

# ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB  
(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter  
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,  
CHESTER, CH4 9AJ (Tel:0244 660858)

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March 1994

No 868

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## CLUBRUNS (lunch 1230hrs)

March 26	Stanton Arms	Chirk	
April 2	Miners Arms	Maeshafn	
9	The Swan	Marbury	
16	Rose and Crown	Graianrhyd	
23	White Horse	Churton	Club 7
30	Sportsmans Arms	Tattenhall	Committee
May 7	Rising Sun	Nannerch	
14	Beeston Castle Hotel	Beeston	
21	White Horse	Churton	Club 7
28	Moors Inn	Bwlchgwyn	
* 30	ANFIELD "100" Prees (HQ) *		
June 4	Sportsmans Arms	Tattenhall	Committee
11	George and Dragon	Tarvin	
18	Hanner Arms	Hanner	
25	Yew Tree (Crewe Arms)	Spurstow	
July 2	Shrewsbury Arms	Little Budworth	
9	The Bull	Shocklach + Club '10'	

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## CLUB SUBSCRIPTIONS

21 and over: £12.00    Junior (under 21): £6.00    Cadet: £2.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd  
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\* CLOSING DATE FOR NEXT ISSUE - 4 JUNE 1994 \*

### THIRD PARTY COVER

The Club is now affiliated to the CTC. Third party cover has been provided for named Members as listed below:

Roger Andrews, Paul Ashley, Dave Bettaney, Adam Birchall, Brian Bird, Tony Blundell, Craig Clewley, Peter Colligan, Dave Eaton, Chris Edwards, John Farrington, Nigel Fellows, John France, Alan Gummerson, Jack Hawkins, Mike Kimpton, Phil Looby, Phil Mason, John Moss (he needs it), Ben Mountain, Lee Nicholls, Alan Orme, Keith Orum, Tony Pickles, Keith Silvester, Geof and Jon Sharp, Ira Thomas, Mark Thomas, John Thompson, Adam Van Winsum, Len Walls, Colin Werner, John and Russell Whelan, Phil Whitehead, Brian Whitmarsh, Graham Williams, Tecwyn Williams, John Williamson, James Winepress and Ernie Wootton.

*If your name is not above and you require cover, please contact either Tony Pickles or Mike Twigg. Remember your third party cover is only maintained by the Club upon payment of your subs. So those of you who still have to send your subs to Tony Pickles please do so NOW. Next year it may be decided only to provide cover for those members who are up-to-date with their subs.*

Mike Twigg

### COMMITTEE NOTES

New Member: David Beresford Edwards, Heron's Reach, Park View, Old Wrexham Road, GRESFORD (Tel: 0978 852081).

Arthur James has tendered his resignation, which the Committee have accepted with regret.

New Vice Captain: Colin Werner (and who better!) takes over from Stuart Twigg who resigns the post on the ground that living in the Lake District prevents him attending sufficient runs.

A contribution to a memorial to the late Reg Harris at the new Manchester velodrome was agreed unanimously.

*Club colours:* the racing men have been busy redesigning the Club colours. The new strip which meets with the Committee's approval is now on order from Alexa. Most who want the latest gear have been contacted by Team Manager Dave Bassett ... but he is still taking orders. Please phone him ASAP on 051 336 6649 for details.

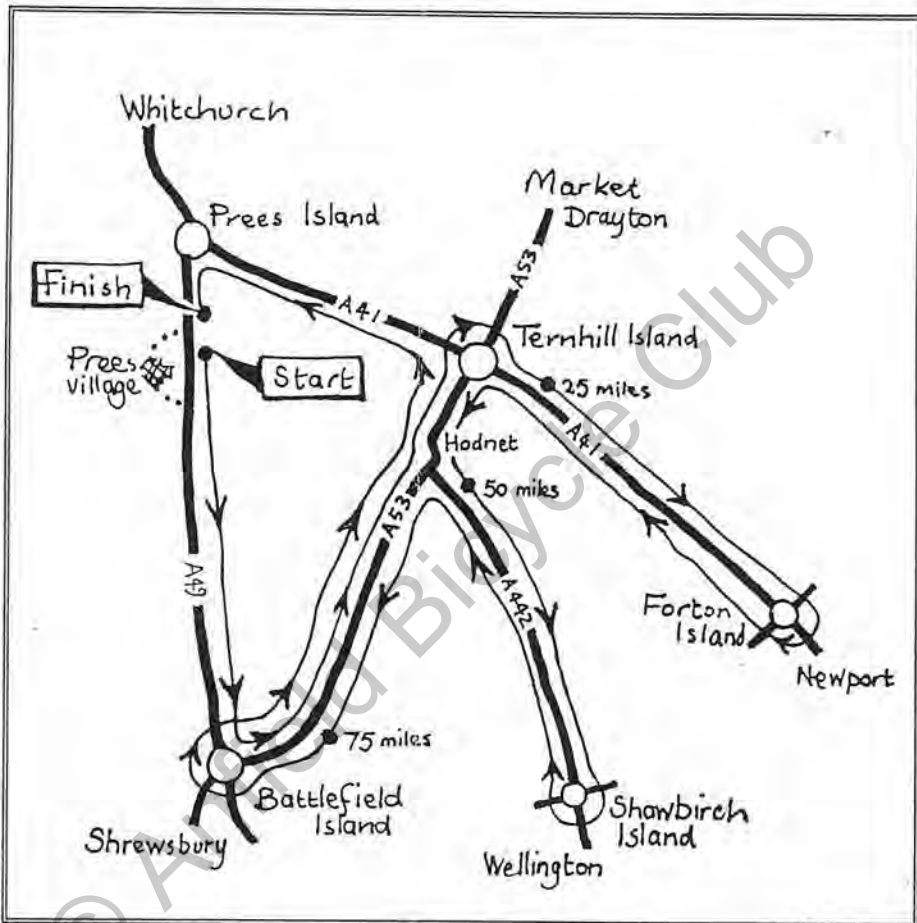
### CLUB DINNER

*A Club Dinner at the Queen Hotel Chester is proposed. We were faced with too little time to make arrangements for our birthday in March, so please (provisionally) reserve the first Sunday in October. There is a strong wish amongst our current active Members to meet rarely seen senior Anfielders (and conversely we know that our Seniors would like to put faces to names they read of in the Circular). So put the date in your diary now. Wives and friends will be welcome too.*

### REVISED 100 COURSE

For some time the behaviour of traffic at the right-turn in Hodnet has caused alarm and fright to marshals and put riders at significant risk. To reduce the hazard, both to marshals and riders, the 100

course has been revised, substituting a left turn in place of the right at this point. The new route (see map below) takes advantage of road improvements at Battlefield corner where the the new roundabout eases turning.



**100 SUPPORT FUND:** For a number of years, with an occasional good year, the 100 has been a drain on the Club's funds. Ben who has promoted the event for a number of years, and how well he has done it, needs our support not only for marshalling duties, but our financial consideration. Therefore I ask all of you to dip into your pockets to send a donation large or small to either Tony Pickles or myself. Every contribution will be acknowledged. Any surplus from this year's event will be carried over to the following year. Hopefully by the year 2000 we will have collected a nice sum which may enable us to do something special for that year.

Mike Twigg

## NOTES

\* We can always rely on Mike and Philippa Hallgarth for a good Christmas card: this time from Tierra del Fuego. The picture shows a glacial lake with giant icebergs and a backdrop of jagged peaks. Mike writes "the place is really scenic but the landing was very frightening. Now we're off hiking in the Torres del Paine for 12 days complete with all food and camping gear - very heavy! Not country for cycle-touring - endless dust roads, pampas and dry winds".

\* From Stan Wild, early January, too close to the Australian bush fires for comfort: "You will have heard of the Sydney and NSW fires. They aren't all out yet but generally under control. Last Saturday a wall of flame was tearing up the peninsular behind a 50mph wind. We were ready for a rapid evacuation to the beach when a sudden change in the wind sent the flames in another direction. Since then (after a very anxious week) we have breathed more easily but in some parts of Sydney (North - where we are, South and the Blue Mountains) there have been constant breakouts. We are hoping for rain which should finally put the fires out." Stan adds that he waited for a week before putting pen to paper to be sure the fires were under control: "Believe me they brought back memories of the blitz during World War II"; and: "Rain has come at last!" On a much happier note, we are delighted that the account of the Autumn Tints brought Stan pleasant memories of country he knows very well, and that he and Jo enjoyed being out with the Anfield again at Mouldsworth.

\* Our congratulations are due to Phil Mason and Brenda on the safe arrival of a future Anfielder, Michael.

\* We were pleasantly surprised to be contacted by Jeff Mills recently with the Anfield Captain's monogram badge and a gold medal won by Hubert Roskell for a 50 mile ride in 1895. Our grateful thanks are due to Jeff for remembering the Club. Archive material has also turned up in a Barclay's Bank vault in Liverpool, deposited there in 1956! Keith Orum is negotiating its release ... more news next issue.

MTB TEAM ROUND UP: The Sunday programme is proving great fun - involving 3 to 4 hours off road and a pub lunch. In the Peak District routes have been explored from Hayfield, Glossop, and Waterhouses (Ashbourne) under the guidance of Dave Bassett and navigator Simon Cogan (who we hope will re-join the Anfield). The ride from Hayfield would be hard to beat - we climbed frosty, snowy drove tracks to Edale, pedalled along the top of Rushup Edge to Mam Tor, then after a pub lunch, back via Jacob's Ladder and a breathtaking descent under the shadow of Kinder Scout. The next ride from Waterhouses led to lunch at the Greyhound Inn, Warslow, on a day very muddy and wet underfoot, and back down the Manifold Valley tracks.

Keith Orum seems to have caught the mountain biking bug very seriously: he reports that he is out on his Grisley most Sundays; happily admitting to getting completely lost in the Clwydians on one ride and writing off a pair of forks on another.

Dikki Bird could well succumb, having borrowed a Specialised MTB for the Captain's weekend, and despite the gruelling off-piste route gave every appearance of enjoying the experience. More recruits to the team would be welcome - so how about it Messrs Whelan, Whitmarsh, Wootton and Bettaney?

The Paris - Roubaix (The Hell of the North) is probably the classic that most cyclists have heard of and one which has always caught my imagination. Seeing the professionals hurtling over the pavé, covered in dust or plastered in Flanders mud, the drama of punctures and crashes, the determined chases and last desperate attacks, culminating with a lap of the velodrome in Roubaix, made me wish I was only good enough to take part.

Reading through Cycling Weekly I noticed an advert for a trip covering the route of the Paris - Roubaix precisely at the time I would be in the UK, but it was only at the last minute I asked to be fitted in.

We set off from Birmingham by coach in torrential rain via Dover collecting others in the party en route. Then the ferry and so through northern France to Compiègne by the evening - just time to visit one of the local bars and talk them into making a light snack of cheese on toast.

Saturday came with light drizzle, a day to rest and catch the forecast: wind from the west, turning north - which didn't bode well. At 5pm it was time to check in - being a late entrant I was allocated number 1617 - a good field! The distance had been reduced to "only" 235kms (!), 35kms of which would be on pavé. I'd ridden the Anfield 100 two weeks earlier and the thought of that again plus another 75kms was a daunting prospect and clearly called for an early night.

Starting time was between 5am and 7am but as I had no lights it was a late start for me. I was woken by French voices, then breakfast and a slow ride through the rain to the line. Thinking of the distance, I tried to convince myself that by riding steadily and stopping at the prearranged points I would be able to finish by the 9pm cut off. With my card stamped I drifted away from the start. This was all new to me: no mad dash like a road race or fun ride where the adrenalin pumps. It was rather an anti-climax riding alone on to the wet street with only yellow arrows painted on the road to guide. Then I reached the main square the wet pavé glistening - was this really the way?

I gingerly made my way sliding on the polished pavé - and a group flashed past. It was only then that I realised this was it: I was riding in the Hell of the North! Once on the tere I built up speed passing riders before settling in a large group moving at a brisk pace. Soon others joined us and the pace went even higher - 36kms in the first hour - too fast! I then saw that the two pushing the pace didn't have numbers, would probably drive us to destruction and then turn off - so time to ease up....

My first stop was the St-Quentin control at 67kms. With card stamped and a couple of rolls grabbed, I was quickly on my way joining a French club who set a steady pace. The first stretch of pavé, 2.2kms, arrived after 105kms. Eyes vibrated in sockets, arm warmers slid down, crash hat wobbled violently, then the chain jumped gear sprockets and off I fell. I'd covered the first 50 metres of pavé! 6kms of tar followed then it was pavé for another 1.9kms, and, I thought, the end was in sight. But the route went straight into another stretch of pavé - 3.7kms. By now my back felt as if it had been beaten with an iron bar - and 35kms more to go!

The second control came at 123kms and here I learned the worst was yet to come. Next was the Forest of Arenberg where the professionals take to the footpath. By now my back was letting me know pavé was not to its liking, and my fingers would not straighten due to gripping the bars so tightly. I'd been riding for 7 hours and still had 78kms to go. The pavé now came thick and fast, but the novelty had worn off and I started to count the stretches - 14 to go.

Then we were into the outskirts of Roubaix. A ride high up the track banking and a swoop down over the finishing line, and I was home: in 10 hours 45 minutes. Certificates and photographs collected and a prize for the the British "club" with the greatest number of finishers, it was time for a shower, a drink and the journey back. With tales of the hardships suffered by the others I reckoned I had been lucky - the only problem for me being the chain jumping the gears, and not one puncture.

John Moss

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#### CLUBRUNS

Miners Arms, Maeshafn

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11 December 1993

After a few days of cold and gales, we hoped Saturday would be better - but the forecast was even worse. I had a couple of tries at ringing John Futter but without success, so I made my own way into the near gale, sleet and rain, through Northop and Sychdyn, around Mold then up the hills to Maeshafn. Geraint was already inside. It's not often I use my work bike for the Clubrun but I needed the saddle bag and mudguards so each new arrival had to look closely to see my name on the crossbar. Herbie arrived next closely followed by Ernie, then Tony. Three by car; only two on bikes until Graham Thompson and Rob Wilson arrived. Just as we were getting ready to leave, Bill Graham rolled up making our number eight. I did say I was going back to the Eureka but a hail and thunder storm drove me towards home. As I climbed the last hill my block went so I finished the ride on foot. Fate works in strange ways, as I only had to walk about 100 yards. Had I gone to the Eureka I may have been walking for miles.

Ben Griffiths

Beeston Castle Hotel, Beeston

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27 December 1993

I had always thought that Boxing Day was another name for St Stephens Day, the day after Christmas. But 1993 was different and Boxing Day was the 27th, so the Clubrun was on the 27th! To be on the safe side I went to Beeston both days. On the 26th I met a lot of cyclists (Warrington RC and Leigh Premier in the main) but no Anfielders. On the 27th I again left home about 10.20am. It was very cold and icy, so this time I went the short way - down the Chester bypass. The traffic was busy and very fast, and as soon as I had crossed the Dee I carried my bike up the bank to join the lanes. Through Saughton and Bruera then via Gates Heath and Newton, keeping right at Beeston Castle and so down to the Hotel, very pleased to arrive without falling as the ice had been bad.

I was early but Stuart Twigg was there and Keith Orum and Pippa were already eating. Only four of us on Boxing Day? May be the others came yesterday after all. But no, they soon started to pour in some by car



some by bike. John Futter and Craig Clewley had ridden out via Waverton and Tiverton and reported the road free of ice - so the return journey would be that way.

The Beeston Castle is a good pub for food. I don't think many, not even Anfielders, could eat more (I believe the beer is good too). We had an excellent turnout in the end with 12 on bikes and as many again by car. In addition to those already mentioned, the cyclists were Geraint Catherall, David and Adam Birchall, John Williamson, Bill Graham, Dave Bassett, Rob Wilson and Graham Thompson. In cars we saw Geof and Jonathan Sharp with Vivienne, Flo Hill and friend Dot, Alex Pudduck with dad Rod and sister Imogene, and Chris Edwards and Elaine and youngsters. Last but not least, as we were leaving, in the bar we spied Dikki Bird, on foot from Tattenhall.

Ben Griffiths

The Goshawk, Mouldsworth -

1 January 1994

New Year's day dawned with a light covering of snow and temperatures well below zero. The blue skies and winter sunshine certainly looked seductive and tempted a ride. But the ice-bound roads around Knutsford were treacherous. Very frustrating.

So our bikes remained in the garage, and we made it a family event, with Mary, Mrs Birchall senior, Socks the dog...and Adam navigating. At the Goshawk, Bill Graham, Colin Werner, Geraint Catherall, Rob Wilson, Graham Thompson and Ben Griffiths braved the elements by bicycle to celebrate the first Clubrun of 1994. We were pleased to see Gerry Robinson too (with the Chester Roads Club) planning another high mileage year - he could claim some 9000+ miles for the old year.

The Buck, Bangor-on-Dee -

5 January 1994

After feeling good in the previous week, I had every intention of riding out to the Clubrun and even went to the extreme of dusting the bike and pumping up the tyres. However Saturday started like myself, cold and damp. Saturday, as far as I know didn't have a sore throat, so I elected for my normal mode of transport recently, and came out by car with my father.

Present when we arrived were Ben, John Futter, Craig, Geraint, Ernie and Herbie. Later arrivals included Tony, a thirsty Colin, Rob and Dave Knight a prospective new member for Boughton. Dave has the dubious honour of being a "workmate" of Tony and a neighbour of my brother-in-law (and fellow Anfielder) Mike Kimpton. Shortly, the Editor Dave arrived with Phil Looby. What has happened to Alan Orme?

Stuart Twigg

The Golden Grove, Rossett -

22 January 1994

This proved to be a bright and sunny day. I set out mid-morning and was soon crossing the Dee bridge at Bangor, which has been closed to traffic for some time for reinforcement work. From a cyclists point of view the surface now consists of stone setts - the same as on the Holt/Farndon bridge. These really shake the daylights out of cyclists. I am never able to complete the crossing before the lights change and being faced by oncoming cars, so usually resort to the VERY NARROW pavement.

A gentle climb out of Bangor and I was soon at Worthenbury, where the previous day I had attended the funeral of a very aged gentleman. So I visited his grave - such a lovely spot to rest with the Clwydian Hills in the distance. The church itself is well worth a visit with its gallery and box pews with crests and family names. One actually has a fireplace in it! Must have been for the lord of the manor.

The ride which followed to Shocklach was enjoyable. A short distance out of the village the small church, which dates from Norman times, comes into view. I think this is where the original village was situated and I am told there was a ferry nearby, and a little further there is "Castletown", complete with interesting mound and ditch... but forward, through Crewe Green and Farndon over the dreaded bridge to Holt and now on to that straight bit of road that many cyclists seem to abhor. Into the lanes again and over the Rossett BYPASS, and there is the Golden Groves.

Inside, quite a crowd were refreshing themselves with food and drink. Those present were Tony Pickles, Craig Clewley, Ben Griffiths, John Futter, President Mike Twigg (complaining about the hills between Chester and Rossett), Dikki, Tecwyn, Geraint Catherall, and David Birchall with prospective member David Edwards from nearby Gresford. Ernest and Joan Davies completed the party with Derek Johnson of the Birkenhead CC who we were pleased was able to join us.

Joan Davies

Top'o'th'Hill, Kelsall

29 January 1994

This was a bitterly cold winter's day, but despite the grey skies and wind the run was well supported. Quite right too because the food here is probably second only to the Beeston Castle Hotel. We were very pleased to see Peter Colligan - and by bike too. Others present were Mike Twigg, Phil Looby, Ben Griffiths, John Futter, Dikki, Tecwyn, Geraint, Craig, Bill Graham, Graham Thompson, Anthony Blundell, Chris and Alex Pudduck, Tony Pickles, David Edwards, who had navigated a lanes route from Tarpurley, David Birchall, and Mary.

The Swan, Kinnerton

5 February 1994

The approach into Chester, from what was the Trooper on the Whitchurch road, along Boughton is blighted by heavy traffic these days. Saturday mornings are particularly unpleasant. So I dropped down to the river at the first chance to make my way along the Groves, in the process running the gauntlet of cycle-hostile traffic restrictions. This route is far safer for cyclists than the roads through the centre of Chester, but, to ride it, no-cycling signs must be ignored, and barriers and kerbs negotiated. Chester really is unfriendly to cyclists.

Out of the City, my route went through Handbridge, then down Lache Lane for Dodleston, where I spied John Futter heading in the same direction. So both VPs arrived late for the Committee Meeting. Sorry Mike. Others present were Bill Graham (who lives next door to the pub!) Tony Pickles, Ernie Davies, Herbie Moore, Dikki, Tecwyn, Craig, Geraint, Ben, Colin Werner, Dave Bassett and Rob Wilson, the latter two finalising details of the new racing strip - with Dave very adroit at taking orders. Peter Colligan and David Edwards arrived as the Committee meeting closed, and so we joined forces for a ride home via Rossett.



The day had started with sunshine which could almost have heralded spring, but that all changed while we were inside the Swan: when we left clouds skated across the sky, and the rain came down through Farndon and Aldford...

Foxcote Manor, Barrow

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12 February 1994

An unexpected phone call from Alan Orme, meant company for the ride to Barrow. But he must have been wondering what was going on as we rode northwards from Knutsford through Great Budworth and Acton Bridge. To his credit, it was not until Hatchmere that he queried the route: "When" he asked "will we reach the Beeston Castle Hotel?" Jet-lag from a business trip to the middle East lay behind the confusion.

But all was not well. Foxcote Manor was shut up. Herbie Moore, Ernie Davies, Mike Twigg and Colin Werner were looking crest fallen outside the front door. We posted a note for later arrivals and headed for the White Horse. By now our numbers had grown with Ben Griffiths, Alex and Chris Pudduck, Anthony Blundell, Graham Thompson, Lee Nicholls, Tony Pickles, John Futter, and Geraint Catherall sweeping up the advance force. There were late arrivals too, and the note posted at Foxcote Manor helped Peter Colligan, David Edwards and Dikki (with daughter Charlotte) to find us.

Unfortunately, though the White Horse was open, mine host was not serving food. So Ben led his party back to Two Mills; others made do with a liquid lunch and crisps; while the rest of us made for the George and Dragon in Tarvin, which provided good food cheaply thank you. May be it should be added to our list.

Beeston Castle Hotel, Beeston

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19 February 1994

..... The run that Alan Orme had in mind last Saturday! We made our way through Winsford, finding a new bike shop there, then to Eaton and so down to our venue by Beeston market. The food is very good and well presented: huge quantities and reasonably priced. I don't know how they do it. I thought the best bet was Herbie's hot beef sandwich - which came with lashings of beef and salad.

It is not surprising such a run is well supported. I counted 15 members and 7 friends. Even David Edwards, who arrived shortly before half-past-one, was looked after. The landlord invited him to share a basket of chips and chilli-sauce!

CAPTAIN'S WEEKEND:

Glan Aber Hotel, Betws-y-Coed

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26 - 27 February 1994

Part I: The Big Hitters Ride

The Glan Aber Hotel is one of the Anfield's spiritual homes. It was certainly a home from home for our early riders with concert parties in the "tank" every Christmas and Easter from the 1880s to the end of the 1930s. Club photographs show G P Mills, Lawrence Fletcher and many other famous early cycling names gracing the Hotel steps.

Today's big hitters met at Tony Pickles' house. A short wait whilst Bill Graham repaired a puncture then away down the Bodfari road. We were nine: the Sychdyn trio of Colin Werner, Geraint Catherall and

Tony Pickles, backed up by the Boughton boys John Futter, Craig Clewley and Ben Griffiths with Peter Colligan and Phil Looby.

With high spirits we rolled to Bodfari where in the confusion (or was it the high speed of the sprint for the sign?) I forgot to lead the peleton right, up the hill to Tremerechion. So we were forced to carry on along the main road to St Asaph which fortunately was not busy. Out of St Asaph, the first climb of the day was contested fiercely, but I was no where near to see the outcome! As Ben would say, it was a steady climb to the Pilkington factory at Glascoed (coincidence?), then a "what am I doing in this gear" hill to the snow line. Climbing through the drifts was okay, but the descents on the shady side of the hill were more like a 9 man bob-sleigh event! A freewheeling race took place down into Llanfair TH, which I won handsomely thanks to the stone I put on at Christmas.

The lunch stop was at The Stag, Llangernyw - a wonderfully decorated place with such things as beartraps, clubs, pots, proverbs, cuckoo clocks and grandfather clocks, grandmother clocks and many other clocks. I was just glad they didn't all chime at once. Our host made us welcome and fed us very well and quickly for a very small price. The Stag would be on the runs list if it was not quite so far away - the Jumbo sausage was of mammoth proportions.

We remounted and, with Phil Looby and Geraint on the front, hurtled to Llanrwst where Peter and Bill decided to go straight to Betws. The rest of us headed over the bridge into the forest. We climbed well at first, but the miles had taken their toll. I cursed my Christmas lay off. One by one we walked - not all I add, just us men of weaker stuff! Phil could not understand it - he'd always managed to climb everything on 40x21 before!

With hands aching from the descent we emerged at the side of Ugly House on the A5. Ben knew of a cafe just up the hill, and we all agreed it would be a good idea to sample its delights: tea and toasted teacakes. Then followed the long drop to Betws. The sprint for the sign was going to be hotly contested: Ben's big gears, Geraint with his ability to rev, John looking fresh and frisky, and Colin with a fearsome burst of speed (*must have been some teacakes!*). But just after Swallow Falls, my small winter gears proved a handicap and I had to slipstream as much as I could, followed quickly by Craig and John. At the last moment I caught Ben and passed him just before the sign: perhaps my extra weight wasn't such a problem after all!

At the Hotel we signed in and bedded down the bikes in the cellar. We had an excellent meal, then retired to the residents lounge and chatted of the things earlier generations of Anfielders must have got up to in this place. The Hotel have a photo in the bar of our 1896 Easter Tour hanging for all to see!

On Sunday, the journey home began in pouring rain after a hearty "Welsh breakfast". Ben, John, Craig, Geraint, Colin and myself donned our wet weather gear and began the climb up Fairy Glen. The others chose the soft option (or sensible one) for the homeward journey by car. A powerful tailwind helped us over the Denbigh Moors. Under John's instructions Geraint got the Denbigh prime from me: his descending skills have improved so much that I'll not let him get such a big lead again. The rain eased by Bodfari, but it was still wet. Here the two days riding at the front had begun to tell on

Geraint, as he asked if someone else would take his slot. We knew then that he would not contest any more signs. I thank Dikki's snoring for that.

Just outside Mold I was thinking of warm baths and dinner, when I saw my wife and her parents going the other way, not expecting me back so soon. Ann was being taken out for Sunday lunch - which meant no dinner for Tony. Should this be the start of my diet? It looked as if it was... Craig tried to tempt me into doing the full run to Broughton, but I declined as did Colin and Geraint. No Club weekend would be complete without the climb of the stairs to the hot bath - with thigh muscles screaming. I was not disappointed!

Tony Pickles

## Part II: The Mountain Bikers Tale:

Having recently acquired a mountain bike I was very keen to opt for the offroad sections of the Captains Weekend. Our guide was David Birchall, illustrious veteran of many an off road epic, and so it was that a small knot of Anfielders gathered in the car park of the Glan Aber Hotel on a warmer than anticipated Saturday in February.

The group that set out for adventure in high places were: David and Adam Birchall, Dave Bassett, Tecwyn, Brian Bird, Stewart Twigg and Chris Edwards. The plan was a quick up and over from Betws-y-Coed to Penmachno for lunch and back to Betws-y-Coed via Moel Siabod.

We set off up the A5 towards Capel Curig and turned a little early onto a steep forest track. It was at this point that Tecwyn decided that a flatter route was in order, he must have been clairvoyant, and headed back to the Hotel for a more sensible ride with Alan Orme. We all struggled for breath as the lack of a warm up and the pace at which Adam took off up the hill combined to split the bunch. Not bad for the first half mile.

We climbed steadily up to an old slate quarry and admired the splendid views across the valley with Betws-y-Coed hugging the curve of the river. We eventually got to the track that we had meant to start off on, but only after a friendly local had given us one of those welcomes that the Welsh are famous for.

The forest track took us quickly through some narrow paths and under a heavy canopy of conifers. In places drifted snow lay thick on the ground and added a thrilling wheel spin at some crucial moments. Once out of the forest we followed Sarn Helen, a Roman "road", over the crest of the hill and down to Pont y Pant. In places it was difficult to decide whether it was a track or river we were following, my bike was never so clean.

We followed the line of the railway track to Pentre Bont and then commenced a long climb beside the Afon Bwlch y Groes. The path was steep and narrow so the bikes were either pushed or carried. Eventually we crossed a wider track and decided to follow it. We climbed and climbed. I thought I was going to burst a lung with the effort. After longer than we had anticipated, we reached the top of a mountain (1961ft) with a sheer drop to one side. Some how we had not taken the path that had been intended but we had climbed a further 500ft in about 2 miles. As the mist swirled round, a course was quickly plotted to Penmachno.

The descent was a lot more adventurous than originally planned and involved climbing fences and a section along a fire break in a forest where deep snow, pot holes and slippery tree roots made for a very entertaining half hour. We emerged on a barren strip next to the forest track and picked our way slowly over felled trees to once again be on a rapid descent. We reached Penmachno without further incident, and a very late lunch at 2.30 soon revived us.

After lunch the prudent members, Stuart and Dikki, rode back to Betws-y-Coed via the main road, leaving Adam, the two Davids and myself to more tracks. We took a forest road that climbed steeply and brought us to Cethin's Bridge. We paused for a moment before going down the track to the little wooden footbridge. The power of the river in full flow was hypnotic and we all stood for a while on the bridge whilst the water thundered beneath our feet.

There now only remained the last hill between us and Betws-y-Coed. Rather than cop out we decided to climb a small footpath up a steep slope to reach one of the higher forest tracks. This was achieved with some discomfort caused by the gorse bushes that lined the climb, a machete would have been most useful.

The forest track was reached with sighs of relief all round. But the day had a final sting in the tail. Round the first corner wind-blown firs blocked the way. So as night closed in fast, we were obliged to manhandle the bikes under and over trunks, and scramble through tangled branches and icy ditches. After that, we quickly retraced our pedal revs from the morning: descending to the valley via the forest road that we had intended to climb at the beginning of the day.

The overall number of miles covered was approximately 35 and the time taken was 7 hours including an hour for lunch, so 6mph was the average speed and very enjoyable too.

Sunday morning's heavy rain resulted in changed plans all round. Dave Bassett, as team manager for Graham Thompson, Ian Billington and Rob Wilson who were racing, made for Llandegla to support them. The hardcore MTBers (David and Adam Birchall and I) made for Cynwyd with the intention of riding the Wayfarer track. But snowdrift upon snowdrift blocked the way. After a couple of miles which took an hour we sounded the retreat, and freewheeled into Cynwyd for lunch around an open fire in the village local.

Chris Edwards

Sportsmans Arms, Tattenhall

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26 February 1994

Having to cry off the Captain's weekend at the eleventh hour due to the pressure of work, I decided to help pollute the world by jumping from my desk and into my car for a break from a tedious task, and go on the alternative run. I knew Ernie and Herbie were intending to be there having arranged to meet our newest member David Edwards. But the weather took its toll and only David made it. A hasty chat, then I zoomed off leaving David to his extended route home to Gresford.

Footnote: I understand from reliable sources that it has been suggested by the MTBers on "The Weekend" that the Club obtain a NAV SAT system to assist our worthy Editor's navigation. (I'd settle for a word with the Forestry Commission for playing fast and loose with ancient trackways - Ed.)

Mike Twigg

# ANFIELD CIRCULAR

## JOURNAL OF THE ANFIELD BICYCLE CLUB (formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter  
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,  
CHESTER, CH4 9AT (Tel:0244 660858)

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June 1994

No 869

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### CLUBRUNS (lunch 1230hrs)

June	18	Hanmer Arms	Hanmer	Club 10
	25	The Bull	Shocklach	
July	2	Shrewsbury Arms	Little Budworth	Committee Club 7
	9	Yew Tree (Crewe Arms)	Spurstow	
	16	Sportsman's Arms	Tattenhall	
	23	White Horse	Churton	
	30	Cross Keys	Llanfynnyd	
August	6	The Swan	Wrenbury	Club 7
	13	The Raven	Llanarmon-yn-Ial	
	20	White Horse	Churton	
	27	Forest View	Oakmere	
September	3	Sportsman's Arms	Tattenhall	Committee
	10	Griffin	Trevalyn (Rossett)	
	17	Rose and Crown	Graianrhyd	
	24	Beeston Castle Hotel	Beeston	
October	1	<b>* CLUB LUNCHEON *</b>		
		Bickerton Poacher	Bulkeley, nr Peckforton	

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### CLUB SUBSCRIPTIONS

21 and over: £12.00    Junior (under 21): £6.00    Cadet: £2.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd  
CH7 6BT (Tel 0352 759463)

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WA16 9BA (Tel 05656 51593)

**\* CLOSING DATE FOR NEXT ISSUE - 3 SEPTEMBER 1994 \***



\* CLUB LUNCHEON \*

Saturday 1 October 1994: 1230pm  
Bickerton Poacher, Bulkeley

This is a rare event indeed and our first real "do" since the Centenary Dinner in 1979.

The Bickerton Poacher is booked for Saturday 1 October for a lunchtime get-together, starting at about 12.30pm. A set 3 course meal has been arranged at a price of £7.50 per person (beef is on the menu and a vegetarian alternative will be available).

The Bickerton Poacher is located on the Broxton-Nantwich main road (A534), opposite the junction of the lane to Peckforton near the village of Bulkeley.

We extend a warm invitation to all members (with partners and friends) and particularly those who don't regularly attend on Saturdays. Longstanding members are as important as currently active Anfielders.

Please put the date in your diary now and return the enclosed slip to me (telephone 0829 271091 (work), 0829 270821 (home) as soon as possible.

Tecwyn Williams,  
The Old Bakehouse,  
Farndon, CHESTER, CH3 6PU

AUTUMNAL TINTS WEEKEND

.... and another Diary date: 21 - 23 October is mooted for this year's Tints. The Committee are considering either a return visit to the Cain Valley Hotel, Llanfyllin where we were made very welcome and well looked after last year, or it could be back to the Glan Aber: to be confirmed next issue.

\* \* \* \* \*

NOTES

\* Congratulations to Tony Pickles and Ann on the safe arrival of baby Christopher Anthony. What good names for a prospective Anfielder: with Chris certainly hard to beat, and Anthony the patron of travellers! Bib-shorts and mini Anfield strip are on order.

\* We liked a recent comment from Life Member Tom Sherman. He reads and understands most of the Circular, and enjoys the exploits and activities recorded, but, he observes, "to me an MTB is a Motor Torpedo Boat!" And Tommy should know: Circulars from the 1940s recount Tommy's wartime commando experience in Norway.

\* Keith Orum is quietly getting in the miles, but they are not problem free. He rode the 4th Annual Britannia Mountain Tourist Trial in mid-May which started at Llangollen and followed a very hilly 66 mile route to Henllan, Brenig and back. All was going well until, 40 miles out, a broken chain put an end to the day. Even a rivet extractor was to no avail. Keith says the moral is never to use a Shimano chain. He now rides unsexy Sedis.

\* Geraint Catherall and his dad got their photograph in the Daily Post in April following a 135 mile sponsored ride. Geraint raised more than £200 for the North Wales Association for Spina Bifida and Hydrocephalis.

\* A medal awarded to Jim Carr for his contribution to the fastest team in the Anfield "100" on 6 June 1937 has recently come into the possession of Glynn Stockdale. The medal records Carr's ride of 4.47.23, and he was the middleman in our winning team that day: with Eric Reeves on 4.46.36 (third fastest overall) and Jack Salt on 4.49.45. Other Anfielders riding were Rigby Band, Sid Carver, George Connor, Ted Haynes, A F Hughes, Peter Rock and Ira and H Thomas.

Carr, a 100 miles and 12 hour specialist, joined us from the Potteries CC in 1934, primarily for Saturday racing. It is probably no coincidence that Carr's membership was proposed by Anfield President W P Cook who was a fierce opponent of competitive riding on Sundays. How ironic therefore that Jim's team medal was won in the only year the "100" was run on a Sunday - to avoid the congested main roads and the crowds of Whit Monday. Carr was a member until 1940 when our contact with him appears to have been lost.

\* \* \* \* \*

#### OBITUARY: Pat O'Leary

The passing of Pat O'Leary ends a link with the Club going back to 1928. For three years, until 1931, he and his twin brother, Ted, regularly featured in our racing calendar - riding a white tandem very rapidly. Pat returned to the Anfield in 1957 and attended Clubruns when he could. He was always cheerful and caring with us youngsters, with a pleasant sense of fun.

Pat and his brother were impossible to tell apart. Aware of this they could wreak havoc if they wished. In the days when our Clubruns included a formal dinner every Saturday evening it was the Sub-Captain's duty to collect the money from individual members for their meal. Pat and Ted were present on our visit to Pulford on 24 November 1928, when the task of collecting the money fell to Jimmy Long. The write-up for that day recounts:

Pat and Ted are the worry of Jim Long! You see Pat carries the money bag, and as they are "the dead spit image" of each other, Long has to guess which is which, and who is who! He thought he had got the situation well in hand, because Pat wears a peculiar tie, but they fooled him at Pulford, as it was "Ted" who had the tie on!! The only solution we can see is to pick them up and rattle them. If you can hear the money chinking it's Pat!

DDB

OBITUARY: Syd Hancock

We are sorry to record the death of Syd Hancock at the age of 90. Many Anfielders will recall his presence - blending chivalry with cycling knowledge - at Anfield 100s in the 1960s and '70s. Each Spring Bank Holiday, with his wife Elaine and their sons, he would journey from their Cornish farm (a stone's throw from Land's End) to officiate at the start of the 100. Always there would be spring flowers for our ladies, and a great knowledge of cycling to dispense.

Cornwall was Syd's adopted home from the end of the War, but he was born and bred in the Potteries, and there he raced as a young man in the 1920s. I recall helping him search a bound volume of Cycling until he found his name recorded as winner of a Potteries inter-club 25 in June 1923. His passion for cycling was a constant theme throughout his life. He cycled until his eyesight failed. In his late seventies, he cycled to the North of Scotland and Cape Wrath.

Beyond cycling his interests ranged far and wide - from farming to the arts (with summer visits to Edinburgh for festival plays, music and exhibitions). He knew about Cornish folklore and Scottish history, tin mining and architecture; and he served the local community as a Councillor.

DDB

\* \* \* \* \*

CAPTAIN'S RACING REPORT

This year I decided to enter "proper" races again. So to shed my Christmas fat I went to the gym to exercise my abused body. Graham Williams came along too suffering from the same affliction. Gradually we both lost weight and gained strength. The ride times on the static bike in the gym were coming down and an air of competition was developing. Graham's workmate Peter joined in too and, with the advantage of youth he began to help us work harder.

The first test was the West Cheshire 25. I managed to persuade Colin Werner to enter it too. While we waited for our start card a mixture of emotions was apparent - from boasting at one extreme to "it's too early" at the other! The start sheets arrived and Ben, Dave Bassett and Graham Thompson were also down as starters. Colin's 14, my long 12, Ben's short 10 and Dave's long 9 were overshadowed by Graham Thompson's 3. So I was that bad after all, despite the training.

With more boasting and threats the next race was on: the Birkenhead Vic's 25 Slowest 120. Colin, Graham Williams, Ben, Phil Looby and I all entered. I was the rabbit - off no.1. The day poured with rain and I was soaked just warming up. Well I do hate riding in the rain so I was last again with 1.12.28 compared with Graham's 1.10.51, Colin's 1.8.39, Ben's 1.8.32 (he really tried) and Phil's 1.7.13. For his 6 minute improvement Colin picked up the fastest handicap prize of £10 - which just goes to show you can get into the prize money and not come first.

The competition in the 1.8 to 1.12 bracket is hotting up. Graham Williams has given up the cornet in the Point of Ayr Brass Band to train full time, and is now doing the Rhyl 10 on Wednesday, Chester 10 Thursday, Gobowen 10 Friday and our Club 7 Saturday. If he keeps

this up he'll be a force to reckon with - or dead! The Gobowen 10 which starts 7.30pm Friday at the Queens Head, I think is a good quiet course on a minor road - perhaps some of our faster men might give it a try.

It just shows that in the race of truth you can have competition among the slow ones and not just for the fastest riders.

Tony Pickles

\* \* \* \* \*

#### ISLANDS ON THE EDGE OF THE SEA

In February last year, dad and I decided that after my GCSEs it would be a good idea to explore the Outer Hebrides of Scotland, partly because it was something we had long wanted to do and partly because it would give me a good "rest"(!) after the exams.

In summer in the Hebrides the prevailing winds generally blow from the south. So we decided to cycle northwards from Barra to Lewis and then round the holiday off by cycling from Ullapool on the mainland to Invershin (Lairg) on the east coast. We pre-booked accommodation only at the start and end of the holiday to give us leeway in the middle - in case of bad weather or if we found a place we particularly liked. For island hopping we used the small inter-island ferries where possible because of their character and convenience compared with the big Cal-Mac boats, but it meant that the bikes were often left exposed in the stern getting drenched in salt spray.

The holiday started by train to Linlithgow where we stayed overnight with John and Rosemary Farrington. Then another train to Oban for the six hours ferry to Barra. Barra is one of the most beautiful of the islands and we spent a full day exploring it. We then took a rough crossing to South Uist and were faced with a tough forty mile ride into an unseasonal headwind to North Uist. However we gained respite the next day with a much more gentle journey to the Gatcliffe Trust Hostel on the little island of Berneray which lies in the Sound between North Uist and Harris. Here we saw a family of otters on the beach by the hostel in the twilight of midnight.

The day we left for Harris was cold and rainy, and we only got five miles before diving into a B+B for the rest of the day. After this unfortunate interlude the weather improved and we carried on to Rhenigidale, a little *clachan*, north of Tarbert on Harris. This was the high point of the holiday. Until recently Rhenigidale could only be reached by a treacherous path or by boat, but it now has a road, albeit a hilly one. This part of Harris is very remote and we decided it warrants a trip of its own, but after three days we had to move on to Stornoway in order to catch the ferry to Ullapool. The weather was very bad for this ride and we arrived in Stornoway cold and soaked through. But the Fisherman's Mission came to our rescue with tea and scones, bacon sandwiches and more scones and after we changed into dry clothes, life was pleasant again.

Back on the mainland after an overnight ferry crossing to Ullapool we cycled to Invershin in improving weather before taking the train back to Crewe via Inverness and Glasgow. It had been a very enjoyable tour with about 400 miles covered.

Adam Birchall

## BEN'S TINTS

The annual Tints Tour is one of the highlights of the Anfield year, and we all look forward to the prospect of a good weekend in the hills with some good company. Last October we needed an early start as it would be dark very early, so we arranged to meet at Bill Grahams in Kinnerton, and leave at 9.15am. There were six in our party - Bill, John and myself (the fogeys), and Robert Wilson, Alex Pudduck and Graham Thompson (the youngsters).

We went through the lanes via Wrexham and into the hills above Chirk Castle. Beyond Chirk Castle the lane climbs high above the Dee Valley. At the top we stopped to admire the view with Llangollen in miniature below us. We then dropped down the very steep Church Hill into Glyn Ceiriog, by the Glyn Valley Hotel, scene of happy Tints in the past. Then it was through Llanarmon DC (O.L to the irreverent) and on to Llanrhaiadr-yn-Mochnant for lunch.

Leaving the village, we took the lane up the valley to the waterfall. With the trees at their loveliest, this is a valley which cannot be bettered anywhere. I minded the bikes while the others scrambled down to the river, the better to see the waterfall. Clambering over rocks is very difficult in modern cycling shoes, but we all came back with knees intact. Then it was down the valley (did Anfielders really attack the 25 mile record down this road!). This time in Llanrhaiadr we turned right for Penybontfawr. Then, climbing the Hirnant, Rob showed his local knowledge by sprinting ahead to fill his waterbottle from a tap set out of sight in a field (I for one was impressed). On arrival at Llanfyllin we found the Hotel and stabled the bikes, had a bar snack then retired to the lounge with the rest of the party for the evening.

Saturday was again dry - and we were soon away initially retracing the latter part of Saturday's route to Lake Vyrnwy. We crossed the dam, and enjoyed the lakeside views before turning up Cwm Eunant. From the top we sped down the Bwlch-y-Groes - a good samaritan holding the gate at the bottom open for us.

At Dinas Mawddwy we stopped for coffee. This was a mistake as only four of us (Alex Pudduck, Graham Thompson and Rob Wilson and I) continued with the planned run to Machynlleth for lunch. After fish and chips we took the lane to Forge then up the long hard climb to Dylife. It became very windy on this exposed road. At Staylitttle we went north down the valley to Llanbrynmair and Pandy on a very good flat lane. I had just congratulated myself on the choice of route when, approaching Llangadfan, we reached one of the steepest hills I have ever seen. Night was closing for the final twelve miles and we reached the hotel as darkness fell.

Sunday again saw a good dry day with most of us going home in one group. The route will be well known to Anfield Tinters: through Penybontfawr and Llangynog then the Milltir Cerrig and so to the Dee valley, Llandrillo and Cynwyd. From Corwen we went over the Bwlch-y-Groes (yes another one!) to Bryneglwys for lunch. The ride finished with more lanes to the Nant-y-Garth through Llanarmon-yn-Ial and so to the Eureka. Yes it was a very good weekend, about 250 miles all told.

Ben Griffiths



## CLUBRUNS

Forest View, Oakmere

5 March 1994

A breezy sunny day, just right for cycling. I went down to John Futter's for 10.30. Within a few minutes Craig Clewley arrived and we went with the wind through Bretton - Balderton. We crossed the Dee on the Chester southerly by-pass, climbed the embankment at Huntington then through Saughton, Rowton, Oscroft, Ashton, Delamere Forest to Oakmere.

At the Forest View only one bike outside - David Birchall. Brian Bird was also inside having been walking in the Forest. He was soon away (a rugby match was calling). As he left the solid tyred Dave Edwards arrived. Dave is the only person I know to use these tyres - I don't think I will try them. Bill Graham arrived next to complete the party. Slides of the Captain's Weekend were circulating and very good they were too. After lunch we made our various ways home - John and Craig straight back while Bill and I headed via Ashton and Mickle Trafford for the Eureka for tea. I don't know why we had such a poor turnout on such a nice day.

Ben Griffiths

Calveley Arms, Handley, and Club "14"

19 March 1994

The opening Club event of the 1994 season and we had three riders for the first airing of the new Anfield strip, and not a bad turnout in support. Rendezvous after the racing was the Calveley Arms, at Handley - now bypassed and so a quiet backwater, and a new venue for the Clubrun. Except for the Editor who was first there, service was somewhat slow for Colin Werner, Tony Pickles, Graham Thompson, John Futter, Ernie Davies, Peter Colligan, Dave Edwards, Dikki, and Tecwyn.

Results (1st Club "14"):

- |                          |                            |
|--------------------------|----------------------------|
| 1. Graham Thompson 38.48 | 2. Geraint Catherall 42.47 |
| 3. Tony Pickles 43.49    |                            |

Stanton Arms, Chirk

26 March 1994

With the weather looking very fair I set off in the car to Farndon Sports Club carpark with the bike tucked up in the back. After swapping four wheels for two I headed south via Cross Lanes and through Bangor to Overton. A brief refuelling stop for a Mars Bar and to enjoy the views of the River Dee and then on to St Martins. Down into the Ceiriog Valley with the sun shining on the river (magic) and a steep climb up the other side, over the bypass, and into Chirk.

Eight made it to lunch at the pub: Tony Pickles, Geraint Catherall, Mike Twigg, John Futter, Graham Williams, Peter Colligan and John Stinton (guest) and myself. Sandwiches were available in the bar and hot meals in the restaurant for those in need of greater carbo loading.

We set off again as a group, taking the route back via the A5. We were soon well strung out and would have been more so but for Tony's helping hand. The group reassembled in Overton and then decided to

split - with the Mold contingent heading to Marchweil, Peter going to Broxton and John accompanying me through Bangor and Shocklach and so back to Farndon - A good day out.

Dave Edwards

Miner's Arms, Maeshafn

2 April 1994

The Sychdyn squad of Colin, Geraint, and Graham Williams met at the Captain's house and headed down the Bofari road into a headwind and gloomy skies. The sprints for the signs along the way were usually split between Geraint and Graham, the other "boys" being content to shelter in their wake whenever possible.

We became more sociable at the turn in Bodfari as we headed for Llandyrnog and the bottom of the Clwyd Gate hill. The weather was still cold and overcast with very heavy skies, but, against my better judgement, the decision was made to carry on with Graham wanting to climb the "shelf". As we began to climb the lower slopes some very large drops of rain began to fall - we caped up and carried on. As we climbed we got hotter, the skies cleared and the sunshinbe broke through. We decaped and at one house we saw a man hoeing the garden in shirt sleeves. The wind had dropped, the sun was beating down, new born lambs were bleating and playing in the fields - what had happened to the weather!

At the top of the shelf we found we had just been sheltered and the biting wind took its toll as we descended to Llandegla and then down through Llanarmon-yn-Ial, round the church, then I had a pleasant walk up the 1 in 4 to Eryrys, and so down to the Miners, again under darkening skies.

This was not looking like a Clubrun - more a President's family outing; hundreds of them from knee high to 6ft plus. With very few Anfielders present, it was a good turn out after all. Paul Ashley's dad "big Harry" turned up as well, putting Paul to shame. Courting puts terrible pressure on cyclists.

The descent to Mold for our team hurt and I mean hurt. The dark skies threw their worst at us: while we went down the Rainbow at forty miles per hour we were hit by a hailstorm doing the same - yuk.

Tony Pickles

The Swan, Marbury

9 April 1994

Having sold two bikes in the last two weeks, I was now in a position to purchase another, this time it was to be a mountain bike. Its first test was the Pearl Lane mountain, where I got the shock of my life when I changed down from outer to middle and got inner instead. Picking myself off the floor and checking my new team jersey for holes, I was soon into the muddy lanes towards Tattenhall.

The climb towards Harthill was easy with ultra low gears (20" bottom unused) and a following breeze. There was a mountain bike race at Rawhead and these real mountain bikers seemed not to be quite as friendly as normal cyclists in that they don't acknowledge greetings. Perhaps the mudguards put them off? Passing into Cholmondeley, hail

the size of peas came down, so it was a quick dash via Bickley and into the pub.

Present were the President (who has five bikes to my three) Ernie Davies, Herbie Moore, Ben Griffiths, John Futter and Dave Edwards. Conversation mostly centred around the wintry weather and Ben, Herbie and Bill Graham's excursions to the Isle of Marjorca.

The ride home was much harder into the wind and I reached home just before it snowed again.

On Sunday two teams of Anfielders in various team strips rode the WCTTA "25" with Graham Thompson doing best with a "3". Tony Pickles beat Colin Werner on time but Colin looked better which is all that matters! A very dark Dave Bassett recorded a "9", with John Thompson ignoring Reg.39 to record a DNF. Ben won the prize for being the rider with the most clothes on.

Stuart Twigg

White Horse, Churton and Club "7"

23 April 1994

A bright sunny day and much bustle at the Huntington start as riders, timekeeper and pusheroff readied themselves. At the crucial corners around the Huntington - Aldford - Saughton triangle could be found Mike and Stuart Twigg, Ernie Davies, John Futter, Bill Graham, David Birchall, Dikki Bird and Tecwyn Williams. Riders were Geraint Catherall, Tony Pickles, Colin Werner, Ben Griffiths, Graham Williams, and Paul Ashley and his father.

Result (1st Club "7"):

1. Graham Williams	18.20	4. Colin Werner	19.16
2. Geraint Catherall	18.42	5. Tony Pickles	19.22
3. Ben Griffiths	18.53		

Sportsmans Arms, Tattenhall

30 April 1994

On this pleasant Saturday morning the die was cast with a telephone call from Alan Orme proposing a mountain bike ride....

There are interesting tracks awaiting exploration in the Oulton - Delamere area. Today, two pairs of Anfield wheels traced sandy bridleways between the A54 and A49 through the lovely wooded countryside in the vicinity of Little Budworth and Oulton Park.

After lunch we headed into the Peckforton Hills starting with the steep climb to Burwardsley and the Haunted Bridge - Peckforton Gap. Then on tarmac via Beeston Castle, Tarporey and Eaton for more off-roading at Little Budworth followed by the Whitegate Way: an excellent re-use for the abandoned mineral railway from Cuddington to the Winsford saltmines. The "missing link" between the River Weaver and Moulton rounded off a ride, so tough that a Mars bar stop was deemed essential with three miles to go.

Present for Committee meeting and lunch were: Mike and Stuart Twigg, Bill Graham, Ben Griffiths, Tony Pickles, Colin Werner, Geraint Catherall, Ernie Davies, Tecwyn, Dikki, Alan Orme and David Birchall.

Rising Sun, Nannerch

7 May 1994

The Welsh big hitters headed westward from Mold over the Old Bwlch to the Vale of Clwyd and back via London Bridge. The Rising Sun, recently reopened provides good food and at a reasonable price. Not a popular venue for the Anfield though, with attendance down to Geraint, Tony, Colin and Graham Williams.

Beeston Castle Hotel, Beeston

14 May 1994

It was worth negotiating the Runcorn Bridge and fighting a strong headwind to meet up with fellow Anfielders at the Beeston Castle Hotel. Those present were: Dave Edwards, Herbie Moore, Mike and Pat Twigg, Ben Griffiths, Bill Graham, John Futter, David Birchall, Tony Pickles, Brian Bird, Geraint Catherall, Tecwyn Williams, Ernie Davies, Graham Williams and Peter Colligan.

Refreshed after consuming a ham batch and glass of cider, I left in the company of Geraint, Tony, Graham, John and Ben. I was surprised at the brisk pace set by Tony and Graham with sprints for signs thrown in. The fact they were both racing the following morning seemed to be of no account! At Waverton I left the little group and headed for the Runcorn bridge.

Peter Colligan

White Horse, Churton and 2nd Club "7"

21 May 1994

A 35 mile ride from east Cheshire for Alan Orme and David Birchall through Cheshire lanes via Middlewich, Bunbury and Bruera. With a brisk easterly wind speeding progress, we made good time but not good enough to catch the racing.

A brief stop at the Grosvenor Arms at Aldford, then to the White Horse where we found Ernie Davies, Herbie Moore and Mike Twigg with Bill Graham, Graham Williams, Tony Pickles, John Futter, Craig Clewley, Ben Griffiths, Geriant Catherall and Dikki close behind. The inn's meat and potato pie found favour with several but was pushed into second place behind the hot beef sandwiches! Arrangements for the "100" dominated discussions, with a late course change forced on us by extended roadworks north of Hodnet, resulting in wholesale changes to start, finish and HQ.

Result (2nd Club "7"):

1. Ben Griffiths	18.34	4. John Futter	19.32
2. Graham Williams	18.55	5. Peter Colligan	20.01
3. Geraint Catherall	19.24		

\* \* \* \* \*

THE 105TH ANFIELD 100 - 30 MAY 1994

The "100" has completed its 105th year of existence (apart from mankind's madneses) with Andy Wilkinson altering once again our record book with his fine fifth consecutive win. The course forced upon us by road works needed the toughness of a rider such as Andy to cope with its many potholes.

All the helpers in such an event are important and valued, and it is difficult to name names. But once again Ben Griffiths is to be congratulated and thanked by a grateful Club for his splendid organisation. What would we do without him? Thanks are also due to John Thompson and Maggie for producing the start card format and our Editor for his pen and ink frontispiece.

As Course Marshall I would like to add to Ben's appreciation of everyone who helped in making the "Event" a great success, and the marshalls who held their posts for nearly six hours. Some, such as John Whelan and Graham Thompson, had a long vigil (Graham did however have a delightful young lady to keep him company); and Dave Bettaney and Brian Whitmarsh who had the job of persuading some riders to go round the Shawbury circuit for a third time while preventing others who appeared to want to do a fourth.

Thanks too to the ladies including Ruth Williams and the Mersey Roads team for staffing the drinks station; and Mary Birchall, with help from Brenda and Maggie for keeping the kettles boiling, tea brewed and cakes dispensed at the HQ right through the event (and thanks are also due to the ladies who provided those cakes); and Mrs Silvester the HQ caretaker for laying on the excellent facilities. I hope to thank you all personally at the Club luncheon on Saturday 1st October.

Mike Twigg

EVENT REPORT: It seems not even our good friend Ken Matthews can guarantee his contributions to Cycling Weekly are always given the prominence deserved, but thanks to him and with acknowledgements to Cycling Weekly we are grateful for the coverage given, reproduced below.

Against the odds Andy Wilkinson (Port Sunlight Wheelers) scored an unprecedented fifth win in the classic Anfield "100" over roads in North Shropshire. But the Land's End to John O'Groats record holder was pushed to within 1.41 by national 24 hour champion Phil Barlow (Kiveton Park CC), who was having his last competitive outing before attacking Wilkinson's End-to-End figure on June 19.

Wilkinson failed to beat 4 hours for the first time since 1990, finishing just one second outside that target. But his 4.00.01 was achieved against considerable adversity. He would be the first to admit that he has shown little good form this season, and setbacks such as illness during the preceding week and an upset stomach on he morning did nothing to help his cause.

Wilkinson needed a big finish to scrape home, while another heroic ride from Tom Murphy (Kirkby CC) gave him third spot in 4.06.33 after he had battled back in the closing stages to re-pass Barlow, who had earlier caught him for five minutes.

Fourth place with 4.09.29 was the reward for Wally Young (VC Halton) in his first "100", while another first timer, Kevin Jones was fifth in 4.11.08 to lead Birkenhead North End to the team award with backing from veterans Barry Bucknell and Don Hacking.

Steve Butterworth (Dukinfield CC) looked good in the early stages and was in equal third with Murphy at half distance on 2.00.14 before fading to sixth place in 4.11.44.



Needless to say, Nick Gardiner (Optimum Performance RT) had been a non starter after his 3.41.40 in the Hounslow "100" the previous day.

Christine Roberts (Crewe Clarion Wheelers), who last year broke the women's 24 hour competition record over many of the same roads, set a women's event record with her 4.22.22.

The crowd at race HQ was evidence of the continuing popularity of the event, which started as a paced event in 1889, and has been held in its present time-trial format since the turn of the century.

The revised course due to roadworks brought in some rough road surfaces. At the prize presentation, Wilkinson quipped "The event should have been sponsored by a dentist, because everyone's fillings have been shaken out". RockShox, many riders observed, would have been appropriate!

Ken Matthews



#### Results Summary

Andy Wilkinson (Port Sunlight Wheelers)	4.00.01
P Barlow (Kiveton Park CC)	4.01.42
T Murphy (Kirkby CC)	4.06.33
W Young (VC Halton)	4.09.29
K Jones (Birkenhead NE CC)	4.11.08
S Butterworth (Dukinfield CC)	4.11.44
P Guy (Mid Shropshire Wh)	4.13.11
B Charley (Stourbridge CC)	4.14.36
R Francis (Horwich CC)	4.15.37
B Bucknell (Birkenhead NE CC)	4.18.49

Team: Birkenhead NE CC (Kevin Jones, Barry Bucknell, Don Hacking 4.24.55) 12.54.52.

Veterans: Phil Guy; Vets on std: Don Hacking +1.21.28;

Women: Christine Roberts (Crewe Clarion) 4.22.22 (Event Record).

Handicap: N Farr (Mid Shropshire Wh): 3.31.33.

#### \* 100 Support Fund \*

Thanks once again to all those who have contributed. The fund is still open and it's not too late for those who still wish to add to it.

Mike Twigg

# ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB  
(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter  
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,  
CHESTER, CH4 9AT (Tel:0244 660858)

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September 1994

No 870

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## CLUBRUNS (lunch 1230hrs)

October	1	Bickerton Poacher	Bulkeley, nr Peckforton		
		* CLUB LUNCHEON *			
	8	Rose and Crown	Graianrhyd		
	15	Sportsman's Arms	Tattenhall		
		* ANNUAL GENERAL MEETING *			
	21 - 23	Cain Valley Hotel	Llanfyllin		
		* AUTUMN TINTS WEEKEND *			
		[22 Alternative run: Sportsman's Arms, Tattenhall]			
	29	Cross Keys	Sychdyn		
November	5	Beeston Castle Hotel	Beeston		
	12	White Horse	Churton		
	19	Sportsman's Arms	Tattenhall	Committee	
	26	Talbot	Cymau		
December	3	Buck	Bangor-on-Dee		
	10	George and Dragon	Tarvin		
	17	Golden Grove	Rossett		
	24	The Bull	Shocklach		
	27	Beeston Castle Hotel	Beeston		
		* CHRISTMAS RUN *			
	31	The Yacht	Woodbank		
January	7	Sportsman's Arms	Tattenhall	Committee	

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## CLUB SUBSCRIPTIONS

21 and over: £15.00      Junior (under 21): £7.50      Cadet: £3.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd  
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WA16 9BA (Tel 05656 51593)

\* CLOSING DATE FOR NEXT ISSUE - 25 NOVEMBER 1994 \*

## TREASURER'S NOTES

Subscriptions for 1995 are due now, and what a happy Treasurer I will be if you all cough up on time.

Please note that new rates were agreed at our 1993 AGM. Enclosed with this issue, for those who pay by Standing Order, is a letter instructing your bank of the change. I would be grateful if you would forward the new instruction to your bank as soon as possible.

£15 is a small price to pay for membership of such a special Club!

Tony Pickles

## NEW MEMBER

Duncan Rees, 1 Grafton Mews, Northgate Village, CHESTER, CH2 2AB

## CHANGES OF ADDRESS

David Barker: 221 Dane Road, SALE, M33 2LZ Telephone: 061 962 3261  
Colin Werner: Greenbank Cottages, Rhydtalog, MOLD C47 4LF

\* \* \* \* \*

## ANNUAL GENERAL MEETING

The Tattenhall Recreation Club (behind the Sportsmans Arms) is booked for the AGM at 2pm on 15 October 1994, after lunch at the Sportsman's Arms. The Agenda for the meeting is enclosed with this issue. We would like as many Members as possible to attend.

Bill Graham

## AUTUMNAL TINTS WEEKEND

..... 21 - 23 October is confirmed for this year's Tints, and a return visit to the Cain Valley Hotel, Llanfyllin has been arranged. The cost will be £19 per night B+B (£23 if you want a single room), plus £10 evening meal. We see that the 1994 Good Beer Guide describes the Hotel as an historic coaching inn with an original Jacobean staircase ... quiet with good food. As last year there is safe storage for bikes. Mountain biking in the Berwyns is planned for those who want to go off-road: the Nant Rhyd Wilym, and the old Milltir Cerrig are possibilities for Saturday, with lunch in Cynwyd. Names to Tecwyn Williams (Telephone 0829 271091 [work], 0829 270821 [home] NOW please.

\* \* \* \* \*

## NOTES

\* In our report of the 100 we forgot to acknowledge Phil Looby's efforts on the Club's behalf: Phil was the sole Anfield name amongst the list of riders this year, and as first man off he duly upheld tradition. This is Phil's first season back to competitive cycling, after what we think is quite a long break. His schedule was set for a ride of about evens: intermediate times suggested he was well on target (25 miles: 1.14.40; 50 miles 2.28.28; 75 miles 3.35.09), but the last miles along the A49 northward from Battlefield Island are

very tough and wiped out the advantage gained earlier. On the line, the time-keeper's watch recorded 5.04.56. \* We also must thank Charlotte Bird for word-processing the last minute course changes forced on us by the roadworks at Hodnet. Thanks Charlotte. \*

\* "Anfield Ace Benno helps Boardman to victory". That's what the headline in *Cycling Weekly* should have said when Chris Boardman, in training for Le Tour, broke - unofficially - Obree's RTTC comp record for 10 miles in a Chester RC club "10" one Wednesday evening in June with a time of 18.21.

*Cycling Weekly* reported that "Boardman, riding the Lotus bike, started number two, as apparently he wanted to avoid the possibility that he would be able to lift his performance by having other riders in sight." But, who was number one? Look no further than Anfield big-hitter Ben Griffiths. Boardman had our man in his sights before he could break competition record.

We now think Ben ranks alongside Miguel Indurain as being the man to beat. And the Boardman magic rubbed off as Ben (coincidentally riding an ex-Boardman machine) lifted his own performance to a 24. [In August, Chris lowered the ten record to below 18 minutes in similar circumstances, with Ben repeating his domestique role.]

\* We were delighted that the note in the June Circular about Jim Carr's team medal (Anfield 100 1937) prompted a letter from Russ Barker. Russ says "Jim Carr joined the Anfield in 1934, along with his brother Aubrey and was in fact a winner of the 100 in 1935, and also of the Anfield "12" in '37 or '38 in which his brother Aubrey was 2nd. The last time I met the brothers Carr was at the finish of the 100 1978 (I think). I believe I was in the 1937 100 myself, but as Altrincham Ravens. I remember scrapping a long way with Jack Salt!" Our thanks are also due to Glynn Stockdale who has asked us to accept the medal as a gift.

\* Reports have filtered back to us about Alan Orme's visit to Dikki Bird's summer base in Devon. Alan was impressed by Devon's hills, but has been muttering about not taking his bike back there again. The rumour is that his sons sorted him out on some of the Criterium stages of the holiday.

\* Vancouver, Canada was Stuart Twigg's summer destination. We thought it might be the chance for him to drop in on Eric Bolton (one of our exiled members and 73 years an Anfielder). But the best laid plans oft gang astray .... when Stuart found that he was staying considerably more than a stone's throw from the Bolton residence.

\* Berwyn explorers 1: Closer to home, Dave Edwards recently described to us how he spent a warm summer Sunday afternoon exploring the Ceiriog Valley and the Nant Rhyd Wilym. On the slopes of the Berwyns he found a sheltered spot amongst the heather and drowsed away the time... It was evening, with the locals making their way to chapel, when he dropped back down the track to Llanarmon DC for the homeward ride in lengthening shadows.

\* Berwyn explorers 2: Jon Sharp, home from college for the summer, and Alex Pudduck have also been exploring the Berwyns. They rode, on mountain bikes, from Llandrillo to the Wayfarer memorial stone then descended Nant Rhyd Wilym to Llanarmon DC. Their return

route took them on a less well known path to the north of the Wayfarer track, above Swch Cae Rhiw, and down to Cynwyd.

The Nant Rhyd Wilym has been well known to generations of Anfielders - from the earliest years of this century, when W P Cook regularly weekended at the West Arms, Llanarmon DC. Cook introduced fellow Anfielder W M Robinson to the area, and Robinson (under the pen-name *Wayfarer*) subsequently immortalised the crossing at the end of the First World War in one of his regular touring articles in *Cycling*.

In the Circular for December 1936, there is a description of a night crossing of the track by a small group of Anfielders en route to the West Arms during the Autumnal Tints weekend. There was also an evocation of the adventure, reproduced below, from the quill of the (anonymous) Club poet, whom we think could have been Sid Carver.

Our most recent all-night ride in the Berwyns was in 1970. On that occasion, Keith Orum, John Moss, Ernie Wootton and Tilly, and David Birchall were in the select party. After supper at the Liver Inn, Llandegla, the Bwlch Maen Gwynedd was tackled in the darkest hours. Moel Sych (2713ft) was reached for the sunrise. Then followed the drop via Llanrhaiadr down the Tanat valley for breakfast at the Sun Inn Llansantffraid. 24 years on, we think it's high time for another Anfield night-time expedition to the Berwyns. So over lunch at the Forest View, Oakmere, during the last Clubrun of August 1994, the idea of an all-night ride taking in the Nant Rhyd Wilym in the moonlit hours was put to Jonathan Sharp and Alex Pudduck .....

\* \* \* \* \*

#### MOONLIGHT OVER SWCH CAE RHIW

We were seven on that day,  
As we wended on our way -  
Lured by moonlight over Swch Cae Rhiw.

At Llandegla two had gone,  
Leaving five to carry on -  
Through the moonlight over Swch Cae Rhiw.

We'd left Corwen well behind  
And were on the upward grind -  
When the moon rose over Swch Cae Rhiw.

As we floundered in the mud,  
And our foreheads sweated blood -  
By moonlight over Swch Cae Rhiw.

At last we reached the top  
And commenced the rugged drop -  
In the moonlight over Swch Cae Rhiw.

Down Nant Rhyd Wilym's side,  
'Twas a wild and reckless ride -  
While the moonlight shone over Swch Cae Rhiw.

Down that Berwyn pass we sped,  
For the "West Arms" lies ahead -  
But it's still moonlight on Swch Cae Rhiw.



## RACING ROUND-UP . . . .

*Well, anyway, a glimpse of racing activity, since most of those racing seem to hide the Club's light under the proverbial bushel....*

CONGLETON CC 10 - 3 September 1994

Just Colin and myself in this event, the other racing men opting to ride on the Rainford Bypass D10/1. We decided this event was the one to enter, being a more sporting course and also we were less likely to be recognised by anyone we knew as we plodded round.

A bright morning in sunny Sychdyn degenerated to dismal drizzle by lunchtime. We hoped the Cheshire plain would be different but alas it wasn't. The HQ at Byley was all action when we arrived so out with the bikes and a quick recce as to where the start was as a form of warm up then back to HQ mumbling about rain.

Colin was off 10 minutes before me so he left me sheltering and rode unhappily to the start for the first outing on his new bike! As I rode to the start Colin was on his way ... I hurled the compulsory abuse about was he trying and did he have a late start, all to no avail. I was being ignored the concentration was that great!

I was greeted by a very jovial if wet starting team complimenting me on my new BCF Anfield skinsuit. Well, I think it was a compliment.

3,2,1 off.... I was on my way - a fast start to the Northwich bypass, then along King Street to Middlewich. I thought Roman roads were flat and straight. Left, then left again to Byley.

A wet but happy Tony rode back to the HQ, thinking "I wasn't as bad as I thought", with a 27.30-something; but what was better was Colin's 27.40-something. I had pipped him by 15 seconds. He claimed he was forced on to the pavement in Middlewich by a lady driver who "didn't see him" - with our new strip I find that hard to believe. But no harm done to Colin or his new bike. The winner was under 22 mins - how do they do it?

Tony Pickles

Birkenhead Vics CC "25"

11 September 1994

This two-up time trial teamed the young and fit with the, er, more mature (and fit). According to Bill Graham, Anfielders seemed to be everywhere (that new racing strip again?). Certainly, we were strongly represented on the day. A tough morning too, with a headwind finish and occasional showers. When it was all over, Tony laconically commented: "I died at the finish and must apologise to Chris Pudduck for my lack of speed".

The winners were J Rudge / G Taylor (Rhos) 1.04.24 (+19.58 std) - not bad for a team the gentleman of which was a 73 year old!

The fastest time was recorded by P Hodgkinson and D Ireland with 54.57.

Our results:

Tony Pickles / Chris Pudduck:	1.07.45	(-1.15 std)
John Futter / Graham Williams:	1.07.10	(+11.40 std)
Dave Bassett / Ian Billington:	1.02.43	(+3.47 std)
Ben Griffiths / Jayson Hughes:	59.08	(+16.29 std)
Bill Graham / Graham Thompson:	1.00.42	(+17.28 std)

\* *Bill Graham* started his season late, after an op in April and no serious cycling for three months after. He has had a go at the VTTA Standard Medals and has recently and successfully achieved the following: VTTA (Manchester) "30": 1.23.08 (+10.52); B'head CC "10": 26.34; B'head Vics "10": 25.14; ELW "50": 2.26.09 (+16.28); VTTA (M'side) "10": 26.20 (+4.20); VC Halton "25": 1.4.00 (+14.20).

Bill comments "nothing sensational, but not bad (for a sixty something). Pump fell off in the 50 and had foot down twice at traffic islands in the 25."

We hear too that Bill rode the 72 miles Wild Wales Challenge at the end of August. On minor roads and tracks through spectacular scenery, the route started at Bala, then climbed the Bwlch y Groes from Llanuwchllyn to Dinas Mawddwy. Then through Corris Forest for the climb in the shadow of Cader Idris to Cross Foxes, and down to Dolgellau. The return was equally horrendous: Bwlch Oerddrws, Bwlch y Groes, Cwm Eunant, Vyrnwy, Hirnant, and so back to Bala.

#### SOUTH WEST RACING ROUND-UP

The combined effect of running a business and extending his house has had an adverse effect on Mike Halgarth's performance. Back in April he recorded a personal worst of 30.13 for a "ten", and decided to retire. Of course he was unable to resist the call of the timekeeper for long and last week recorded his first sub-28 minutes of the season. Pending completion of his extension he intends to "get serious" in '95.

My season has been satisfactory if not spectacular. Two second fastest (one with a five minute late start!) and two firsts in TA events (one beating my old friend Mr Goodall), and a 24.38 "ten", just 4 seconds off my 1974 club record! Bests of 1.1.41, 2.17.39 and 4.43.00 (all on trike) give me a 22.498mph average. Am I Club Champ again? Finally I had a go at the North Road "24". Disaster! I've now learned I can get round up to 100 miles on my much reduced mileage, but anything more does not work. I'm sorry to have to give up the romance of long distance stuff, but without either the time or motivation to put the miles in, it has to be.

John Thompson

\* \* \* \* \*

**WANTED:** Approx 22" road frame for Duncan Rees: offers via Stuart Twigg on 0244 326399.

## A TWELVE HOUR IN WARTIME by Frank Fischer

All twelve hour (and 24 hour) events were cancelled on the outbreak of War in September 1939. So when I heard that the Manchester and District TTA were going ahead with their 12 hour on September 1st 1940, I was interested in riding, as it was being run as an open event, not restricted to MDTTA members only.

As my first ten years of cycling had been mostly in Cheshire I had a good knowledge of the course to be used which would be a help due to the shortage of marshals etc in wartime. My holidays were restricted but I was able to arrange a few days covering the weekend of the event, have a short tour mainly in Cheshire, and get away from the bombing of London. So, by train to Crewe, then a ride across to the Fox Inn at Rushton Spencer (near Rudyard Lake), a nice pub well known from my earlier years with the Altrincham Ravens. The landlady assured me I would have a good night's rest as no bombs were ever dropped there. She said the bombers came over fairly high, took their bearings from the long narrow lake, which conveniently pointed in the direction of Manchester, and flew off there. Well in the middle of the night I was woken by several loud bangs! It seems that the crew of one bomber got nervous about the anti-aircraft guns near Manchester, and decided to drop their load on Staffordshire and get off home (no damage was done as the bombs fell in open country).

My next call was to Eccles and the home of Tommy Barlow, the event organiser. He told me there were 49 entries plus another 8 late entries who were accepted "in view of the extraordinary circumstances" as a note on the Start Sheet stated. Another note warned: "Don't forget to carry your Identity Card". Most riders were from Manchester and Cheshire, with several from Yorkshire, a few from Liverpool and one, myself, from the Kentish Wheelers.

From Eccles I rode across the city to Altrincham to stay for one night at the home of old friends. But the air-raid sirens had us all out of bed and down into the cellars. This raid was uncomfortably close, a stick of six bombs falling around us - with the house in which I was staying being straddled with a bomb each side.

The event started at Monksheath, near Chelford, and here I stayed at Mrs Hibbert's, a favourite overnight stop for time-triallists for many years. First man off was 7.01; I was no.11. I can't recall much of the event, except that it took me some hours to catch no.2, J R Jones (Dukinfield). At 186 miles we reached the finishing circuit (Twemlow, Siddington, Astle Hall. Timekeepers were positioned on the circuit - and I believe this was the first open event to use the system, the idea originating from Tommy Barlow.

The winner was L S Demet (Clarion) 221 miles, I was 2nd, 218.5 and 3rd P R Collins (Clarion) 217. I was well below my personal best, but pleased to have finished at all. There was just one prize - £1.1.0 for the winner, silver medals over 210 miles and bronze over 190. There were 33 finishers over 190 except one tricyclist who did 187. By comparison with pre-war 12s mileages were low, but all credit is due to Tommy Barlow and MDTTA for their initiative and organising ability to run a 12 in the middle of full scale bombing.

*(Thanks to Mike Twigg for passing us Frank's notes)*

## CLUBRUNS

The Fox, Old Down: A SW Section Clubrun

Thursday 16 June 1994

Rigby Band organised this joint TA/Anfield midweek meet at Old Down, about four miles from the Severn Bridge. Non-Anfielders Doug Tritton and Nigel Woodford with Mike Hallgarth and I formed the supping party. I'm sure "The Fox" would gain the approval of the Club beer-tasters; the pints just slipped down. Nigel is a good man to know. He has a collection of more than fifty bikes. After a visit from him Maggie realises just how restrained I am!

At the time of writing, Rigby, like Chris Boardman, is "95% fit". He seems to have made a complete recovery from his fall last year, but, he says, the lay off has weakened him so that his last few yards home, up a very steep slope, require him to dismount. Let us hope the extra miles he is getting in lead to an increased "power output".

As usual, many topics were covered, but the one that interested me most was the question of weight and the racing cyclist. (In the recent TA "50" I was down to 13s in places on the dreaded A49, in part due carrying an extra two stone over my "in form" weight.) Some cyclists put on lots of weight when they stop racing. An extreme case of this according to Rigby was former Anfield Captain Hubert Roskell who doubled from 10 to 20 stone. Others, like Rigby himself, did not put on an ounce. Nigel declared that he would do "practically anything" to loose weight, apart that is from eating and drinking less!

John Thompson

Hanmer Arms, Hanmer

18 June 1994

The arrangement this Saturday was to rendez-vous with David Edwards at the Bickerton Poacher for a ride to Hanmer through the quiet lanes of South Cheshire and North Shropshire. David's leisurely approach to cycling is eminently sensible. So south of Malpas we made a detour to see the fine Georgian mansion at the heart of Is-y-Coed Park; then explored an old ruined cottage, inside and out, along the lane from Bronington to Hanmer; and finally, in Hanmer itself we examined the view of the Mere from the pensioners' bungalows which overlook it. Here a resident offered us the shears with which she was cutting the grass, the better to maintain her view of the wildlife on the water!

At the Hanmer Arms were Mike and Pat Twigg, Geraint Catherall and father Peter, John Futter, Craig Clewley and Bill Graham: a smaller turnout than usual, due we think to racing commitments by others.

The homeward ride was just as leisurely as the outward. At Threapwood we leaned our bikes by the wrought iron gates of St John's chapel so to inspect the churchyard and delightful brick building. Then we followed the lane below Overton Scar by Kidnal, to Edge Green, Duckington and back to Bickerton.

DDB

The Bull, Shocklach and Club "10"

25 June 1994

This was a lovely summer's day - warm sunshine and a light breeze

from the south west. I rode through the lanes from Chester to see the start on the main Broxton - Wrexham road west of Barton. Then to the Bull in a fast moving bunch. The food and beer at the Bull went down well and a good crowd rolled up: Ben Griffiths, Bill Graham, Graham Williams, Tony Pickles, Alan Orme, Tecwyn, Dikki, Mike and Stuart Twigg, Geraint and Peter Catherall, Colin Werner, John Williamson, Phil Looby, Craig Clewley, Lee Nicholls and Antony Blundell.

Homeward I rode back to Knutsford with Phil Looby. A tail wind all the way for the route through Tilston, Bickerton, Bunbury and Church Minshull rounded off the day comfortably.

DDB

Result (1st Club "10"):

1.	A Blundell	25.41	2.	P Looby	26.00
3.	G Williams	26.57	4.	G Catherall	28.44
5.	A Pickles	29.09	6.	A Orme	29.30
DNF	C Werner (punctured)				

Shrewsbury Arms, Little Budworth

2 July 1994

An overcast, humid and very hot day, and not a breath of wind: in such weather, what could be more enjoyable than a ride through the Cheshire countryside - at its greenest and most verdant this year - to a pleasant pub with good beer and food, and convivial company. Alan Orme was my companion for the outward ride which we took at a brisk pace through Middlewich, Church Minshull and Wettenhall, skirting the perimeter wall of the noisy Oulton Park racing circuit, so to reach the Shrewsbury Arms from the south.

Others present were Mike and Pat Twigg, Bill Graham, John Futter, Geraint Catherall, Tecwyn, and Peter Colligan. After lunch the route led past the charred ruin which is all that's left of Budworth Mill, over which Tecwyn cast a professional architectural eye. It's time it was restored after some 5 or 6 years as a burnt-out shell. Then a brief stop at Utkinton Hall before dropping to the flood meadows of the Gow, where Tecwyn headed for Tattenhall and I for Chester.

DDB

The Fox, Old Down

5 July 1994

Another meeting of expatriot Anfielders: all three Mike Hallgarth, John Thompson and Rigby Band being present. As John and Rigby are both trixies these meetings are open to any Bristol tricyclists. Only one of these, Douglas Tritton, was able to make it on this occasion.

A warm summer evening made the outdoor sampling of the beer both necessary and pleasant, which Mike supplemented with two massive sandwiches "a la maison". Conversation was of the usual Anfield variety with the subject of cycling occasionally cropping up. Taking advantage of the light evenings another meeting was fixed for the following week, before we departed for our various destinations in Gloucestershire, Avon and Gwent.

J. Rigby Band



D-Day minus one and counting - counting socks, towels, pills and potions that would be needed for a month's expedition to the Himalayas. We had belatedly decided to join in the Anfield Clubrun to The Yew Tree at Spurstow, and because I was joining in too we travelled by car. Also motoring to the venue that day was the newest member of the Pickles family - Christopher - attending his first Clubrun along with Dad and Grandma. Despite Tony's assertion that Christopher has good lungs he never demonstrated this fact to the assembled group, which also included Dikki, Tecwyn, Dave Edwards, Ben, Ernie Davies, Herbie Moore, Stuart Twigg, Anthony Blundell, John Futter, Craig Clewley, Geraint Catherall and Peter Colligan. 18 all told.

Conversation at my end of the table ranged from a discussion of a TV programme on how to achieve better results through under-training, the October "do", and holidays.

We returned home and Adam continued the packing, successfully keeping his main backpack and daysack under the maximum weight limit. I can only say I'm glad I didn't have to carry either!

Mary Birchall

White Horse, Churton and Club "7"

23 July 1994

Result (3rd Club "7"):

1. J Sharp	16.26	2. B Griffiths	17.15
5. A Orme	18.39	3. (tied): G Catherall and A Pudduck	18.20
7. W Graham	18.58	6. C Werner	18.54

The Swan, Marbury

6 August 1994

As I was riding the East Liverpool Wheelers 50 next morning, I had decided on a very easy day. But Saturday was one of those days when the clubrun seemed more important than racing. So at 10.30am I was at John Futter's. Geraint was waiting so we three rode out via Holt, Malpas and into Whitchurch. We turned left past the golf course down one of John's favourite hills. But it was still a good climb from Whitchurch. We then dropped down to Marbury.

I thought the Clubrun was to Wrenbury, as advertised in the Circular, but Geraint assured us that while the Captain and Sub-Captain may not know the difference between Cheshire villages they do know about pubs; and he was right for we had 15 at The Swan, Marbury, while only 3 went to the Cotton Arms, Wrenbury. Very confusing!

At the Swan were Herbie, Ernie, two Daves - Birchall and Edwards, two Mikes - Twigg and Kimpton, Peter Colligan, Tony Pickles, Alan Orme, Bill Graham, and the reason why Geraint was making life hard for John and me - his dad and young brother who had ridden out with Tony Pickles. Jon Sharp, Alex and Chris Pudduck were the one's who dined at the Cotton Arms and looked in vain for fellow Anfielders. [We're very sorry for the mix up lads.]

The run home was fast with Peter Colligan and Dave Birchall setting a hot pace while Tony, John and Geraint contested all the sprints. After Tilston, Peter turned for Liverpool, while the two Daves stopped to look at an old farmhouse undergoing repair, and chat to the builder. At Farndon we said farewell to Mike Kimpton who headed straight on for Chester. We then stopped for a chat to Eric Jones (BNECC) who we hadn't seen for some time, then through the lanes to Llay where Tony and Geraint left us for Mold. So only John rode with me up to my work place at Cymau. I only had to feed the fish and water the flowers then it was all downhill home.

A good seventy miles, but they didn't do me any good for the 50 next morning!

Ben Griffiths

The Raven, Llanarmon

13 August 1994

It seemed a good day to get some hill climbing into my legs so the chosen route to Llanarmon-yn-Ial was via Cefn-y-Bedd, Cymau and over the top to Llanfynydd. The road past Rhos Uchaf Hall (the Stone Zoo) needed care as there was some very loose gravel from re-surfacing.

At the Raven Colin, Tony, Geraint, Herbie, Ernie, Mike (and Pat) and Peter were already in residence. Peter and Aled Catherall were guests. Some American visitors joined in the chat which was nice. Colin promised to take me up The Shelf as soon as he had moved house out to Llandegla.

In the meanwhile although most of the party went northwards up Eryrys I chose more gentle hills on the way back. One interesting diversion took me up a bridle path to Cae-Grugog which was a deserted old farmhouse and very spooky.

Dave Edwards

The White Horse, Churton and Club "7"

20 August 1994

Result (4th Club "7"):

1. G Thompson	16.50	2. C Pudduck	17.03
3. B Griffiths	17.46	4. G Williams	18.12
5. C Werner	18.32	6. P Colligan	18.51

DNF J Futter (crashed)

The Griffin, Trevalyn

10 September 1994

I left home at 11.00am and decided to miss the Farndon road in favour of Eaton Road via The Groves in Chester. Riding Eaton Road proved to be into a headwind so it was a relief to arrive in the shelter of Eccleston village before facing the wind again along the Wrexham road.

Close to Lavister, I turned left along the straight mile, then back to the main road (now much quieter having been by-passed) and so to Rossett, and early at the venue - but soon joined by Herbie Moore and Ernie Davies. Just as well we were early: there was little food until the landlady had been out to purchase more bread and victuals!

Later, Ben, John and Craig arrived; closely followed by Mike Twigg, Jason Hughes (guest), Tony, the Catherall clan, Davids Birchall and Edwards, Joan Davies and finally Dikki, Tecwyn, Duncan Rees, Bill Graham and Peter Colligan. Twenty all told - a fine turnout. But where was Alan Orme - a DNS?

Stuart Twigg

THE OFFICIAL OPENING OF MANCHESTER VELODROME

14 September 1994

Dave Bassett and I managed to obtain some tickets for the opening of the new Manchester track by Princess Anne, so after picking up two more cycling aficionados from the airport we were duly seated at the appointed hour.

The ceremony began with a lap of the velodrome by historic cycles from the very beginning via Reg Harris's bike to the latest monocoque bikes like Chris Boardman rode in the Olympics. Their final lap had an Ordinary scorching round the track at considerable speed - what a sight track racing must have been with those! Some youngsters did a very nice display, even to some toddlers on three wheelers. Then to the speeches and a display of track riding by the Great Britain team - a 4000 metres pursuit. I can't remember who won but what speed and precision riding. Afterwards it was acclaimed to be a new 4000 metres pursuit record - unofficially. I didn't think display riding was expected to set records! Chris Boardman made an appearance to many cheers in his "Rainbow" jersey.

Then an inspection of the banking - and, yes, it is steep. However, enthusiasm up, I may try track riding in the future - I may not race but I'll go as fast as I can. What about it boys? Anyone fancy trying track racing/riding? We should be able to pick up some tips from our older racing men who must have experience of this.

All in all I think it is a very good facility. I just hope it is used for everyone and not just the privileged few.

Tony Pickles

\* \* \* \* \*

\* CLUB LUNCHEON \*

Saturday 1 October 1994: 1230pm  
*Bickerton Poacher, Bulkeley*

If you haven't let us know already, please phone Tecwyn  
Williams, 0829 271091 (work) 0829 270821 (home)

# ANFIELD CIRCULAR

**JOURNAL OF THE ANFIELD BICYCLE CLUB**  
(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter  
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,  
CHESTER, CH4 9AT (Tel:0244 660858)

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December 1994

No 871

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## CLUBRUNS (lunch 1230hrs)

January	7	Sportsman's Arms	Tattenhall	Committee
	14	Crewe Arms	Spurstow	
	21	Forest View	Oakmere	
	28	Carden Arms	Tilston	
February	4	Britannia Inn	Halkyn	Committee
	11	George and Dragon	Tarvin	
	18	Sportsman's Arms	Tattenhall	
	25	Buck	Bangor-on-Dee	
March	4-5	Glan Aber Hotel	Betsw-y-Coed	Club 14
		* CAPTAIN'S WEEKEND *		
		[Alternative: Sportsman's Arms, Tattenhall]		
	11	Beeston Castle Hotel	Beeston	
	18	The Bull	Shocklach	
	25	Hanmer Arms	Hanmer	
April	1	Sportsman's Arms	Tattenhall	Committee
	8	Miner's Arms	Maeshafn	

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## CLUB SUBSCRIPTIONS

21 and over: £15.00    Junior (under 21): £7.50    Cadet: £3.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd  
CH7 6BT (Tel 0352 759463)

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, Cheshire,  
WA16 9BA (Tel 0565 651593)

\* CLOSING DATE FOR NEXT ISSUE - 11 MARCH 1995 \*

## CHANGES OF ADDRESS

David Edwards, Lilac Cottage, 1 Parkers Row, New Lane, Churton Nr CHESTER, CH3 6LW. Tel: 0829 271473.

Lee Nichols, Pentre Mill, Chester Road, MOLD. Tel: 0352 754614.

Eric Reeves, 31 Wood Street, Port Sunlight, Merseyside, L62 4UZ.

\* \* \* \* \*

### 100 SUPPORT FUND

Thank you once again to those of you who supported the 1994 appeal. Without your help "the Club" would have made a considerable in-road on its depleting reserves.

Once again I appeal to your generosity and support for the 1995 event.

Coupled with this appeal for money I would ask you all to leave the day of the event open so that you are free to assist in marshalling.

I wish you all a Happy Christmas and New Year.

Mike Twigg

\* \* \* \* \*

### ANNUAL GENERAL MEETING

Tattenhall Recreation Centre

15 October 1994

Present: M Twigg, H Moore, B Griffiths, T Williams, S Twigg, D Birchall, A Orme, G Williams, D Edwards, C Werner, T Pickles, G Catherall, B Bird, D Bassett, G Thompson, W Graham. [Apologies: J Futter, J Thompson, M Kimpton, P Looby, I Billington, D Rees.]

The minutes of the last AGM were read and confirmed as a true record.

The Secretary's report: In a short report it was stated that committee meetings had been well attended. During the year we had lost 8 members whilst gaining only two. Also it had become apparent we had no active juvenile or junior members.

Brian Bird was thanked for his kind help with printing and duplicating.

Treasurer's report: A statement of accounts for the year ending 31 August 1994 was presented and explained. It was stated that a full field in the Open "25" had ensured a profit, but that the "100" would have made a loss but for the donations made and sale of refreshments. Money was still outstanding on the new pattern club jerseys and BCF Handbooks. The balance of the bank accounts does not include the cost of prizes in the "25" and "100". The Treasurer's report was



accepted. [The Balance Sheet is available on request from the Treasurer.]

#### Election of Officers:

President: M Twigg                      Vice Presidents: J Futter, D Birchall  
Secretary: W Graham                      Treasurer: T Pickles                      Editor: D Birchall  
Racing Sec: D Bassett                      Captain: T Pickles                      Vice Captains: C  
Werner, C Clewley                      "100"Sec: B Griffiths                      "25" Sec: C Werner  
WCCTA: J Futter, B Griffiths                      RTTC: P Colligan                      BCF: D Bassett  
RRA: -                      NRRRA: A Orme                      Social Sec: T Williams                      Committee: E  
Davies, H Moore, G Catherall, B Bird, G Williams, S Twigg.

Extra business: There was a brief discussion about the possibility of promoting a road race, possibly with the support of other clubs, as part of the BAe Open Day in June 1995. Tony Pickles undertook to make further inquiries.

Following a vote of thanks to the hard work put in by Club officials during 1994, the meeting closed at 3.22pm.

Bill Graham

\* \* \* \* \*

### CLUB EVENTS 1995

Anfielders with racing ambitions should soon be making plans for serious training. To help, the Club programme of events, all starting at 1100hrs is as follows:

18 March	14mls	D1/14	Trophy for fastest time
10 June	10mls	D1/10	Trophy for fastest average speed over both events and medals for all beating a Club standard time at the distance.
30 September	10mls	D1/10	
22 April	7mls	D1/7	Trophy for fastest average speed over any two events and bronze medal for biggest improvement against best time in last three years (novices will be given a standard time).
20 May	7mls	D1/7	
29 July	7mls	D1/7	
19 August	7mls	D1/7	

Members wishing to compete for the awards must enter the series on properly completed standard RTTC entry forms enclosing an all-in entry fee of £3 (payable to Anfield BC) to John Futter **NOT LATER THAN 7 MARCH 1995.**

Entries on the line (not eligible for awards): 50p per event.

The success of the series depends on a good entry. **ENTER NOW!**

\* AWARDS TO BE MADE AT NEXT CLUB LUNCHEON \*

## NOTES

\* Elsewhere in this issue is a note from Harold Catling about the Club luncheon. The event was unanimously voted a great success by all there. Tecwyn Williams is the man we must thank for shouldering the burden for the arrangements. Ben Griffiths was by no means alone in commenting that it was a very enjoyable run with lots of old-time friends to meet and talk to. Ben, one of the few who braved the elements and cycled, was stoic about the weather: "It was wet for the ride out" he said, "but cleared up for the run home. It was tough for Chris Shorter on a bike for the first time in three years!" Apologies for absence were received from Peter Stevenson, Ira Thomas and Eric Reeves, and we know too that others like Peter Rock (who is under doctor's orders), Rigby Band and Stan Wild would have been there like a shot given the chance!

\* Stuart Twigg has successfully completed his course in Ambleside and is now a qualified electronics engineer, looking for permanent employment ....

\* The note about the "Wayfarer" track, in our September issue, prompted a letter from Rigby Band: *"I must plead guilty to being the author of "Moonlight over Sych Cae Rhiw". I was one of the two who at Llandegla "had gone", but as I had already been over the Swch Cae Rhiw track a few times I felt inspired to write the poem for the Circular!"*

\* This year John Thompson took a week-long break to see *Le Tour*. From Turin he completed a loop involving so many alpine passes he lost count. He observed the Tour from the top of the Col du Glandon. In '95 the crunch is likely to come in the Pyrennees. So John is thinking of doing Bilbao to Barcelona again, taking in the Tour on the Tourmalet. Again just a week-long break. John says there should be a Wirral man to cheer. If anyone would like to join John cheering Chris on his way, give him a ring (0454 314436).

\* Tour de Forth for Disability Scotland 2 October 1994

John Farrington our member in Scotland has been quietly getting in the miles from his base on the south bank of the Forth. He writes:

*"I polished up the renovated Clifton (ex-Benno) and joined three lads from the Scottish Land Rover Owners Club (and over 400 others) to ride 50 sponsored miles in aid of disability Scotland.*

*Wearing the Tour "T" shirt, we set out from Donaldson's School for the Deaf and rode on the Edinburgh cycle paths, over the Forth Road Bridge and through the RN Dockyard complex at Rosyth to lunch at Culross. After crossing the Kincardine Bridge we checked in at Bo'ness Railway Preservation Society's restored station. With a wave to steam engine "Maud" and her driver we headed off via the Hopetoun Estate to finish at Port Edgar (now a marina and yacht haven).*

*Interesting bikes encountered included an Ordinary, a Moulton, and several recumbents. We were pleased to finish halfway up the field, but then I was riding a rear wheel given to me by Birchall!"*

\* \* \* \* \*

## RACING ROUND-UP . . . .

NEVER give up.....

My racing season was over, with some decent rides; but yet again no real (that is trike) personal bests. Indeed it had been eight years since I had last enjoyed a change to line 10 for any distance. Perhaps there was one last chance. The Icknield RC 10 on the F1 coincided with a visit Maggie and I were making to Lincolnshire. I entered and so found myself driving down the A1 wondering "Can I do it? Can I beat that 26 year old whippersnapper who did 24.34 back in 1974?"

The rain softened, the wind dropped, it was on! Then disaster, the old Ford stopped with the engine boiling over. There was nothing for it but to push the heap on to the grass verge, change and pedal at at least evens to the start. It turned out I was nearer than I thought and so met the timekeeper with some ten minutes to spare.

5-4-3-2-1-Go! The pulse wound up to 165, but no further (should be able to manage 175 for a "10"), the fish-n-chips lunch made itself felt (stupid, I know), and, most importantly, the speed was stuck at 24.5mph. It was going to be very close. By seven miles I thought I would miss it but then, the speed picked up, the miles flew by, and that checkered board appeared at 23.51! Bliss!

OK, the trike weighs nearly ten pounds less than the '74 Higgins, there are half the number of spokes, a pulsemeter, a speedometer, tri-bars, skinsuit, and a float and a fast course. I didn't (and don't) care: a personal is a personal! My plans for '95? Simple. Keep on improving!

Tommo

*[Congratulations are due to John. Not only is he 1994 Club champion - and on his trike too - but he capped his achievement with the improvement, described above, to his Club 10 record. John hopes it does not sound like bragging: "It's just an attempt to describe some of the pure joy of testing". His effort will be duly reflected in the blue book!]*

### Open 25 Mile Time Trial 25 September 1994

The Club's thanks are due once again to Ben Griffiths for running our very successful end of season open "25". The results, summarised, were as follows:

Fastest:	G Thomas	Leek CC	52.47
2.	H Roberts	Mid Shrops Whlrs	54.23
3.	P Pearce	TS Tameside	55.16
4.	A Jones	Deeside Olympic	55.38

"Ours":

Graham Thompson	1.01.01	Rob Wilson	1.01.46
Ian Billington	1.02.12	Chris Pudduck	1.03.00
Alex Pudduck	1.08.04	Graham Williams	1.10.37

1st Handicap: Ian Billington 49.42

Open "25": View from the Course Marshall's Car:

I awoke early to find that the morning was not bright and sunny as I had hoped but grey and somewhat damp. However as we drove to the start the weather brightened and we arrived at Broxton to find everything ready and organised.

As Dad was course marshall I installed myself as his assistant and we set off to find out if any of the marshalls were missing. At Christleton we found Stan Cave and Co with whom we had a quick chat - and discovered that now Stan had reached 83 he felt it was time to give up racing and concentrate on marshalling! Having found the Mold crew installed at the far end of the course we returned to the finish to await the riders.

At the finish I got the job of helping assistant-timekeeper Keith Orum, by radioing the results to Stuart Twigg and his team at the results board a mile away in the carpark. Apart from a short technical hitch when I was interrupted by a man from Birmingham wanting "Alpha six to please come in" every five minutes I think the radio was fairly successful in transferring the results.

Once the last riders had crossed the line (one of which had a somewhat bulging tyre ready to pop at any moment) we returned to the carpark where we tested the quality of the fl bacon butties (this I had to do twice as I could not decide if the first was good enough!) After these refreshments we returned home to a substantial lunch before a quick local bike ride around "the lanes".

Adam Birchall

*[In addition to Anfielders already mentioned, other Members helping were: Alan Orme, Dave Bassett, Tecwyn Williams, Dikki Bird, Herbie Moore, Ernie Davies and the Mold crew: Bill Graham, John Futter, Colin Werner, Tony Pickles, Geraint and Peter Catherall, and Craig Clewley; and Pippa (who with Keith, Adam and David enjoyed the bacon butties)].*

#### CLUB JERSEYS

New style short sleeve tops are available: we have 3 size 2 (small) and 1 size 6 (extra large). There are a few old style tops too: small, medium, large and extra large. From Tony Pickles.

\* \* \* \* \*

#### OFFROAD IN THE BERWYNS

Following a mid-week phone call from Dave Bassett about a Sunday mountain bike ride in the Berwyns I found myself waiting for a lift from Chester as Dad was unavailable for use as a taxi.

Dave eventually rolled up a little late due to a misunderstanding about the precise address - anyway we soon set off to meet his friend Alan at Llandrillo before retracing our tracks to park nearer the start of the "Wayfarer". The ride up to the top was in very nice sunshine although it was a little too warm. We were overtaken by a

"Motor Safari" vehicle (giving off-road rides to day-trippers) half way up and re-met it at the top. Here also was an English Nature ranger to whom we chatted about access rights before proceeding down the other side - Dave rather quicker than the rest of us!

After passing through Llanarmon DC we decided to tackle most of the tarmac climbing before a picnic lunch which we ate at the top of the hill on the Llanrhaiadr road. Following lunch we set off down to the track that leads to the Bwlch Maen Gwynedd. As it is rather a tedious sort of a track we decided to attempt a route that appeared to lead up to the pass a more pleasant way - through a nearby wood to the foot of the ridge. From here Simon and Alan followed a narrow sheep track to the pass while Dave and I made for the ridge by the direct route which involved some vertical climbing techniques and manhandling the bikes!

We were rewarded with magnificent views but rather surprised ourselves when we realised the steepness of what we had just attempted. The ride back to the cars was in growing gloom and straightforward except that we nearly descended into Llandrillo by mistake. After retracing and finding the correct route we reached the cars at about 4.30pm. Once returned to Chester for dinner I travelled back home for a good soak in the bath - well needed after my first big ride since returning from the Himalayas.

Adam Birchall

\* \* \* \* \*

#### CAPTAIN'S WEEKEND

A return visit to the Glan Aber Hotel is proposed for 4 and 5 March. Details from Tony Pickles.

#### CLUBRUNS

Club Luncheon: The Poacher, Bickerton

1 October 1994

In the June Circular, Tecwyn Williams gave notice of a rare event indeed - our first real "do" since the Centenary Dinner in 1979. His notice was very successful and on Saturday, the 1st of October some 55 Members and their ladies gathered at the Bickerton Poacher for a Club Luncheon.

The Poacher did us very well indeed with a really good "do". We were provided with a private room and the three first class courses and all the extras were served promptly and efficiently. The standard of service and the meal itself were of the quality we enjoyed at the Derby Arms Halewood for so many years. Our association with the Derby Arms began in 1885 and it continued to feed us like lords for our Birthday meals right up to the time the Ford Motor Company changed the whole character of Halewood some time in the 1960s.

The age range of the Members present at the Poacher was from teenagers right through to octogen- and nonagen-arians and from the conversations overheard all were clearly mutually very happy. Clearly there will be a demand for a similar "do" annually in the future.



The meal over, we moved to the skittles alley for an inter-generations skittles match and so another hour passed quickly. The weather, heavy rain all morning, had been against us, so only five (Keith Orum, John Williamson, Ben Griffiths and Chris and Ruth Shorter) could claim to have used the appropriate mode of transport for a bicycle club. Well done them!

Those present were: Russell Barker, Andy Wilkinson and Linda, Tecwyn Williams, Ben Griffiths, Chris Shorter and Ruth, Dikki Bird and Liz, Bert Lloyd, Tom Sherman, Harold Catling, David Birchall and Mary, Dave Edwards, Stuart, Mike and Pat Twigg, Phil Looby, Craig Clewley, John Futter and Mary, David Futter and Teresa, Graham Williams, Colin Werner and Pat, Tony Pickles with Ann and baby Christopher, Simon Cogan, Geraint and Peter Catherall, Dave Bassett and Linda, Alan Orme and Ann, Ernie Davies and Joan, Dave Bettaney, Brian Whitmarsh, John Whelan, Geof Sharp and Vivienne, Flo Hill, Graham Thompson and Dawn, Keith Orum and Pippa, Len and Ruth Walls, Herbie Moore, John Williamson and Bill Graham.

Harold Catling

Rose and Crown, Graianrhyd

8 October 1994

Saturday the 8th was a mild sunny autumn day just right for cycling. I went down to John Futter's for a 10.30am start. We were soon away through the lanes to Cefn-y-Bedd then up the Ffrwd. Just before Clay Colliery we turned right past Glascoed Hall, then right again through Nant-y-Pfrith. The autumn colours in this area were really something special with the Beech trees worth going many miles to see. Why people go all the way to the States to see the "fall" beats me. The colours near home are as good as anywhere in the world.

We came out on to the B5430 and headed for Rhydtalog, so arriving at the Rose and Crown at 12 noon. I was first to arrive for the second week. We were soon joined by John Thompson and Maggie. They were in Merseyside visiting John's mother or that was the excuse for wanting a ride in North Wales on a nice day. Also on bikes were Geraint Catherall, Graham Williams, Tony Pickles, Bill Graham, and Colin Werner. And by car we had Mike Twigg and Pat, Herbie Moore, Dikki Bird, Tecwyn Williams.

Tommo told us about how he'd improved his own Club 10 trike record. He is hoping to go even faster next season, and is putting a good bike together (so start training lads). He was going home from the Clubrun via The Shelf and Moel Arthur. John Futter and I chose a much easier route (down hill) via the Eureka then home. Only forty miles but very enjoyable.

Benno

The Delyn Mawr

16 October 1994

The event, described as an all terrain reliability trial is very successfully organised by the Birkenhead North End CC utilising the entrepreneurial skills of Don Hacking, Harry Maher and Bob McCormick with the support of their club members and many friends.

The event is sponsored by Davies Bros Cycles in conjunction with Delyn Leisure Services, with headquarters and changing facilities at the Mold Sports Centre.

This year the event was dedicated to the memory of Pat Hacking who died earlier this year. Pat was a member of the BNECC and had actively supported the "Delyns" since their inception. She will be sadly missed.

The event has become a classic. The "veteran" Dave Bassett has now three "Delyns" to his credit, ridden in succession. When Dave was interviewed at the finish of the 1994 event he indicated that the 1992 event was the the most difficult event he had ridden, in appalling conditions and in that year only a handful of the starters finished the full course.

With the conclusion of the event each rider is presented with a small memento. This year it was the "Delyn Tea Mug" and a car sticker. The 1994 Delyn attracted some 500 entries spread over three events started simultaneously. Dave Bassett, Adam Birchall, Simon Cogan, and Keith Orum rode the main event of 50 miles. Likewise Rob Wilson and Ian Billington who rode as pair, while Mike Hallgarth sampled the second event on his newly acquired MTB - he liked it.

Our group of four started the event at 8.45am. The course took us through paths and bridleways to various control points, with the welcome of hot tea and home made cakes being provided by our hosts.

Control	Time of Arrival	Mileage
Clwyd Gate	10.14	14
Cilcain (lunch)	12.00	22
Moel Arthur (1st time)	13.30	29
Moel Arthur (2nd time)	15.20	41
Finish	16.25	50

Although we saw several competitors with broken chains and punctures our group of four had a clear ride in dry very pleasant conditions. A thoroughly enjoyable day and a good opener in preparation for the Tints the following week.

Keith Orum

#### AUTUMN TINTS WEEKEND:

The Cain Valley Hotel, Llanfyllin - 21-23 October 1994

#### Part I: The Roadmen's Tale

We had decided to meet at 10.30am at Bryneglwy. John Futter, Graham Williams and I went out via Sandy Lane, Kinnerton, Llay and the Ffrwd at Bwlchgwyn we had our first rain of the weekend (but not a lot). We made the cafe just before the arranged time to find only Graham Thompson waiting. The cafe was closed so we decided on Corwen for our morning break. We had only gone about a quarter of a mile when a car came past, stopped at the shop and a lady dashed out and gave us each a Mars bar, and apologised for the cafe being closed!

We took the Old Coach Road via Carrog to Corwen then the B4401 for Cynwyd. Here we crossed the Dee to follow the narrow lane on the north side of the Valley. At one point we had to carry our bikes as the narrow lane was covered in hedge cuttings. But Graham Williams wheeled his and so paid the the price with a puncture. We stopped at Bala for lunch.

Then we recrossed the Dee and took the lane around the back of the Lake. At Llanuchllyn we turned left for the Bwlch-y-Groes, and the two Grahams shot away. I hoped they would go down to Dinas Mawddwy - but no they waited for us at the top. Thus altogether, we swept down Cwm Eunant and along the tree fringed road by Lake Vyrnwy where we crossed the dam, for the last miles to Llanfyllin.

That evening Adam Birchall showed slides of his expedition in the Himalayas. It made us all very jealous.

Saturday dawned very wet but by 9.30am some of us were waiting for the rain to stop. In half an hour it eased, but as no one else was ready I set out on my own. After a mile Graham Thompson caught me and said Rob Wilson and Ian Billington were chasing. So I rode tempo for a few miles until we had four. Then Rob punctured so I was alone again. I sheltered in the telephone box at the turn for Pandy. This is a very enjoyable lane to ride on your own. I often do this as the lads soon leave me. At Tafolwen we had refreshments before riding the main road to Cemmaes Road and Dinas Mawddwy for lunch.

After lunch we climbed the Bwlch-y-Groes this time from the hard side. Down Cwm Eunant again to Vyrnwy. As the weather was still good we went the long way round the lake. But in view of the Vyrnwy Hotel down came the rain. So while I stopped to put on waterproofs the lads dashed the last mile to the cafe in Vyrnwy village. By the time I got there they were pouring tea and eating cakes. Outside it was pouring rain and thundering. When it eased we decided to make tracks for the hotel, but on the climb Rob pointed out that if we slowed we would be riding in the dry. That evening we were again treated to some very good photographs of touring in the Himalayas (Adam has certainly got a flair for photography).

Sunday was fine but windy. While waiting for the others to get ready, I went down to the River Cain and cleaned my bike. We were six for the very easy ride home. With a good tail wind and Graham Williams and Phil Looby setting the pace and sprinting for the signs, John and Ben in the middle, and Tony and Colin guarding the rear, we went very quickly through Llansantffraid (scene of many a Tints weekend), Llynclys, Knockin, Ruyton-XI-Towns, Baschurch, Loppington. We were going to stop at Hanmer for lunch, but the speed had made us early so we continued to Shocklach. Colin punctured just before the final sprint or Phil would have stood no chance. At Farndon our ways split with Phil going to Chester, Colin to Wrexham, and the others to John Futter's where Tony had left his car. I was home at 2.00pm. Average speed for the run home: 19mph. A very enjoyable weekend of 210 miles. Many thanks Tecwyn.

Ben

## Part II: Mike Hallgarth's conversion

Arriving at the Cain Valley Hotel early on the Saturday morning I prepared for the day's exertions with some trepidation. This was the first outing for my new (MTB) machine, and in true Tints fashion, there was a downpour which had everyone cowering in the hotel's bike shed. Evergreen Ben Griffiths showed the most enthusiasm, champing at the bit and encouraging his fellow roadmen to venture forth.

The rain stopped as suddenly as it started and the bike shed spewed out a dozen or so Anfielders into the late October morning. The

roadmen consisted of Tecwyn Williams, Dikki Bird, Colin Werner, Tony Pickles, Graham Williams, John Futter, Ben Griffiths, Rob Wilson, Graham Thompson and Ian Billington: who all disappeared to eat miles on tarmac.

The remaining eight of us were all ready for a mud-bashing session planned by David Birchall. Our enthusiasm for off-road cycling sees many of us astride sparkling machines - at least one of which even has titanium skewers in the hubs! In MTB squad I was pleased to see Phil Looby (also on his first outing on an MTB), with Dave Bassett, Stuart Twigg, Adam Birchall, Simon Cogan, and Keith Orum completing the group.

The late start and the threat of more rain to come put off plans for a repeat of the 1973 Tints ride over Moel Sych and we made our way north on minor roads and tracks. Lunch saw us at the West Arms, Llanarmon DC, where a fire was prepared for us in one bar, but for some reason we all moved to another bar! After lunch, and repairing my first puncture, we quickly went off-road again and fought our way through head high bracken until we arrived on an exposed ridge. At our most vulnerable the heavens opened and in the distance, thunder rumbled. Although we were warm, we were soon soaking wet. Once back on the tarmac, Phil, Stuart and I decided on the direct route to the Hotel which we reached with machines cleaned of all mud by the rain!

Meeting the roadmen we enjoyed an excellent meal followed by a slide show of Adam's trekking holiday in the Himalayas.

After a Sunday breakfast where everyone had several extra portions of toast, the obligatory photos saw us ready for the off. While Stuart and Phil decided against the off-road route, guest Tony Bell joined us for what promised to be a drier day. Westwards to the Hirnant Pass we again climbed off-road in warm sunshine. The descent down the open hillside to the Vyrnwy Hotel, with the lake and autumnal forests in the background, was exhilarating. Repairing my second puncture of the weekend, we enjoyed a leisurely lunch.

In the afternoon we climbed the forest-walk route to the south of Llanwddyn. With complex map reading and several retracings we arrived in a certain farmyard which I can remember to this day. Descending the track beyond the farm someone shouted "hedgcuttings", but at speed we could take no avoiding action. When I recaught the group, a puncture was being repaired, followed by another, while Keith Orum was nursing injured ribs having crashed into a branch and somersaulting over the handlebars. At one time three bikes were upside down being fixed. Many spare tubes were used up in sorting out Tony's bike alone. Safe in the knowledge that I'd used up my weekend's ration of puncturing, I used the stop to repair the tube holed in the morning - but putting my repaired tube back in the bag I looked at my back tyre - flat! Then I looked at my front tyre - flat!! As Tony had now given up, and I was at least 2 repairs away from roadworthiness we decided to walk the mile to the road and wait whilst a rescue vehicle was obtained (thanks Dave).

It was an excellent weekend, and our second at Llanfyllin, made more enjoyable by meeting old friends, and both roadmen and off-roadmen revelled in having a wide choice of routes in all directions.

Mike Hallgarth

When Geraint passed me on the way down to John Futter's, I thought we had trouble. But when John said he wasn't going on the Clubrun I knew we had trouble. We went via Dodleston - Holt - Tilston - over the hill through Bickerton to Peckforton. We were very early so went right through Spurstow and Bunburythen turned left for Beeston arriving at noon. We were soon joined by David Birchall, Tecwyn Williams, Brian Bird, Ernie Davies, Dave Edwards, and Colin Werner.

At about one o'clock Graham, Geraint and I made a move for the Eureka with the young men on the front. As a result we made short work of Tiverton, Huxley, Hargrave, Waverton, Guilden Sutton, and Mickle Trafford. At Chester Zoo they were getting ready for a firework display later, but we had fireworks of our own as the pace went up even faster! The Eureka was full of cyclists all watching Tony Rominger setting a new hour record mileage of 55.291 kilometres: 34.56 miles in 60 minutes. He must have been training with Geraint! I saw Bill Graham and Chris Boardman in the crowd watching the box. After having just about held on for most of the ride back from Beeston, I sat outside to cool down. Another good day's riding.

Benno

\* \* \* \* \*

THE CASE OF THE HIGH RABBIT

The following extract from the *Southport Visitor*, 17 February 1953, features an incident from those far-off days when our life member Bert Lloyd was employed as a police officer in the town:

*A rabbit shot last December was brought into Southport Magistrates' Court yesterday as an exhibit in a poaching case. When it was first produced in Court a month ago it was said to be rather "high", and yesterday Superintendent W H Lloyd said it was now in an awful state. The case was again 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?" 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?" Clerk: "No, thank you." Superintendent Lloyd: "Well if your worships will now hear another case in which this officer is involved, he will then be able to leave the court and take the rabbit with him."*

*The rabbit was wrapped in brown paper.*

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*Best wishes for Christmas and  
1995*