and whose reign brought peace and prosperity after a period of civil war in Italy. He also commissioned the Coliseum under a design and build package; and constructed the earliest known public lavatories.

Although caught short, the cyclist is not offguard. His precaution seems to undermine the recent smug pronouncement that Italy has overtaken the UK in economic prosperity.

## SOCIAL EVENING

The Bickerton Poacher at Cholmondely has the traditional skittles and Barb - B- O area that is available for private parties. It is hoped to organise an "Anfield Evening" for members families and friends, on a Friday or Saturday evening either in May or June.

Coast of the price of the Skittles and Bar is £25.00 if under 40 attend, but free if over that number.

THOSE INTERESTED PLEASE CONTACT:-

TECWYN WILLIAMS (social Secretary)  
1 Plover Close  
FARNDON  
Telephone no: Farnon 270621

The Club event season opened as last year with one lap of the Brucra Circuit, approximately 1½ miles. Competitors had to face a blustering wind from a Northerly quarter, bringing with it more than a modest amount of rain, but in spite of this dismal weather, the scene at Broxton picnic area was of high activity.

As helpers and riders prepared for the start, Bob doing the honours with the watch, and Stewart pushing off, Dikki was first man away, his enthusiasm with plenty of winter miles enabled him to return with a fine ride. Just outside 40 minutes. Jayson rode round very smoothly indeed, to record the fastest time, bettering by 20 seconds his winning time last year.

Meanwhile there was some finely contested competition between the Juveniles, Robert, Peter and Rohan, the latter having some gear trouble.

Many of the Senior riders have yet to make an appearance, so there should be no lack of friendly rivalries as the Club season moves to the standard distances of 10 and 25 miles.

With the event over riders and marshalls retired to the welcome fireside of the Sportsman's Arms. Beside the riders those out were:- Dave Bettaney, & Laura, Brian Whitmarsh & Pat, Phil Hosen, Ben Griffiths, Mike Twigg, Stewart Twigg, Billy Graham, Ian Billingham John Futter.

Jayson Hughes	37-24
Brian Bird	40-44
Jeff Lewis	41-34
Paul Ashley	44-46
Tony Pickles	45-03
Robert Wilson	45-53
Peter Whitmarsh	45-43
Mike Kimpton	46-58
Rohan Bettaney	49-58

## AUTUMN TINTS

OCTOBER 21st and 22nd

WHITE LION HOTEL

CERRIG - Y - DRUDION (049 082) 202

Bed and Breakfast \*10 per person, per night.

22 available beds but could sleep 42 ! on floors, window sills etc..

Bar meals or set group meals ( on Saturday night )

Cycle storage in open rear yard.

If interested contact Tecwyn Williams H. 0829 270821 O. 0829 271091.

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(Formed March 1879)

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                  : 1 Orchard Road  
                  Whitby  
                  Ellesmere Port  
                  051 355 9422

OCTOBER 1988

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OCT	1	Bunbury		Dysart Arms
	8	Kelsall		Morris Dancer
	15	Mouldsworth	A.G.M.	Goshawk
	22	Cerrig-y-Druidion	Autumn Tints	White Lion
	29	Bangor-is-y-coed		Royal Oak
NOV	5	Tattenhall		Sportsman's Arms
	12	Kelsall		Morris Dancer
	19	Bwlchgwyn		Four Crosses
	26	Brown Knowl		Coppermine
DEC	3	Beeston Brook		Beeston Castle Hotel
	10	Houghton Moss		Nags Head
	17	Shocklach		Bulls Head
	24	Farndon		Nags Head
	26	Mouldsworth	Ladies Run	Goshawk
	31	Barrow		White Horse
JAN	1	Woodbank		Yacht
	7	Graianrhyd		Rose and Crown
	14	Crowton		Fare and Hounds
	21	Bunbury		Dysart Arms
	28	Pontblyddyn		New Inn

CLUB NIGHTS held at the Eureka Cafe, Two Mills, 6.30pm on the 1st and 3rd Wednesday of the month, plus 5th Wednesday where applicable.

COMMITTEE MEETINGS will be held in conjunction with club nights on the 1st Wednesday of each month.

## CLUB SUBSCRIPTIONS

21 and over £10.00. Junior £5.00 Cadet £1.00

These and donations should be sent to Hon Treasurer: Keith Orum  
5 Brunstath Close, Barnston, Wirral. 051 342 4860.

EDITOR : Brian Bird, 52 Greenlands, Tattenhall, Cheshire 71033

CLOSING DATE FOR NEXT ISSUE

7th JAN 1989

RACING RESULTS 1988

LARKHILL WHIERS. 2-UP T.T.  
28.2.88 D25/2

JAYSON HUGHES/JOHN STINTON 1-4-59  
JEFF LEWIS/ BRIAN BIRD 1-10-28  
\*\*\*\*\*

ABBOTSFORD PARK RC 10  
2.4.88 J4/1

JEFF LEWIS 26-24  
PETER WHITMARSH 30-23  
\*\*\*\*\*

ST. ANNS CC (CRMSKIRK)  
1.5.88 D25/11

JOHN STINTON 1 -2-43  
BRIAN WHITMARSH Team Prize 1 -1-15  
BEN GRIFFITHS 1 -6-13  
JEFF LEWIS 1 -7-50  
\*\*\*\*\*

WAV 2-UP T.T.T.  
20.5.88 D25/11

JOHN STINTON/JAYSON HUGHES 1 -0- 2  
JEFF LEWIS/BRIAN BIRD 1 -4-22  
\*\*\*\*\*

EXCHEMERS WHIERS HILLY 21  
S7/17 Rev. due to Roadworks

BRIAN BIRD 1 -3-22  
\*\*\*\*\*

STINKHEAD VICTORIA CC MM  
4.4.88 D25/11

JAYSON HUGHES 3rd 1 -1-02  
\*\*\*\*\*

WOTTA 25  
10.4.88 D25/2

BRIAN WHITMARSH 1 -1-42  
JOHN STINTON 1 -2-34  
JEFF LEWIS 1 -6-11  
IAN BILLINGTON 1-8-23 1st H/cap  
BRIAN BIRD 1 -9-24  
JOHN THOMPSON 1 -4-01  
\*\*\*\*\*

ANFIELD BC 25  
2.5.88 D25/11

BRIAN WHITMARSH 1 -1-42  
JAYSON HUGHES 1 -2-08  
JOH N STINTON 1 -3-43  
BRIAN BIRD 1 -8-27  
\*\*\*\*\*

MERSEYSIDE DIVISIONAL CHAMPIONSHIP  
(BCF) 52 MILES

SCOTT O'BRIAN (NWV) 2-19-53  
JAYSON HUGHES 2nd at 20 secs  
\*\*\*\*\*

PHOENIX CC  
17.5.88 D25/11

JAYSON HUGHES 1 -0-54  
BRIAN BIRD 1 -6-42  
\*\*\*\*\*

EAST BRADFORD CC 10  
22.5.88 V211

BRIAN WHITMARSH 22-14  
JAYSON HUGHES 22-51  
(PB\* JUNIOR CLUB RECORD)  
BEN GRIFFITHS 24,29  
PETER WHITMARSH 26-24  
\*\*\*\*\*

ANFIELD CLUB 10  
9.4.88 D20/10

JAYSON HUGHES 24-23  
JEFF LEWIS 25-46  
BRIAN BIRD 25-26  
IAN BILLINGTON 26-32  
ORAI G OLEWLEY 26-49  
TONY FIDLES 27-16  
B. MARTIN 27-32  
W. VOCE 27-56  
PETER WHITMARSH 29-17  
ROHAN BOTTANEY 30-08  
\*\*\*\*\*

MID SHROP. WHIERS 25  
4.4.88 D25/14

JEFF LEWIS 1 -9-47  
\*\*\*\*\*

ANFIELD BC 100  
30.5.88 D100/5

PETER COLLIGAN 4-42-16  
JEFF LEWIS 4-55-57  
BRIAN BIRD 4-56-02 PB  
PAUL ASHLEY 5-05-27 PB  
\*\*\*\*\*

WARRINGTON RC 4 UP T.T.T.  
12.7.88

JAYSON HUGHES  
BEN GRIFFITHS 58-55  
BRIAN WHITMARSH 2nd Fastest Team  
JOHN STINTON  
\*\*\*\*\*

STOCKPORT CLARION CC 10  
30.7.88 J4/1

JAYSON HUGHES 24.00 Fastest Junior  
\*\*\*\*\*  
WRETHAM RC 25

JAYSON HUGHES 1-3-15 Crashed

RACING RESULTS Cont/....

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VTTA 30

D30/3

BRIAN WHITMARSH	1-14-21	3rd	Team Prize
JAYSON HUGHES	1-15-29	5th	
JOHN STINTON	1-15-38	6th	
BRIAN BIRD	1-22-40		

\*\*\*\*\*

BIRKENHEAD VICTORIA CC

D25/11

26.7.88

JAYSON HUGHES	1-07-50	Punctured
BRIAN BIRD	1-07-06	

\*\*\*\*\*

CHESTER RC. 25

6.7.88

D25/11

JAYSON HUGHES	59-10
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\*\*\*\*\*

BIRMINGHAM & MIDS

VTTA

K49

BRIAN WHITMARSH	59-26	Fastest
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<u>ANFIELD BC</u>	CLUB 25	15.6.88
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BRIAN BIRD	1-5-59
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LIVERPOOL T.T.A.

100

19.6.88

D100/4

JOHN THOMPSON	4-35-47
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BRIAN BIRD	4-59-18	Punctured
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VTTA 50

17.7.88

D25/11

BRIAN BIRD	2-21-23
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\*\*\*\*\*

WOCTA

25

11.9.88

D25/11

JOHN THOMSON	1-06-36
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BRIAN BIRD	1-09-08
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\*\*\*\*\*

MERSEY ROADS

25

21.8.88

JOHN THOMPSON	1_05_10
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\*\*\*\*\*

N.W.T.A.

25

18.9.88

JOHN THOMPSON	1-06-24	(Trike)	1st
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RACING RESULTS Cont/...  
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RECS ON SEA 25

3.9.88 D25/3

JAYSON HUGHES 1 -3-53  
\*\*\*\*\*

MERSEYSIDE WHEELERS 25

11.6.88 D25/11

JAYSON HUGHES 59-53 PB  
\*\*\*\*\*

DENBIGH ROAD RACE '27 miles

17.4.88

JAYSON HUGHES Finished in bunch  
\*\*\*\*\*

RHYL RC HANDICAP RR 30 MILES

19.5.88

JAYSON HUGHES 4th Place  
\*\*\*\*\*

ALLAN JEWELL MEMORIAL CRITERIUM

J/5 CAT 3.7.88

JAYSON HUGHES Finished in bunch  
\*\*\*\*\*

WIRRAL PROM. CRITERIUM 35 mins H/Cap

7.7.88

JAYSON HUGHES 4th Place  
\*\*\*\*\*

POSTCODE G.P. SOUTH CRT 1hr + 5 laps

JAYSON HUGHES 12th Place  
\*\*\*\*\*

WCTTA 50

12.6.88 D50/2

JOHN THOMPSON 2-10-13  
BRIAN BIRD 2-20-26  
\*\*\*\*\*

EAST LIVERPOOL WHITS 50

7.8.88 D50/2

BRIAN WHITMARSH 1-59-11 2nd & Vets  
Prize

\*\*\*\*\*  
WREXHAM RC MARK WRIGHT MEM 25 D25/11

BRIAN WHITMARSH 1- 0-29 4th & Vets  
Prize

MERSEYSIDE ASS, 12 HOURS

3.7.88 D12/2

PETER COLLIGAN 229 miles W.C.T.T.A  
MICHAEL HALLGARTH 221 miles  
BRIAN BIRD 221 miles 1st tea

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STRAFORD WH WHEELERS 2-UP T.T.T.

1.6.88 J4/5

JAYSON HUGHES/BRIAN WHITMARSH 58-55  
3rd

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MANCHESTER & NW V.T.T.A. 10

25.5.88 J5/1

BRIAN BIRD 25-38 FB  
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MID SHROPSHIRE WHEELERS 25

4.4.88

JOHN THOMPSON 1 -6-04  
\*\*\*\*\*

PORT SUNLIGHT WHEELERS 25

22.6.88 D25/11  
BRIAN WHITMARSH 58-51  
JAYSON HUGHES 59-09 FB  
\*\*\*\*\*

GLENDALE & AC

25.6.88 K16

JAYSON HUGHES 22-53  
BRIAN WHITMARSH 23-20  
PETER WHITMARSH 28-19  
\*\*\*\*\*

MERSEY WHIRS. JIM SOBNS MEM. 25

D25/11  
BRIAN WHITMARSH 1 -0-03 7th  
\*\*\*\*\*

ERSCOT EAGLE RC. 25

2.7.88 D25/11

JAYSON HUGHES 1 -0-50

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## ANFIELDER IN BADLANDS

### A Tour through the deserts of Southern California

In March of this year I had holidays to use, and the price of tickets to Los Angeles had dropped to £270. The pound was getting stronger every day. I decided to buy some early sunshine.

My flight involved a change of planes at Houston. Here, I saw the results of Mr Reagan's deregulation; there were more people with tickets than seats for my flight to LA. As the time of flight nearer the Airline offered more and more in exchange for taking another flight.

With half-an-hour to go the bribe reached 150 dollars. I cashed in. 75 dollars per hour for sitting in an Airport lounge seemed a reasonable rate of pay.

By the time I'd been through customs, assembled my bike and pedalled the mile or so to the hotel I'd booked, it was one o'clock in the morning local time, (ten o'clock in the morning G.M.T.) and I did not feel too perky. The porter was very welcoming, 'Take your bike upto your room' he suggested.

It was at breakfast I realised that this was a foreign county even if they speak English. I asked for an egg and was given a half dozen or more ways to have it cooked. "Over and easy" was the last. It sounded OK so "Over ans easy" I replied. Everytime I muttered 'Thank-you' the waitress responded 'You're Welcome'. It became a battle. I wanted to get a thank-you, without a welcome. The next two weeks I pursued this ambition without success. Finally I proved my alien status by asking the way to the toilet. On repeating this question for the third time the waitress, looking confused and embarrassed, replied, "You mean the rest room?".

## ANTIFIELDER IN BADLANDS

Cont/...

The tall buildings of downtown LA soon gave way to rural looking wooden buildings. Later I realized that this was Watts, a district some Californians are frightened to drive through. I found it peaceful enough. Southwards through Long Beach there were thousands of cyclists.

Expecting jet-lag to hit me, I mostly resisted the opportunity to mix it with those riding above a tourist's pace. Cloudless skies, warm sunshine and blue ocean, quite a change from home.

Fifty miles down the coast at Capistrano beach I took the mountain road to Lake Elsinore, or at least I thought I did. There were no signposts, indeed I saw no signposts other than at Freeway junctions for my entire trip. The road I'd taken came to a dead end. There was no choice but to retrace back down the climb I'd just struggled up. Halfway down I met someone out for a stroll. It turned out to be ED. He gave me directions, explained I had no chance of reaching Lake Elsinore campsites before dark, gave me lots of good advice, like using Factor 52 sunscreen, gave me sunglasses, a map of Arizona, an entertaining evening with his English friends, a meal, a bed and breakfast.

Next day I made Elsinore by lunchtime. Beyond Elsinore lay Temecula, a region which is in the first stages of transition, from desert wilderness to urban sprawl. The hillsides are cut by criss cross road, and every mile or so there is a building, usually an estate agents. Only by getting a 'reality plan' could I find my way through this maze of unsignposted cul-de-sacs. I pushed on another 30 miles beyond Temecula before making my first camp.

The days that followed I pedalled north east through Joshua, San Bernardino and Mojave deserts. The temperatures were comfortable in the low eighties in the day, sometimes cold at night. Camping at about 5000' the water in my bottle froze.

## ANFIELDER IN BADLANDS

Cont/....

When the terrain is barren one begins to notice slight changes, like the increasing distance between bushes with decreasing altitude and therefore decreasing moisture.

People have asked was I ever bored, the answer is never. Sometimes I felt the isolation, like along the fifty miles from Valley Wells to Tecopa (including ten untarmaced miles) where I saw no vehicles, no habitation and no people.

The metaphysical highpoint of my journey was Death Valley. The steep rock walls of this depression reaching over 10,000 feet, create a natural oven and temperatures of 136 degree F have been recorded.

At Badwater, 282 feet below sea level, the temperature was in the low nineties for my visit. Perhaps not ideal for racing, but perfectly comfortable for the tourist.

The climb out of Death Valley was tough. No hairpins, no steep sections, just a steady drag of 1 in 10 to 1 in 20 mile after mile for an ascent of nearly six thousand feet.

Over most of my tour I had carried two or three days supply of food but for the pull out of Death Valley I cut back, expecting to reach the town of Troma before camp. This proved impossible, the climb did me in like no Alpine pass has. I pulled into a mountain campsite. "No great loss" I thought, brewing up a cup of tea, "I can go without one meal and survive". There was no outward indication of my plight and, of course, I would not ask for food, so when the campers at the neighbouring site invited and indeed insisted that I had dinner with them, I was forced to assume that they must have been able to read my mind.

The next day I crossed the San Bernardino desert and camped in the foothills of the 'Sierra Nevades'. It was a relief to see green

## ANFIELDER IN BADLANDS

Cont/...

and water after so much dust and rock. The very southern most reaches of the Sierras, at least in March, were reminiscent of our own North Wales. Two big mileage days would take me across the rich flat farmlands that lie to the west of the Sierras, across the Ventura Mountains and down the coast to LA.

No great harm had been done, no rattlesnake bit me and I still drank beer from a glass.

Cycling through such a different scenery is a double pleasure. There is interest and enjoyment at the time and on returning, an increased appreciation of the the qualities of local roads.

Of course doing a personal and thrashing Ben on a club run are important but my recommendation to all, and especially the younger Anfielders is, "Get on your bike and see the World!"

TOMMO

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PLEASE NOTE: -

### COMITEE MEETING

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The meeting originally arranged for Nov 2nd, will take place on 9th November. This alteration is due to a clash of dates with West Cheshire Association.

## HOW I BECAME A MEMBER OF THE ANFIELD BICYCLE CLUB

During the early twenties I was sharing accomodation with the I.D... of the C.T.C. at 'Tan Lan' restaurant, Betwyscoed. It was Easter and during the evening a member of the Anfield, whom I later found out was W.M. Robinson, better known as "Wayfarer", invited us all to the 'Glen Aber' Hotel to share in the evening's entertainment held for so many years and so adequately described in the 'Black Anfielders'. Here we were at close quarters with those legendary hardriders of whom I had heard so much.

Apparently it was the custom of the members to tour the Wirral on a Wednesday evening. With this in mind I discovered their route and planned to ride in the reverse direction.

This tightly bunched group of dark clothed veterans, headed by the President on his trike, usually passed me between West Kirby Promenade and Thurston Cutting with a cheerful nod or remark which was my ample reward.

One evening, riding along Leasowe Road, I overtook one of the members, a Mr Venables, these elderly doyens of the cycling fraternity were to me a race apart and worthy of great respect! After a few pleasantries he invited me to accompany him to Saughall and Mascie, their meeting place. I cannot now recall the name of the Inn. My delight knew no bounds as I was introduced to the President, W.F. Cook, Chandler, Johnny Band, Tommy Royden, possibly Bob Knipe and several others whose names elude me.

Years passed and I devoured the mighty deeds of this club in the racing world and pass-storming activities with awe.

As my circle of friends increased I found myself associating with some of the younger members. Then came the great day in 1931 when with George Connor and Bert Lloyd, we mustered up sufficient courage to apply for membership and in due time were accepted. The club run was to the 'Dolphin' Mold and I can clearly remember receiving with great pride the blue and black enamelled silver badge from the Secretary, Harold Kettle.

The succeeding years provided me with a wonderful healthy companionship and a wealth of happy memories of the 'Tea Taster' exploits, club runs, record-breaking successes of Syd Jones, Jack Salt, Charlie Randall, Bren and Jack Fitchford, and others, the famous 'West Arms', the crossing of the Berwyns and many more.

May the present young band of Anfielders worthily maintain the great traditions of the Club.

ARTHUR BIRKBY.

## A LLYN CRAWNANT SAGA

A sudden spell of Summer sunshine during the early 1930's stimulated the ever inventive minds of the 'Willaston Teatasters' into planning a weekend in Snowdonia.

The club run was at the 'Dolphin' Mold, one of our favourite venues, being always sure of a welcome and a good meal.

Fifty odd years can play havoc with one's memory and I have no written record of the event, so with a little help from George Conner and a little tolerance from those concerned I will try to partly re-live that eventful and very pleasurable weekend. Incidentally, it is sad to realise that only three of the party remain 'more or less active'.

The Llansennan Youth Hostel had been booked to receive a very fit contingent consisting of Jack Salt, Syd del Banco (Blotto) George Conner, Frank Marriott, Syd Jonas and Bill Scarffe ← possibly Dick Ryalls and Rigby Band were with us, I cannot remember. As I was not at the time a member of the Y.H.A. I stayed at a local guest house.

There were two tandems, Bill and myself on a G.A. with one of the earliest Cyclo three-speed derailleurs. Syd del Banco was on the other but I cannot remember with whom. It could have been Syd Jonas but he was more attached to a tried and trusty Sunbeam oil-bath gear-case on which he was usually in front!

The sun was shining brilliantly as we rode, walked and occasionally scrapped down into the Conwy Valley where the rear tyre of the tandem subsided.

Functure mending was easy and almost a pleasure those days as it provided the opportunity, to those not concerned, to have a smoke and take in the wonderful views and provide advice as to how the job should be done.

We crossed the Conwy at Tal-y-cafn by the old toll-bridge, now defunct, the keeper looking bewildered at the sudden influx of big business so early on a Sunday morning. At Trefriw the lan to Crawnant, suddenly stands on it's hind legs, this sorted us out for a while but we were more or less together when the lake sudanly came into view, nestling in a fold of the mighty Carneddau.

A short bask on the shore and we were off again to tackle the col which would bring us out at Capel Curig. I have a dim memory of jointly carrying and heaving the machine through bracken and gorse, it was warm work but the view from the summit was more than rewarding as the peaks of Tryfan, the Glyders and in the distance the impressive shape of Y Wyddfa with it's satellites Crib Goch and Lliwedd.

The surface of the A5 was a bit rough but this did not prevent us from taking full advantage of the favourable gradient. The road was almost empty of traffic as pedalled easily past Cyfng Falls, a quick glance at the Ugly House before taking the sharp bend over the river llugwy, the roar of the Swallow Falls, a fleeting glimpse of the Miner's Bridge and we were gently ambling through a Betws-y-Coed without craft shops, cars or crowds.

The 'Glen Aber' Hotel, of happy memories, proved too much for Jack Salt as with a twinkle in his eye at the thoughts of a 'refresher' and a nochalant "I'll catch you up" he disappeared inside. Of course he had weighed up the situation, two tandems laboriously climbing the

A LLYN CRAFTMAN SAGA  
cont/..

fifteen or so miles to the 'Sportman's Arms', arriving there in a state of collapse, with us at his mercy, which is nearly what happened!

It would difficult to find a more beautiful main road than the section of the A5 from Waterloo Bridge to Pentrevoelas, the view up the Lleidr Valley providing many a picture for the artist and photographer, then through the canopy of trees with the sound of the river Conwy alongside.

Sharp left at Pentrevoelas and climb began in earnest. With many a backwards glance and much effort the ruined mansion on the skyline eventually came into view. Past Aled, then Alwen Reservoir, followed by a steep drop and succeeding climb which almost completely drained the writer's reserves. Jack had been sighted but the Sportman's Arms was now behind us with 'aerial flight' ahead which gave us mile after mile of free-wheeling. Down Denbighs deserted main street with about fourteen miles to go. It must have seemed a long way for Jack, he was riding 'fixed' I think.

I regret to say we were slightly ruthless in those days and the somewhat bedraggled figure of our club mate wheeling his machine into the inn yard of the 'Dophin' was greeted with good humoured hilarity as he muttered something like "I never felt like this before". We simply had to enjoy these rare occasions, he was a great sport and his infectious enthusiasm and love of the countryside through cycling knew no bounds.

A good feed down with copious draughts of tea soon adjusted the balance of nature and no doubt the topic of conversation en route for Two Mills was concerned with some fresh venture.

ARTHUR BIRKBY

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Seldom will one have the privilege of reading their own obituary which, as members will recall, is what happened to Syd Jones. Fortunately it was a complimentary one. Not only is this young man of eighty years still hale and hearty but he suddenly decided to take a trip to South America. He says that the journey home was enlivened by a sever storm which washed several containers overboard. Not content with this our intrepid record breaker decided again to embrace the bonds of matrimony, promptly escorting his wife on a trip to Australia and Singapore. What a man.

I am sure we all wish Mary and Syd every happiness.

ARTHUR BIRKBY

SHOCKLACH: The Bull 14th May 1988

A notable Saturday this: a perfect Summer's day and my first club run since moving to Knutsford last August. You can follow lanes from Knutsford most of the way to Shocklach, except for a couple of fiddly bits where it is difficult to avoid main roads. So travelling light, with the route committed to memory, ahead stretched a fine cross section of rural Cheshire: I bowled through Lower Beever, Middlewich, Church Minshull (where for future reference the "Badger looks like a possible venue), Wettenhall, Alpraham, Bunbury, Peckforton, Bickerton, and Tilston. On this beautiful morning the leafy countryside and the villages were at their sparkling best, making cycling delightful; 50 miles in 110 minutes.

At the Bull, I found a lively crowd taking lunch. Those present, augmented by riders and helpers from the morning's Club "10".

My companions for the first homeward miles were President Mason and Editor Bird. Progress ceased temporarily when an impact puncture deflated the rear tyre of the Mason machine. Back on the road, in the heat of the afternoon a lazy pace seemed appropriate on the hilly lanes between Bickerton and Peckforton. Our leisurely approach received further encouragement from a dairy herd, en route to milking, which slowly ambled across our path. Later, the easterly breeze which, unappreciated, had helped my progress in the morning, increasingly delayed my return home. By Middlewich, with ten miles to go, the message from my legs was clear: they could have benefited from more exercise since last August: the outward journey had taken 110 minutes, while the return stretched to 180. Oh dear.

DAVE BIRCHALL

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BILCHGWEY

After 7 years away from Anfield land my first purchase on 8th July was an ordinance survey map, number 117 Chester-Wrexham. What's going on no more 1 inch to the mile? Second task was to fix up a bike, I had remembered to bring with me a 50 tooth chainring, and found my old high pressure (proper ones 27" wire on tyres) not like these new HP'S, which are really sprints. Then down came the "old" Rd Quinn from the rafters and after a little oil to the hubs, it was about ready for the road.

I didn't check the bottom bracket or the headset, but found on stripping it down neither had any grease and the bottom bracket only just went round. That must be worth at least 1 minute in 25 Ben!?

Next what time to get to Two Mills, it used to be 10.30 am, play safe get there by 10.15 am, which I duly did. No Ben, No Anfielders, on asking I was told "they get here about 11 am!" What's the world coming to - nearly mid-day!

The younger members started to arrive just before 11 am but couldn't leave as Ben had not arrived and only he knew the way. You have to know these tricks as you get older. About 11.15 am Ben arrives looking just as he did 7 years ago and a party of nine left on the club run.

BWLCHGWYN

Cont/.....

We took the lane then onto the main Queensferry Road, which after Africa seemed like a race track to me and with relief we turned off and climbed upto Hawarden.

Leaving Hawarden we took the left turn up a very steep little hill which saw me over geared and dropped straight away. Luckily Ben waited and we eventually caught up only to find two had gone the wrong way. We then went via Hope turning up the road passed Brymbo, now I remembered what all those arrows on the O.S. meant. Hills!

I was quickly dropped but again Ben waited and we rode slowly to Bwlchgwyn to enjoy my first club run in over 7 years and meet old and new friends in the Anfield.

Those present:- Phil Mason, Ben Griffiths, Jayson Hughes, John Putter Craig Clewley Ian Billington, Brian Bird, Stewart and Mike Twigg, Herbie Moore, Ernie Davies, Tony Pickles, Paul Ashley, Ian Cocker, Russell Whelan and Robert Wilson, a total of 17 members.

JOHN MOSS

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OAKMERE (Forest View Inn)

27th August 1988

I arrived at the Eureka Cafe to be greeted by no-one. Starting from 11.00 the lads rolled in at intervals, Ian Billington, Jayson Hughes Peter Whitmarsh, John Putter and Craig Clewley. After a cup of tea we made our way through the lanes, past Mouldsworth and into Delamere Forest. We turned right at the crossroads towards Kelsall where we saw a pub called "The Delamere Forest View Inn". After an argument we decided it was not the right pub. We continued to some cross roads, where we turned left towards Manchester.

John, who knew where Oakmere was, told us to keep a lookout for the pub in about two miles time. Five miles later we still looking and came to the conclusion that we did not know where it was. We turned left at some traffic lights and stopped to discuss the matter. Across the road was a petrol station, so we decided to send somebody in to ask for directions. Jayson was elected - he didn't mind because he had his "lock" sunglasses on.

He found out that we had to turn around and the road leading to "the Cabbage Hall" - the pub on the road. When we got to "The Cabbage Hall", we still hadn't found the pub so Craig offered to ask for directions. Yet again we had to turn around and ride down the same road. After a mile or so we turned left for Morley, went down a hill and up the other side. The pub was on the left. We made it.

Inside were Gerry Robinson, Mike Twigg, Tecwyn Williams and Ernie Davies.

After lunch we made our way back to the Eureka. In route, John was dropped on a hill so Craig, Peter and I eased off to allow him to catch up. After a short time, Peter jumped back onto the leading group but later regretted it. Speedy Gonzales (or should I say Jayson Hughes

CAJIBRE

cont/..

was powering away on the front going about 23 mph., whilst John Craig and I were trundling along at a sweet 16 mph.

Eventually we arrived at the Eureka to find that Peter had been dropped by Chester zoo. Not long after we got back, Ben rolled in complete with his new Campag Omega heels.

Jayson wants to start a club called "The Omega Gang", which would include him, Ben, Craig, and Whelan (junior).

A very enjoyable ride.

ROHAN BATTANEY

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GRAINGERHYD Rose and Crown 3rd September 1968

Most of the Club runs are Cheshire based. So it was a refreshing change to contemplate a ride into Clwyd, especially on such a fine day.

Leaving Broughton with Craig, we headed up through Northop Hall, where the road now joins the Cornub's Quay - Northop Road, instead coming out on the A55, which we crossed at the traffic lights, after a stiff climb up Rhosimor. Here we had a marvellous view of Clwydian range of hills and also Noel Arthur which was our next objective.

Not sure of which road to take to reach it, we took a left just before Len Walls home at Noel-y-Cric, down the hill to the tethered dogs on either side of the road. Craig assured me that their chains restricted them, to about two foot clearance at the centre of the road. Fortunately the Autumn sunshine had made them sleepy and they could only manage a baleful stare at us as we sped past, towards Star Crossing, Noel Arthur and Llanbedrog.

I let Craig make the running up the Balch as I had done the previous climbs (one just has to encourage the younger element): We rejoined the company for the final miles to the Rose and Crown, being the first to arrive.

Members present:- Craig Clewley, Paul Ashley, Rohan Battaney, Tian Cocker, Tony Fiskles, Mike Twigg, Brian Bird, Stewart Twigg and Tecwyn Williams.

JOHN FUTLER

PS. Ben Griffiths was timing the Rhoc-on-Sea 25. With Jayson Hughes, Ian Billington and John Thompson riding.

WEST CHESHIRE TT ASSOC, NOTES.

Events for 1989, will be near as possible to the corresponding dates in 1988, the first 25 will be on the Coast Road, with additional 10 mile event hopefully when the school exams are over, course not yet decided.

ROAD RACING LEAGUE 1989 BCF Merseyside

Port Sunlight Wheelers are sounding out interested Clubs. Events will take place on Birkenhead Park. We have indicated to Port Sunlight Wheelers that we support the formation of a league, and would like to be kept informed.

APPLICATION FOR CADET MEMBERSHIP

RUSSEL WHELAN

(See J Whelan for Address)

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AUTUMN TINTS

Autumn Tints on the 21st and 22nd October at White Lion Hotel  
Cerrig-y-Drudion

Provisional booking made for 25 beds on both nights  
NAMES OF MEMBERS WHO WILL BE COMING ALONG REQUIRED PLUS £5.00 DEPOSIT

Contact:- Tewyn Williams  
The Old Bakehouse  
High Street  
FARNDON

Tel. (W) 0829 271091 (H) 0829 270821

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SKITTLES AND SOCIAL EVENING

A skittles and social evening has planned for Saturday Nov 26th at The Bickerton Coach.

For further details contact Tewyn Williams (address as above)  
or Phil Mason 051 648 5168

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CHANGE OF ADDRESS :- D A Mason, 19 Brook Meadow, IRBY Wirral

CHANGE OF TELEPHONE NUMBER : Mike Twigg - CHESTER 326399  
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On Wednesday 7th September, Joan and Ern Davies joined Frank Fischer for lunch at the Horse & Jockey at Northwood to Celebrate his 80th Birthday.

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