

# 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:01244 660858)

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March 1996

No 876

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## CLUBRUNS (lunch 1230hrs)

April	27	Sportsman's Arms	Tattenhall	Committee
May	4	Red Lion	Kingsmills (Wrexham)	
	11	The Yewtree	Spurstow	
	18	White Horse	Churton	Club 7 Huntingdon
	25	The Sun	Eryrys	
	27	Anfield 100	Prees (HQ)	
June	1	Sportsman's Arm	Tattenhall	Committee
	8	The Bull	Shocklach	Club 10 Farndon
	15	Rose and Crown	Graianrhyd	
	22	The Swan	Marbury	
	29	Forest View	Oakmere	
July	6	The Raven	Llanarmon-yn-Ial	
	13	Sportsman's Arms	Tattenhall	Committee
	20	Cross Keys	Llanfynydd	
	27	White Horse	Churton	Club 7 Huntingdon

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## CLUB SUBSCRIPTIONS

21 and over: £15.00      Junior (under 21): £7.50      Cadet: £3.50

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clywd,  
CH3 6BT

(Tel: 01352 759463)

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, Cheshire, WA16  
9BA

(Tel:01565 651593)

\* CLOSING DATE FOR NEXT ISSUE - 1 JUNE 1996 \*

## COMMITTEE NOTES

We are sorry to report that John Thompson has, after some 35 years Anfield membership decided to go second claim, because he now considers himself to be well settled in Horton near Bristol. In consequence, John will be racing this season as a first claim member of the Severn Valley Road Club.

### Racing Vests and caps:

A further order for racing vests and caps is ready to go to our supplier. Please tell Tony Pickles what you want.

### BCF Licences:

Members requiring BCF licences are reminded that you must be fully up-to-date with your subscriptions: if you want your licence but have not paid the Treasurer do it now.

### Autumn Tints Advance notice:

Please keep the weekend of 25/26 October free for the Autumn Tints weekend. The venue is yet to be decided though a return to Cobdens by Capel Curig is one possibility that's been mentioned.

### PRESIDENT'S NOTES

#### THE 100

Appeal for your support for the 100 to be held on Monday 27 May 1996

Once again I ask you to support our 100, both with your money and time. Contributions should be sent to the Hon Treasurer Tony Pickles.

Hopefully you will be able to assist with the marshalling. Please contact Keith Orum (telephone 0151 342 8958) who has taken marshalling co-ordination under his wing.

#### 1996 AGM

Please keep free the afternoon of Saturday 12 October 1996 in order to attend the most important administrative date in the Club's calendar. The venue will be as before - the Tattenhall Sports Centre, starting at 2.00pm. Once again, please make every effort to attend as we do not want a repeat performance of the 1995 AGM which was poorly attended - a quorum only just being achieved.

Mike Twigg

\* Colin Werner (100 Event Secretary) asks Members who cannot marshal or help this year to let him or Keith Orum know as soon as possible. \*

\* \* \* \* \*

### OBITUARY: PETER ROCK

The passing away of Peter Rock on 19 December 1995 ended a friendship which started at school in the early twenties. At 14, I started cycling. Peter continued in the Scouts we both joined as boys. Cycling brought us together again in the Birkenhead Victoria in the early 30s. Sid Carver, and Peter joined the Anfield in 1936 and I followed them in 1937. Rigby Band, Peter and I joined the 2nd Fld Squadron REs serving with the 8th Army until Tripolia in 1943 with stints in Syria, Iraq and Persia.

Nowadays single file is often the only sensible way to ride, but in the years before the war you could ride side by side for hours. It was a way of life I wished could have gone on for ever. Only the lack of cash really prevented us from greater numbers of tours and weekends. Peter was a half wheeler - though he counter-accused me of the same fault. If we set out for Oswestry we rode as if it was moving towards Welshpool at 16mph so we had to do seventeens to catch up with it. After the war we had another five years of half wheeling until his marriage.

Peter was able to wear a record holders Club badge twice over through NRRR tandem records as stoker to Jack Salt . In 1936, Peter accompanied Jack over to Yorkshire to attack the Northern tandem records at 50 and 100 miles. The Black Anfielders states that they were brilliantly successful with rides of 1.50.20 and 4.0.44.

Knowing him for eighty years, the usual words "sadly missed" have a very real meaning. Peter really was a wonderful friend.

Eric Reeves

\* We were sorry to learn from Jim Cranshaw that Sarah Buckley, wife of the late Hubert Buckley, has recently died in a Macclesfield nursing home.

\* \* \* \* \*

#### NOTES

\* We enjoyed an evocative Christmas card from Rolfe Mills:, depicting him, a picture of happiness, bowling along, French beret and waistcoat, on a loop frame machine which we would guess to be of 1920s vintage, complete with wicker baskets loaded with flowers. Rolfe sends best wishes to the Club and Members he met. "I will be back" he says - rumour has it for the Paris - Roubaix.

\* We were delighted to receive a note from Elaine Hancock, wife of the late Sid Hancock (who living near Lands End presided over the start of many an End to End attempt). It is not chivalrous to mention a lady's age, but for a particularly special birthday treat Elaine is being taken by her sons to the first two days of the World Championships in Manchester.

\* Two gleaming new bikes have appeared in our ranks. Geraint Catherall is the proud owner of a very sleek road iron and Dave Edwards is no less pleased with his carbon fibre and aluminium mountain bike.

\* Members on the move are Alan Orme, who is commuting weekly for the rest of this year, to a job in Aberdeen, and likewise Phil Looby who is heading in the opposite direction on Sunday evenings / Monday mornings. His commuting takes him to Bournemouth on weekdays.

\* Ernie Davies who has been ill, since returning from holiday in Majorca, has our best wishes for a speedy recovery, and our heartfelt thanks for all his past contributions as timekeeper in Club events, and of course as 50 miles check in the 100.

\* On the Saturday morning of the Club 14, we awoke to an announcement on Radio 4 that road users should beware of a large slow moving load on the A41 between Whitchurch and Chester which would cause a major obstruction and tailbacks around midday. Our first thought was that is no way to speak of the Anfield Captain. The next thought was that the load would prevent us running our event. But as you can read elsewhere, all went well.

\* The hard winter has been taking its toll of Club cycling activity, and even now at the start of April there are few signs of Spring. In the depths of the winter, even the mountain biking section has been confined to base more than it would wish. However one memorable ride in the Peak

District stands out. Three of us, Keith Orum, Simon Cogan and David Birchall met at Parsley Hay in the hills east of Buxton to explore a delightfully snowy High Peak Trail and Long Dale before lunch in Brassington, at the cosy Olde Gate Inn (good beer and food, and an open fire). Then, through more snow drifts on the Tissington Trail, we headed back to Parsley Hay.

\* \* \* \* \*  
**CLUBRUNS**

Britannia, Halkyn

16 December 1995

Saturday the 16th was a fine sunny day but a brisk north-easterly wind made it very chilly. I rode out alone as John Futter said he would go the short way. I made my way on the A5104 over to Llandegla. With the wind on my back I felt fit and warm. At the Crown I turned right towards Ruthin then right again through Craigfechan to Llanbedr. I went through Llandyrnog. On this lane I stopped for a chat with Stan Lea (Warrington RC) who rode our 100 every year for thirty years and only once failed to finish. On reaching the Denbigh - Mold road I decided to go straight on for Tremerechion then right up the hill. With the wind now against it was cold. Then a puncture didn't help, but even with cold hands I managed. Then followed a struggle even harder into the wind through Brynford. I arrived at 1 o'clock only to find Members very thin on the ground. Lee had been and gone. So Mike - Pat - Geraint - Lee and Ben made up the clubrun on what was a very nice day to a good place.

Ben

On a day strong winds increased the chill factor and so only a few made it on bikes. They were Ben Griffiths, Lee Nichols and Geraint Catherall. Pat and I came out by car. The main topic of conversation was Christmas. Lee was concerned that he would not have enough cash to buy his girlfriend the present she deserved. Ain't love grand!

MJT

The Bull, Shocklach

30 December 1995

With temperature readings well below zero, only that well known Spartan, Geraint Catherall braved the conditions by bicycle. Lesser mortals in the form of Pat and I came by car. Pat was most concerned that Geraint would catch a chill and proceeded to fill him with chips. Let's hope the weather improves so that Clubruns are better attended.

MJT

Th'OUSE at Top, Kelsall

20 January 1996

I called for John at 10.30am. A quick phone call to Bill who said he was going in his car, and we were off: a lanes route all the way. At Gorstella crossroads we arrived at the same time as Bill (heading for Chester). John and I struggled into a cold east wind through Dodleston, Holt, and Farndon. After turning left for Saughton the wind was a lot easier, but from Waverton to Kelsall it was again straight into it. When we arrived at the pub only Geraint's bike was outside, but by car had come Stuart Twigg from Devon, and David and Mary Birchall from the local DIY store.

Bill soon arrived saying he had passed an Anfielder whom he didn't recognise. We wondered who it could be. The answer was provided when Roger Andrews walked in. It was good to see him out again (even if he did hammer us on the way home). After much reminiscence the party broke up at 1.45pm with the four cyclists going over the Yeld into Delamere Forest, through Ashton - Mickle Trafford to the Eureka for a cup of the stuff that cheers, before making our way home. Another enjoyable run.

Ben

Beeston Castle Hotel, Beeston -

10 February 1996

Heavy snowfall on the preceding Monday night had made the likelihood of cycling out to this Clubrun a remote possibility, but thanks to a rapid thaw all was well by the time Saturday morning arrived.

With the company of Ben, we had a slight distraction when we inspected an abandoned Bickerstaff cycle in a ditch. I think Ben fancied the chainring, all of 60 teeth, but as there was no sign of life or accident we left it there and continued on our way. This delay however did give Geraint the chance to join us.

Following our usual route into Cheshire, i.e. via Holt and Farndon towards Tilston, we passed by the followers of the Wynstay Hunt. Looking across the fields, the hunt could be seen waiting and hoping for the hounds to raise a fox in a nearby copse. We bypassed Malpas thereby cutting out a stiff climb. On approaching Ebnall the smell of scorched hooves bore witness to the local farrier's busy morning.

As we turned northwards the wind came behind, giving me for a brief spell an illusion of fitness. On reaching the hotel we found that the place had changed hands. We had always been treated well by the old landlord. The young man behind the bar (a mountain biker from Scotland) showed surprise that we had arrived without trouble on roads made greasy by heavy salting.

The turnout was quite respectable considering the weather. Those present were President Twigg, grandson James, Duncan Rees, Tecwyn Williams, guest Tony Ryan, Dikki Bird, Dave Edwards, Geraint Catherall, Ben Griffiths and John Futter

### CAPTAIN'S WEEKEND

Cain Valley Hotel, Llanfyllin -

2-3 March 1996

Nineteen Anfielders found their way to the Cain Valley Hotel at Llanfyllin for the Captain's Weekend. For some unknown reason there was not a mass ride out, but the old tradition of small groups of two or three making there own way out.

For myself and Lee, we were semi bag men. We picked Colin Werner up after his shift's work at 11.30am ..... fancy finishing that early, but I suppose he did start at 4.30am. We then drove off to meet Ben, John the foot, and Geraint at the Queen's Head. The Queen's Head would you believe for lunch. A nice pub but very busy even at 12.30pm.

Colin now installed as lone bag man drove to the hotel leaving the five of us to ride. At the hotel John went for an early bath (only in case the hot water ran out). The remaining four carried on a little further to just above Vyrnwy before turning back to catch the end of the rugby on the box and to witness the arrival of the others.

Phil Looby and Tony Bell had followed a similar route out to John and Ben only to be overtaken when they stopped for lunch. I believe the comment was "that was an Anfield shirt on that bloke going past" ..... "nah it was too fast" came the reply. Chris Edwards and his guest John rode from Brum, while Graham Williams and his guest Pete parked at the hotel and rode the Miltir Cerrig to Bala and back over the Hirnant. John Thompson rode all the way from Bristol - 130 tough miles at evens - a hero! Watch for his results this year in the comic. The Birchalls and Keith Orum were the Muddy Section. I don't think anyone apart from Dave knows where they went but they seem to have enjoyed it. Twigg Senior was in charge of Dikki and Tecwyn. I believe they did a lap of Vyrnwy without the pain of the big hills in between, those being done with the bikes on the roof of the car.



The evening meal was on a very long table indeed with a whole range of topics discussed. I believe the expression is "we put the world to rights". Breakfast was early and so was everyone except for me. John T back to Bristol by a different route; Ben and John downhill to the Cheshire plain; Graham and Pete away in the car to watch Liverpool play football; Phil, Tony and Geraint over the Miltir Cerrig. Lee and I begged a lift to Corwen, the mist, rain, snow and wind having put us off riding with the other three from the summit of the Miltir Cerrig.

Like all these weekends I have been on, they pass too quickly, and Monday comes all too soon. The aching still takes until Wednesday to get better, even though the mileage has dropped in recent years. I suppose this is down to old age!

Those present: Mike Twigg, John Futter, Tony Pickles, Colin Werner, Brian Bird, Tecwyn Williams, Graham Williams, Pete Thompson, Geraint Catherall, Lee Nichols, David and Adam Birchall, Keith Orum, Chris Edwards, Tony Bell, Phil Looby, John Thompson, and Ben Griffiths.

Tony Pickles

### The Mudpluggers Tale:

A birthday visit home combined with the Captain's Weekend provided an opportunity to get some much needed mountain biking back in my legs. Having declined the challenge of riding up from Bristol with John Thompson, I took the easier option of the train to Crewe. The journey presented no problems as I am now a seasoned train-traveller with bike.

On Saturday morning, over a cup of tea with Keith and Dad in the hotel, we planned a route for the day. It was a glorious Spring morning as we pedalled up the hill out of Llanfyllin. Our first section offroad led into the Tanat Valley. The track was not nearly as slippery as it had been on our last visit, although it remained treacherous with loose rocks buried in leaf litter. At Llanrhaeadr we made the decision to climb the gently sloping spur forming the south side of the Pistyll Rhaeadr valley. From the rim of the valley we were surprised at how small the waterfall looked compared with standing below it. A group of 4X4s at the end of the metalled track caused us to speculate that the hunt may be out, and a chat with the farmer confirmed this. Having crossed the spur on a wet and marshy roller coaster track we descended very steeply into the Tanat Valley. Because of its steepness, the track demanded full concentration, even when we walked. But the spectacular views were always ready to steal the attention of the unwary mountain biker.

Having paused to inspect an old lead working, we reached the road and headed up the valley for lunch at Llangynog. As we rode we could see the hounds high up on the scree slope , but they had temporarily lost the scent. Lunch was soup and a sandwich, and of course Guinness to fuel the afternoon's exploits. A spot of "earwigging" revealed that the fox had indeed given the hounds the slip, just as "Charlie said it would"!

The aim for the afternoon, was to explore the old Bala road and then cross to the small church in Pennant Melangell in the neighbouring valley. We followed the remaining fragments of the old road to the top of the Miltir Cerrig. In true Anfield spirit the track then disappeared, although the impression of being in a wilderness was somewhat destroyed by the sight of the present Bala road some half mile away. Following a stream crossing from which neither Keith nor I escaped dry, we tramped over featureless moorland, until we came over the brow of the hill at the intended spot precisely (at least Dad claimed it was the intended spot). A triumph of navigation!

There followed more freelancing down hidden hanging valleys above Pennant Melangell. Our route took us through a flock of very inquisitive sheep,

and a picturesque abandoned farm before we arrived at St Melanagell's church. Unfortunately the church was locked so we were unable to view its recent restoration. The ride back to the hotel in failing light was very fast. It completed a day of some 33 very tough miles, probably equivalent to 70 or 80 "road" miles. A hot bath followed by a large if slowly served dinner was the much appreciated reward.

Sunday dawned bright. The plan was to take the cars to the West Arms, Llanarmon DC, then to cycle up the Nant Rhyd Wilym to Wayfarer's Memorial. We were then going to complete the circuit by cycling across to Moel Sych and so back to the West Arms. But the weather deteriorated and reduced the ride to a simple trip to the Memorial and back. Snow was still lying in places and the visibility was very poor. As usual, I managed to be over ambitious in my fording attempts and got stuck in the middle of a flood with water lapping over the bottle cage. I cringed at the thought of what the muddy water was doing to my brand new hubs, never mind the bottom bracket! Lunch at the West Arms was, for the second time, not special. We made a note to try the Hand next time.

Adam Birchall

Club Hilly 14 and The Bull, Shocklach - 16 March 1996

#### Results:

1. Graham Thompson	37.00
2. Dave Bassett	39.23
3. Ben Griffiths	41.03
4. Rob Burrows	43.28
5. Tony Pickles	49.04

The Club season had a hesitant start, with the approach of a heavy vehicle from Whitchurch, but with police co-operation and the help of an obliging Clubman from the Cleveleys Road Club to act as pusher off, five Members and three private triallers were dispatched with seconds to spare under a cloudy sky which threatened rain.

Graham had his mind on a "36" and only missed out by the narrowest of margins. Dave who was a surprise entrant must have been pleased with his form at this stage of the season. We were pleased to see Rob racing again after having sustained a serious injury while out mountain biking last year. Tony ricked his back while looking back for his non-existent minute man (no.2 was a space) but pluckily continued to the timekeeper.

Mike Twigg marshalled the course, with Dikki, Tecwyn, and Davids Birchall and Edwards directing riders at key points. A good turnout at the Bull followed. The Bull must now be one of our most long standing venues. Food, beer and the welcome are all excellent.

John Futter

\* \* \* \* \*

### MOST MEMORABLE DAYS AWHEEL

Memories (27 August 1938)

Early in 1938 I joined the TA, and the ABC (transferred from the Walton C&AC at an undisclosed fee!) and planned a tour in the West Country in August with an old school friend and member of the Walton club. He was with an eminent group of Solicitors (Laces and Co), his immediate boss being the renowned "Moneybags" Harold Powell (Po'ell) Treasurer of the Anfield.

At less than 24 hours notice my friend was informed that his holiday should be postponed - no appeals or sympathy - so Sherman decided to "go it

alone". *Nec Aspera Terrent* (Difficulties Do Not Deter Us) happened to be the motto of my new Regiment!

Heading South - of course - the first night was spent at Dursley (Glos). Riding steadily, but nevertheless halting to view places of interest, I followed the North Coast of Somerset, Devon and Cornwall staying at Youth Hostels and CTC houses, eventually reaching Lands End. The return route was via the Southern Coast of those Counties then striking North through Honiton, Shepton Mallet, Bath to Shrewsbury. Arriving home at lunch time on Friday the 26th August, I "serviced" the bike, checked the racing wheels and tyres and gears (3) ready for the morrow.

The Club "50" - starting near Christleton on the "Broxton" course - saw an improvement of 6 minutes on my previous best time with a ride of 2.23.3 (you have to say it to remember it!) which I think was second fastest and scooped the Handicap. The reward was a Silver Standard medal - and a Westminster Chiming Clock (suitably engraved) which still ticks away on my side-board today. Alas the chimes are long since silent.

A memorable day - and a happy conclusion to a long, lonely but thoroughly enjoyable ride.

Tom Sherman



Pennant Melangell



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June 1996

Nº 877

## CLUBRUNS (lunch 1230hrs)

July	6	The Raven	Llanarmon	
	13	Sportsmans Arms	Tattenhall	Committee
	20	The Cross Keys	Llanfynydd	
	27	White Horse	Churton	Club 7 Huntington
August	3	Dysart Arms	Bunbury	
	10	The Buck	Bangor on Dee	
	17	White Horse	Churton	Club 7 Huntington
	24	Sportsmans Arms	Tattenhall	Committee
	31	The Rising Sun	Nannerch	
September	7	The Goshawk	Mouldsworth	
	14	The Poacher	Bickerton	
	21	Sportsmans Arms	Tattenhall	Committee
	28	The Bull	Shocklach	Club 10 Farndon
	29	* Anfield Open "25" - Broxton 0800hrs start *		
October	5	The Cross Keys	Llanfynydd	
	12	* Annual General Meeting *		
		Sportsmans Arms	Tattenhall	

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\* CLOSING DATE FOR NEXT ISSUE - 7 September 1996 \*

## COMMITTEE NOTES

**THE TREASURER SPEAKS:** A few yellow "post-its" are issued with this Circular to those who have still to remember their subscription for the current year. If you want to help keep the Anfield on the road, please contact me now, address as on front cover...

Tony Pickles

### NEW MEMBERS

Graham Barlow, 5 Brookside, Great Boughton, CHESTER

### CHANGE OF ADDRESS

Eric Bolton, 105 Union Blvd., KITCHENER, Ontario, Canada, N2G2K3

\* \* \* \* \*

### NOTES

\* Towards the end of April, with little more than a month before the 100, let it not be said there was alarm when we learned that a bridge had collapsed on the A41 between Prees Heath and Tern Hill, effectively closing the road, and ruling out our use of the approved 100 Course. Some very fast footwork ensued (with full thanks for the help and co-operation of Cliff Ash, Ira Thomas, and the RTTC) to identify, check and ratify the alternative used on the day. The course was by no means perfect - the traffic lights at Shawbury on the A53 would normally rule out use of what was once a valuable length of road; but, given the lack of time, it did seem the least unacceptable option available. The observer marshalling the Shawbury lights was Mike Twigg who reported that some riders (but not all) were delayed.

Given the worries about the course and all that followed (not least rearranging marshalling and last minute finalisation of the start card), we are sure Members (and we hope the riders) thought, as we do, that on the day the event was a great success.

We were delighted to see so many rarely spotted Anfielders: we were especially pleased to see Ira Thomas (who has not missed the event in some 65 years), Tom Sherman and Russ Barker, Mike Hallgarth, John Thompson, John Whelan, David Bettaney, Brian Whitmarsh, Chris Edwards, Neil France, Phil Mason, and Dave Eaton. Others Anfielders helping at the finish, or around the course or dropping in to the HQ at Prees Lower Heath Primary School were Ben Griffiths, John Futter, Peter Colligan, Stuart Twigg, Craig Clewley, Roger Andrews, Robin Burrows, Geriant Catherall, Dave Bassett, Simon Cogan, Dave Edwards, Tecwyn Williams, Duncan Rees, Herbie Moore and Ernie Davies. In addition to having to run the Event, Colin Werner was kept busy smoothing feathers ruffled because several of the competitors camped unauthorised (allegedly) on the school field. Elsewhere, Tony Pickles was spied making the most of his opportunities, as Treasurers are wont to do. If others escaped without being spotted for inclusion in the list above - please accept our humble apologies.

\* The two traditional Anfield weekends are this year being supplemented by summer mountain biking Weekends. The first included Simon Cogan, Keith Orum and David Birchall with the chosen venue being Barmouth on the Mawddach estuary. Another is planned for 7 July to

mid Wales (Radnor Forest) and as well as the mountain biking party there will be a walking contingent.

\* Stuart Twigg is on the move again. He has swapped Devon for Essex by joining Keymed at the end of May as a field engineer. Keymed manufacture endoscopes of the type that Clatterbridge have bought with help from, amongst others, the Anfield.

\* It has been reported that Chris Boardman decided not to race in a recent Chester 10 mile event. The reason given was that it was too windy. However our special correspondent thinks the real reason was that his well known minute man, Ben Griffiths, was also not riding. No inspiration, no result.

\* Ben Griffiths has recently been to the USA for a holiday staying at least in part with his son. We understand that while there Ben declined the chance of crewing a luxury yacht a hundred miles down the coast to a new mooring. However, safe on dry ground and in the heart of Cannondale country, the rumour is that he showed the yanks a thing or two about the meaning of hard riding. Ben has promised a full account for our next issue.

\* \* \* \* \*

### Del Strother's Prize

*It is not well known that a Russian sprinter, Freddie Del Strother, was a Member of the Anfield from 1892 to his death in 1942. Del Strother's life story is one of the most fascinating of the many tucked away in the Anfield's archive. It could almost be the stuff of a Steven Spielberg movie, so rich it is in fortune and tragedy. John Futter has been doing a spot of research about Del Strother from material recorded in the pages of the Circular, the Club minutes and year books, and the W M Owen Scrapbook. The following contribution from John describes what we know:*

Freddie Del Strother was elected to Anfield membership in November 1892, a year after his brother had been elected. Why the Del Strother brothers sought out the Anfield, rather than any other Club, says much about our origins and stature in the 1890s.

In March 1879, the Anfield Bicycle Club was formed, its founding members being drawn from among the best of the other Liverpool clubs - including the Sefton and Dingle. In those days every respectable "society" had a President who was not expected to take any active part in the activities. The Anfield Bicycle Club was typical and, accordingly, we invited firstly a local MP to lend his name, and, getting priorities right, subsequently, a local brewer. At that time also it was usual for bicycle clubs to ride in a body - in view of the public's attitude towards pennyfarthings - sticks between the spokes and so forth. A club uniform additionally gave notice of the readiness of riders to give each other mutual support.

By the time Freddie Del Strother arrived in Merseyside the Anfield had established itself as the leading Liverpool club with a national reputation for long distance riding, and with Members of the calibre of Lawrence Fletcher and G P Mills (holders of the Land's End to John O'Groats records) who were able to take on and beat the French in the Bordeaux - Paris race.

For a man of Freddie Del Strother's background perhaps it would have been natural to seek out the best local club, and so it is perhaps not surprising that he followed his brother (who dropped out of membership as Freddie joined us) into the Anfield.

#### Champion of Moscow

The first reference to Freddie is as a 21 year old Russian who came to England to study business methods, or, according to another account, electrical engineering. He rode mainly on the path as the roads in his native country were described as being very bad for cycling. In 1890 he was champion of Moscow. None the less he had ridden a good deal on Russian roads. In the same year he rode (with his brother and another rider named Davies), from Moscow through Helsingfors and Reval to Riga, a distance of some 800 miles. The journey occupied ten days and was mostly ridden over sand tracks which passed for roads. In the course of this ride some 120 miles were covered in one day. The overall ride was claimed as a Russian record. No one else apparently had the pluck to face such an arduous journey.

#### Fred becomes an Anfielder

On arrival in this country Fred immediately joined the Anfield. He was reported as being a very popular member (he threw a lavish 21st birthday party!), having a good nature and pleasant manners, with the ability to speak French, German, and English as fluently as his native tongue. He was powerfully built with deep chest and strong limbs, and short of stature. Fred's first appearance on the English track was at Liscard Sports. With only road training, he won his heat in the two miles race, and took a couple of third prizes. Then in the Easter meet at Aston, in the Sport and Play Tournament he covered the mile in 2 minutes and 45 seconds. These events marked out his speed potential.



The "little fellow", as he was affectionately referred to, had an impressive record. In 1894 he won 24 prizes including six "firsts", eight "seconds" and ten "thirds". His "firsts" included a two mile race at Doncaster, a five mile scratch race at Blackburn, a two mile event at Ripon, 50 miles at the Liverpool Centre Championship, and mile and two mile events at Wallasey. The prize money totalled £70.

He was an active member attending club runs regularly and is mentioned in various facets of club life. He performed well in the Club's hare and hounds cross-country paper chase, and timed his friend Hellier. He also established a walking record between Knotty Ash and Cronton covering the six miles in 1 hour 25 minutes dead. And not least he found the time to attend the famous Anfield Easter weekends at Betws-y-Coed.

## The Del Strother Prize

Fred had been one of the Anfield's so called "Knotty Ash Brigade". It was about this time that several members of the group were breaking up - with "Bob" Lloyd going to America and "Artie" Bennett to Manchester. During 1895, Fred returned to Russia. Without further research it is not known how many times Fred revisited this country thereafter. But we do know that at the Committee meeting of 13 December 1897 he was elected to honorary life membership, and that we thanked him for the special prize he proposed for the Anfielder bringing into the Club the greatest number of outside records. From then on, the Del Strother prize was a regular feature. From the family home in Moscow and, later, Vladivostock, came the prizes: handsome pieces of enamelled work including a traditional Russian salt cellar, a silver inlaid goblet, and "an exceedingly beautiful" ivory cigarette case.

From 1901 Del Strother's prize was awarded to the best placed novice Member in the Invitation 100. The Club certainly appreciated Del Strother's generosity, and equally Del Strother appears to have been keen both to help new Anfield riders and do what he could to maintain the Club in the vanguard of competitive riding. The Del Strother prize was last awarded in 1913 prior to the outbreak of the Great War.

That year, Del Strother corresponded from Russia informing the Club that he had bought his award for that year's Anfield 100: a silver gilt enamelled goblet. Anfielder Leonard Cohen ("Elsie") was the recipient.

## Pursued by ill-fortune

With the outbreak of war, Del Strother's luck changed. For a time contact was lost. Then in 1916 came a postcard from the steamship Kristianiafjord which took him to America. By 1917 he was working for his father's firm, the Russo-Baltic Car Works Co, in New York. He was not impressed with the American cycling scene - describing their bicycles as freaks and road races as scraps with hundreds if not thousands taking part.

Following the Russian Revolution of 1917, he attempted (in the Spring of 1918) to reach Moscow from Finland with the purpose of saving the family fortune. He was unsuccessful. His father's fortune disappeared, and the family home in Moscow was lost.

A brief spell followed in Manchester, where he sought employment. Then he made his way to Germany but was brought to poverty with the collapse of the German currency. He then settled in Paris. Upon regaining part of his father's insurance policy, he bought an interest in a marmalade factory in Menton, in the South of France. This proved to be a bad investment and with the outbreak of WWII he was forced to quit France.

## French Tours

During this period of misfortune he still kept in touch with the Anfield. Several Members joined him for tours in France. Frank Chandler recalled a tour in 1925 from Paris, south to Orleans then west along the Loire valley to Nantes and St Nazaire returning through Brittany to St Malo and Normandy via Caen. Frank remarked that Freddie's bad luck had made him very self-reliant and woe betide any



French landlady who thought she had a couple of English idiots who she could overcharge: she would be completely surprised at his command of the language, and Freddie would always be proved right.

### Coventry Raids

With the fall of France Freddie returned to England, obtaining employment in Coventry. The Circular records that he survived the big raid on Coventry on 14 November 1940. Later however he was not so lucky and on 7 January 1941 a landmine came down about 80 yards from his house. His wife died in the raid, and Freddie was injured about the face and neck loosing a considerable amount of blood. He never fully recovered and died the following year on 30 April, several months before his 68th birthday.

He was indeed a remarkable Anfielder, and, to keep in touch, through all his troubles as well as his travels, bears witness to the esteem in which he held the Club and his fellow Members.

John Futter

\* \* \* \* \*

### CLUBRUNS

Red Lion, Kingsmills

-

4 May 1996

This clubrun was one of my first ventures into Anfieldland for some time, so I had the honour of chauffeuring the president to the Red Lion. This pub is a new addition to the runs list. It is hidden on a lane behind the Kingsmills pub on the Marchwiell Road. On arrival we met James who is hoping to join the club. He is currently employed by Halfords at its Boughton Heath site. Also present were Billy Graham, Ernie Davies, Colin Werner, Geraint Catherall, Tony Pickles and John Futter. We were later joined by Dikki Bird and Charlotte who had come by car. Dikki had got some miles in earlier in the morning albeit by motorcycle to Preston and back.

Stuart Twigg

The Mawddach Mountain Bike Weekend

-

11-12 May 1996

The Captain's Weekend in March was the inspiration for a mountain bike weekend scheduled for early Spring. Sure enough Simon Cogan, David Birchall and Keith Orum departed from Chester in the Volvo on the Saturday morning with an outline strategy in place weather permitting.

Simon suggested breakfast, David suggested Bryneglwys. Sausage, bacon, eggs, fried bread and tomatoes with toast and hot tea were provided by the transport cafe before we were back on the road. Sometime after 10am we departed the George III pub carpark on the south side of the Afon Mawddach towards the Penmaenpool tollbridge, recently advertised for sale in the Telegraph newspaper at £70000. I enquired of the toll keeper if a sale was imminent: "it is being negotiated" was the reply. A little need of renovation would seem likely.

A free crossing of the bridge by riders and bicycles was permitted, intent on the expedition to explore the ancient drove roads north of the A496. The late Frank Marriott scribed his thoughts on this unspoilt area of beauty and tranquillity. We enjoyed the freshness

of growth only seen in early spring, and breathtaking views and descents to Llanbedr for lunch. We were unanimous that it had been an exciting morning with more to come in the afternoon.

The return route used a veritable labyrinth of drove roads and off-road tracks which truly described Birchall's navigational skills for us to return on teatime to the George III for a pint. Fatigue was the only reason why Simon and I declined to ride the disused railway track to Barmouth. Anyway we would ride the track tomorrow.

The priority was the Sandpiper Guesthouse where bed and breakfast had been arranged. A bath, food and beer was the order. Barmouth at the mouth of the estuary is a Welsh seaside town surrounded by hills to the north from where we had come; to the south Cadair Idris and her surrounding foothills - our adventure tomorrow.

The town's heritage and architecture is of Victorian times. In decay now, I saw sadness where once elegant terraced properties faced the bay and the sea. On this Spring day only anticipation of Summer and the expectation of holiday makers whose trade the locals will welcome is all in a promise of bygone halcyon days.

In reality we today covered 26 miles off-road and climbed 4000 feet from sea level. We have wine and dined. I am tired and ready for an early night.

Keith Orum

...Sunday

We left our beachside B&B fuelled with bacon and eggs and crossed the bumpy wooden tollbridge across the mouth of the estuary. The bridleway along the bank of the Mawddach was inspirational - not only for splendid views bathed in sunshine but also for herons, cormorants shelduck and waders. Reluctantly we turned south alongside a picturesque stream and began the climb up past Kings Youth Hostel to the foot of Cadair Idris. Using the Pony Path we walked and carried the bikes to the shoulder of Cadair before continuing over on an exhausting but enjoyable three mile bridleway descent back to near sea level once more. A friendly welcome awaited us in the pub at Abergynolwyn when we stopped for a well earned lunch and fine ale.

Our return route took us down the Dysynni Valley and up on the semi-surfaced track over the Rhyddiw giving glorious views over Barmouth once the high moor was crossed. A small detour to the scenic lakes at Llynau Cregennen lead us nicely back to the old railway bridleway on the Mawddach for a final crossing of the tollbridge and into town for ice cream.

All in all a magnificent weekend in a much underrated pocket of Wales. In 36 hours we explored a good chunk of the surrounding hills, covering 60 miles with 7000 ft of climbing and 5 local hostelries - not bad for old men on shopping bikes!

Simon Cogan

Club 7, Churton

18 May 1996

A visit home provided a welcome opportunity for a clubrun. From Chester Dad and I cycled out through Boughton and soon reached the start where the first rider was just about to set off. We volunteered

to marshall at the Saughton triangle on the return leg and potted along to the designated spot where we were joined by Billy Graham. Having watched the four riders go through, the three of us set off for the short ride to the pub. It was very pleasant to have my wheels rolling on Cheshire lanes once again - even for such a short distance. After lunch we returned to Chester although I swapped bikes with Dad for a little way and was surprised to find the Walvale no longer appeared to have a mind of its own and was fairly controllable. For a brief moment of madness I was even tempted to try a club event!

Adam Birchall

#### Results

	Time
G. Thompson	17.32
B. Griffiths	17.58
G. Catherall	18.32
R. Burrows	19.06

#### Club 10 Mile

8 June 1996

For this event the Club uses the D19/10, which is part of the course of the 1995 National 25 mile Championship, and can be described as "sporting". The start is close to Rowleyhill outside Farndon on the A534. Perhaps some members may recall the clubruns to the cafe there, unfortunately no longer in existence as it has reverted back to a house.

Starting at about 20 metres above sea level the course drops down to cross the River Dee only to climb up to just under 80 metres at the turn, the closing 300 metres to the half distance being the severest part of the climb.

It is a challenging course, well suited to the young and fit, as well as the young at heart, so it was disappointing to have only three riders prepared to face the time keeper. The day was bright and sunny with a light wind blowing across the course. The President acted as pusher off, the Captain as turn marshall and, yes, we were short of helpers.

Ben was the first man away followed by Geraint with last man Graham. On the outward leg Graham had a lead of 1 min 23 secs on Ben but once the big gears came into play on the return leg Ben was able to keep the deficit down to 44 secs. Graham was not to be denied and swept past Ben with only yards remaining to the finish. Geraint completed the ride with a very creditable ride and must consider entering some open events.

John Futter

#### Results:

	Turn	Finsh
G. Thompson	13.50.	24.19.
B. Griffiths	15.13.	26.26.
G. Catherall	15.50.	27.59.

With the arrival of the long summer evenings the season of South West clubruns started on my last Thursday in Bristol. Although I had spent much of the post exam weeks in contact with the Hallgarths (weekday lunches and marshalling in two Bristol CTC races), I had not seen John Thompson or Maggie since the Tints. It was therefore a welcome opportunity to see them as well as meet Rigby Band whose name was familiar but whom I had not actually met. Nevertheless there was still a problem of divided loyalties as I had the opportunity to go for strawberries and cream and a treasure hunt with the Institute of Biology at the Botanic Gardens. Needless to say the Anfield won!

After an early microwave dinner I followed my usual northern route out of Bristol that drops steadily for a few miles past the Downs. With it being a pleasant summer evening the Downs were busy with students returning back to their digs and families out for a stroll. Once through Henbury the lanes and villages become more rural and Almondsbury marked my departure from the "B" road that links over to the busy A38. The lane drops steeply to the lower part of the village which is very pretty and despite its proximity to the Severn estuary remains very "Cotswold" in character. I was the first to arrive at The Fox in Old Down but was shortly followed by John and Rigby. Mike arrived in the car while Philippa and Maggie rode up last, claiming to have been held up by a herd of cows.

We sat in the garden outside the pub and soon one of the Fox's renowned large rolls arrived for John. Mike was impressed and ordered one for himself while Rigby had a sandwich. Despite having had my dinner I was beginning to feel left out in the food stakes so ordered a ham sandwich to fuel me on the way home. The main discussion of the evening was the usefulness or otherwise of computers with Philippa putting the case for their use in engineering and John discounting them as unnecessary because we managed perfectly alright without them for most of this century. It was decided that the argument will only be resolved by seeing whether it is the computer-designed second Severn Crossing or the original M4 bridge that falls apart first. One other topic might have been aired but wasn't: if and when a second claim member reverts to first claim membership should the lifetime membership clock be reset at zero? A serious matter for one of the party, who might at best be eligible in 2046 rather than 2011.

It soon got rather chilly which curtailed the evening and a swift start was made for home, Philippa returning with Mike, and Maggie with John. I cycled a little distance with Rigby until our routes diverged - Rigby for the Severn bridge and I for Bristol. The evening was thoroughly enjoyable and I am glad I made it to at least one South Western Clubrun this year.

Adam Birchall

\* \* \* \* \*

## THE 107TH ANFIELD 100:

Spring Bank Holiday: 27 May 1996

### President's Note

Our 100 was once again a success with a seventh win for Andy Wilkinson. We must not overlook the seven in a row win of the Ladies award by Christine Roberts. Both riders have our congratulations.

The Club once again is indebted to the many Anfielders and friends who turned out for marshalling duties. Such support is absolutely crucial to the success of the Event and on behalf of the Club I would like to express my warmest thanks to you all. It's a little unfair to pick out names, since so many go out of their way to help, but perhaps a few exceptions can be made: the Morning Tea Service team run most effectively by Mary Birchall, her Mum and Maggie, who combined with the cake makers to raise the staggering sum of over £80 for the support of the 100. Without this and the contributions made to the 100 fund by generous members we would have great difficulty in financing the event.

Finally, thanks once again to Colin Werner for running the event and to Tony Pickles his very able righthand man, to Keith Orum for organising the marshals so well, and to Chris Edwards for his hard work on the computer-set start card.

Now forward to next year.

Mike Twigg

### Wonderful Wilko makes it Seven

Once again we have Ken Matthews to thank for making sure that the Event is reported to the national and Cycling press, and for the following report:

The amazing Andy Wilkinson, Port Sunlight Wheelers, continues to make cycling history and his seventh successive victory in the Bank Holiday Monday Anfield 100 in Shropshire, when he was just outside four hours on his favourite "mountain bike" with tri-bars, lists him as someone special in the prestigious roll of honour of former winners.

In recent times Wilko has slashed 4 hours off his own Land's End to John O'Groats record on his Windcheetah recumbent and set record times on it on the Manchester and Kirkby tracks. It was suggested on Monday he might do a three hour ride in the Anfield on that machine! Biggest challenge came, as expected, from Army C.U. champion Keith Murray who put up a good fight but came in second in 4.07.07. despite a puncture with 10 miles to go and a ride on the soft tire before obtaining a spare wheel. Murray was ten seconds up on Wilko at 50 miles in 1.57.27. but fastest here was Welsh 100 miles champion Colin Wallace who was on 1.56.15. Wallace later crashed on the left hander at Hodnet but despite a bloody elbow refused to make excuses other than that he tends to fade in the latter stages of a hundred.

Paul Costain of Port Sunlight Wheelers did well to take third spot in 4.09.59. and it only needed first time 100 miler Jason Costain with 4.53.22. to give Sunlight the team prize. North Wales men did well. Steve Williams, Wrexham R.C. was fastest vet in 4.16.33. for seventh place and Alan Broadbent, Rhyl R.C, was fifth in 4.14.18. to take



first handicap. And lets not forget Christine Roberts, Crewe Clarion Wheelers, who completed a Wilko style achievement by taking fastest lady prize for the seventh year in succession. Her 4.23.52. was just another step in her preparation for RRA attempts on the Liverpool - Edinburgh and End to End rides later this year.

Notable non-starter was Rob Eperjesi, Elizabethan CC but he was there to help girlfriend Lynne Taylor, Walsall Roads, to another creditable ride. Her main aim is the 24 hour ride in which she has always done well against the men. She lost four minutes with her chain off in the Anfield and had black hands to prove it. Mind you - she is a cycle mechanic!! George Steers, the 73 year old veteran from Rutland CC, had a plus of 82m. 05s. from his remarkable 4.53.46. Martin Purser, Charlotteville CC, took the trike prize with 6.07.38. to add to his mandatory ride the day before in the T.A. fifty when he did 2.07.05. on a tandem trike with Peter Holland, Southboro and District.

Andy Wilkinson said "I suppose I can't have been too confident today as I brought the W. R. Donovan Cup back, nicely cleaned by my Mum." Perhaps the most fitting tribute was when someone said about Wonderful Wilko, "the late Hubert Opperman would have loved to see this fellow."

What's next for the man from Port Sunlight? Only an attack on Chris Boardman's time round one lap of the TT course on the Isle of Man on June 20, just before the Manx International starts. He will fly to Ramsey on the Windcheetah but that mountain!!

Ken Matthews

#### Results Summary:

1.	Andy Wilkinson	Port Sunlight Wheelers	4.00.05
2.	K Murray	Army CU	4.07.07
3.	P Costain	Port Sunlight Wheelers	4.09.59
4.	C Wallace	Hirwain Wheelers	4.12.13
5.	A Broadbent	Rhyl CC	4.14.18
6.	R Haigh	Seamons CC	4.14.43
7.	S Williams	Wrexham RC	4.16.33
8.	P Guy	Mid Shropshire Whlrs	4.16.58
9.	P Packwood	Cannock CRC	4.22.39
10.	Mrs C Roberts	Crewe Clarion Whlrs	4.23.52

#### Team:

1.	Port Sunlight Wheelers:	13.03.18
	(Andy Wilkinson, Paul Costain, Jason Costain (4.53.22))	
2.	Horwich CC:	13.59.02
	(P Walkington 4.35.03, R Francis 4.38.47, A Morey 4.45.12)	
Fastest Vet:	Steve Williams Wrexham RC	4.16.33
Vets on Std:	1. G Steers (Rutland CC) +82.05	(4.53.46)
	2. A Morley (Horwich CC) +68.58	(4.45.12)
Trike:	Martin Purser (Charlotteville CC)	6.07.38
Woman:	Christine Roberts (Crewe Clarion)	4.23.52
First 100:	W Sanderson (Stockport Clarion)	4.36.15
Handicaps:	1. A Broadbent (Rhyl CC)	3.38.18 (36)
	2. S Barrett (Merthyr CC)	3.42.29 (53)
	3. H Canning (Walsall RC)	3.45.03 (54)



Lee Brockhurst

B.96

Scene from the 100 - Lee Brockhurst old bridge

\* \* \* \* \*

\* DIARY DATES \*

**\* ANFIELD OPEN 25: 29 September \***

Help will be needed for this event which we run on the Broxton - Chester southerly by-pass course. Members are requested to set aside this Sunday morning to assist with marshalling. Please let Ben Griffiths or Captain Pickles know if you will be available.

**\* ANNUAL GENERAL MEETING \***

Attendance last year was poor. Members are asked to make a real effort to be present this year on **12 October** if the future life of the Club is important to them. Agenda with next issue of the Circular.

**\* AUTUMNAL TINTS WEEKEND \***

Barmouth is probably the front runner. There are comfortable hotels with excellent cycling in the locality. Tecwyn is investigating; let him know if you would like to join in: **25/26 October**. We hope Mike Hallgarth might not find it too far from Bristol - and could he bring some slides about his journeys around the globe please?

# 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:01244 660858)

September 1996

№ 878

## CLUBRUNS (lunch 1230hrs)

September	28	The Bull	Shocklach	Club 10 Farndon
	29	* Anfield Open "25" -	Broxton 0800hrs start	*
October	5	The Cross Keys	Llanfynydd	
	12	* Annual General Meeting *		
		Sportsmans Arms	Tattenhall	
	19	Red Lion	Kings Mills	
November	26	* Autumn Tints Weekend -	Barmouth (25 - 27 Oct)	*
		[Alternative: Sportsmans Arms, Tattenhall]		
	2	The Ffrwd	Cefn-y-Bedd	
	9	The Buck	Bangor on Dee	
	16	The Raven	Llanarmon	
	23	Sportsmans Arms	Tattenhall	Committee
December	30	Forest View	Oakmere	
	7	The Griffin	Gresford	
	14	The Goshawk	Mouldsworth	
	21	The Shady Oak	Beeston	
	26	* Boxing Day Run *		
January		The Bull	Shocklach	
	28	Golden Groves	Rossett	
January	1	Golden Lion	Ashton	
	4	Sportsmans Arms	Tattenhall	Committee

## CLUB SUBSCRIPTIONS

21 and over: £15.00      Junior (under 21): £7.50      Cadet: £3.50

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clywd,  
CH3 6BT  
(Tel: 01352 759463)

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, Cheshire, WA16 9BA  
(Tel:01565 651593)

\* CLOSING DATE FOR NEXT ISSUE - 30 NOVEMBER 1996 \*

## TREASURER'S NOTES

The Anfield's new financial year starts in September, and members are asked to respond to my letter enclosed with this issue of the Circular. Payment by standing order would help Club finances and reduce the Treasurer's work-load chasing forgotten subs. Those Members who haven't signed up yet can do so by taking the enclosed orders to their bank. Remember to let me know separately if you do.

Tony Pickles

## PRESIDENT'S NOTES

As outgoing President, I once again ask you all to attend the AGM. The venue and the date are given on the enclosed Agenda. The AGM is your chance to make your views known. Also to elect those officers you feel will best serve the Club during the year to come.

Again, may I thank all of you who supported the "100" Fund. Without the monies raised it would be difficult to continue with its running. So please keep up the good work.

This will be the last opportunity for me as president to wish you all the compliments of "The Season". Let's hope that 1997 brings an increase not only in new members but active racing men.

Mike Twigg

### THE AUTUMNAL TINTS WEEKEND

This year's Autumnal Tints weekend has been arranged for the Lion Hotel, High Street, Barmouth on Friday 25 and Saturday 26 October.

Tariff - £17 per person per night for bed and breakfast and £7 for Saturday's evening meal. All inclusive of VAT.

Confirmation and numbers as soon as possible please (15 - 20 booked so far) to **Rewyn Williams** tel: **01829 270821**

The location offers excellent riding for roadmen and off roaders. Bikes can be ridden over the Barmouth Bridge to the south side of the Mawddach estuary. The disused railway between Dolgellau and Fairbourne is now a cycleway with spectacular views of the estuary. The George Inn at Penmaenpool provides a lunch venue for those who don't want to eat up the miles. Another possibility is the Railway at Abergynonolwyn.

## NOTES

\* Harold Catling, Glynn Stockdale, and John Farrington are already members of the Veteran-Cycle Club, and David Birchall has recently joined. Local meetings take place in Cheshire. It is not de rigueur to turn up on a mountain bike, so has any one got a period machine which could be used? Knicker-bockers and an alpaca jacket too?

\* There is no consensus about good bicycle design or riding position these days. The variety of machines and styles used by riders in the national "25" was proof if proof is needed; and in *Cycling Weekly* recently four radically distinct machines and styles

© Anfield Bicycle Club





Dear Member,

The Annual General Meeting of the Anfield Bicycle Club will take place at Tattenhall Recreation Club ( Sportsmans Arms ) on Saturday the 12th. of October commencing promptly at 2.00 pm. Please make every effort to attend.

Bill Graham  
Hon. Secretary  
Tel. 01244 660858

#### Agenda

1. Apologies.
2. Minutes of the last A.G.M.
3. Matters arising.
4. Hon. Sec. report.
5. Hon. Treasurer's report.
6. Election of officers for 1996 / 1997

Current Officers: President: M. Twigg  
Vice Presidents: J. Futter, D. Birchall  
Secretary: W. Graham  
Treasurer: T. Pickles  
Editor: D. Birchall  
Racing Secretary: J. Futter  
Club Captain: T. Pickles  
Vice Captains C. Clewley, C. Werner  
100 Secretary: C. Werner  
25 Secretary: C. R. Griffiths  
WCTTCA: J. Futter, C.R. Griffiths  
RTTC: P. Colligan, K. Orum  
BCF: D. Bassett  
RRA: .....  
NRRA: A. Orme  
Social Secretary: T. Williams  
Committee: E. Davies, H. Moore, G. Catherall,  
L. Nichols, D. Rees, B. Bird, G. Williams.

7. Election of committee members.

were displayed in the magazine's front and back page photos: ranging from Graham Obree's "superman" style to a downhill mountain biker completely encased in body armour and helmet hurtling along on full suspension and disk brakes, with only Shaun Yates on a conventional bike. The Anfield does not have such extremes - yet. However one *Linear* recumbent has joined the Club stable, in the ownership of John Farrington. On the basis of a brief (5 mile) ride your Editor found it enjoyable to ride, once the problem of balancing had been solved.

\* More VCC: At the beginning of September David Birchall joined John Farrington on the V-CC Scottish-branch island-raid to Skye. Weather and scenery were breathtaking for rides to Kylerhea, Armadale and Elgol. In the party were two Ordinaries and range of "safety" machines dating from the 1890s to the 50s: all ridden without mishap.

\* Older members will remember Bill Finn, a redoubtable Irish cyclist, who held trenchant views. Bill was a life-member of the Anfield, until he threatened the Club with legal action unless we stopped sending him the Circular. We always thought it was only the current generation of Anfielders with which Bill wanted no truck. We were wrong. Recently we were told the story of a chance meeting between Bill, in his latter years, and a young Irish cyclist, very knowledgeable about Irish cycling history. Unfortunately, the young Irish rider (who had not previously met Bill) uttered the name of Bill's sworn enemy: a man who had opposed Bill's views on cross-border recognition by Irish cyclists in pre-war years. Bill's immediate reaction was to write off our young Irish cyclist as a young whipper-snapper who came from a generation which would never know a thing about Irish cycling history.

\* \* \* \* \*

## MOUNTAIN BIKE NOTES

\* The summer has seen the mountain bike section busy exploring new tracks and retracing some old favourites. Following the successful Barmouth weekend in the spring, Knighton became the venue for the next expedition. Having arranged to meet at the Happy Eater south of Shrewsbury Dave Edwards, Simon Cogan and Jackie, David and Adam Birchall set off in convoy for the start of the day's riding. Our departure point was Bleddfa, meaning Place of the Wolf in Celtic. This attractive little hamlet was to have been the base for our accommodation but the pub was unable to find room. The morning saw us climbing over the hills towards New Radnor. Dad and I enjoyed being back on the pretty moorland we had explored some three years before. Some fairly tricky navigation allowed a certain well known navigator to shine once again and we arrived in New Radnor on target. The afternoon was a shorter ride back to Bleddfa but the sun came out to make it a very enjoyable ride. The party were lucky to make it back at all given the reluctance of some to wake up having dozed off in the graveyard of Cascob church - one of several remote and idyllic churches in the area. A warm welcome at our B & B in Lloyney followed by dinner at the pub in Llanfair Waterdine rounded off the day. The weekend was unfortunately cut short by food poisoning befalling Dad. It was galling to be returning home in the car on one of the best Sundays of the summer so far but at least our medical casualty was restored to health after a few days.

\* This weekend was followed by a Sunday in the Peak District with Keith Orum and the Birchalls exploring some new tracks to the south of the Cat and Fiddle. An article in MBUK was the inspiration for this ride and uncovered some fantastic little tracks. A memorable moment from the morning in young Birchall's mind was a particular tricky ford that Keith Orum emerged from dry (for once) and young Birchall emerged from rather damp. In true adventurous Anfield spirit we had lunch at the pub in Flash - the highest village in England. Without realising it we had been following the route of one of my early training walks for the Himalayas - that will teach me to pay attention whilst rambling! The afternoon was less adventurous and we were back at the Cat and Fiddle by mid afternoon.

\* Never ones to balk at a challenge the same trio were to be seen in mid Wales the following Tuesday. This time we were revisiting the old favourites - the Bwlch Maen Gwynedd in the morning and the Wayfarer in the afternoon. Lunch was at Cynwyd and, bucking tradition, tea at the Hand - having been disappointed by recent visits to the West Arms. The ride was blessed by better weather than our last attempt at the end of the Captains Weekend in the spring. The day was enlivened by chatty ramblers encountered on both Maen Gwynedd and at the memorial to Wayfarer.

\* Fatherhood has given the Captain an excuse to consider joining the illustrious mtb section. His local bike shop on learning of plans to put a child seat on his Vitus-tubed racing machine suggested the mountain bike leaning against the counter might be a more practical chassis. Not one to rush into things Tony discussed this with the Editor who is now provided with an excellent excuse to sell on the well known green spotted Cannondale making room for the latest model (do not ask the price - or let word of the price reach mum).

Adam Birchall

\* \* \* \* \*

## CLUBRUNS

The Fox, Old Down

-

19 July 1996

Only three of the Anfield's West-country section were able to meet this evening. To compensate for the small (though exclusive) turnout, the Fox is a delightful old inn and the countryside between Bristol and the Severn Estuary very pleasant for gentle pedalling. John Thompson and Maggie were still on tour in France, so Mike Hallgarth dropped down from the edge of the Cotswolds while I crossed the Severn Bridge from Chepstow. Philippa had been working late and arrived by car to take Mike back with her as they had a late appointment. It was another fine and hot evening and so we sat outside for our drinks and snack.

Rigby Band

White Horse, Churton and 3rd Club "7" -

27 July 1996

Only two Anfielders raced, bolstered by two private trials. Nevertheless a reasonable number of members supported the White Horse venue, where the food, beer and Anfield banter was as irreverent as ever. Can you imagine anyone out of choice preferring the Birkenhead Pyramids, Sainsburys or Kwiksave to an Anfield Clubrun. Beyond understanding to me.

Away from the pub, today, even Ben Griffiths shared in the delights of rough-stuff on the old green lane from Aldford to Pump Lane Churton, despite the handicap of a racing bike which proved no equal to the four gleaming mountain bikes in the group. And Ben calls them shopping bikes!

Results:

1. G Thompson	16.54	2. S Ward (PT)	17.07
3. G Catherall	17.43	4. R Atkinson (PT)	17.43

White Horse, Churton and 4th Club "7" -

17 August 1996

As I was in the area on business on the Friday I decided to stay at Twigg Towers and attend the following day's Clubrun. As it was the Club "7", I thought I would probably be given the job of pusher-off.

I arrived at the start to be met by John Futter and Ben Griffiths. Shortly, Tony Pickles, Lee Nicholls, Colin Werner and Graham Thompson arrived, with Bill Graham warming up somewhere round the course.

Tony, as Hon Treasurers are apt to do, noticed that I had a spare pound coin burning a hole in my pocket. Somehow he persuaded me to add my name to the list of those racing (I still don't know how!). With a number on my back for the first time in 6 years, I heeded Bill Graham's advice and took things easy for the first part of the ride. Little did he know that I aimed to take it easy for the first seven miles or so! As a result Bill caught me at Aldford. Later, reports had it that Colin failed to negotiate the tight left-hander there. However he managed to turn right over the bridge before crashing into the bar of the Grosvenor Arms. He's lucky he didn't hurt himself.

After a brief chat with Aldford-marshall Tecwyn, I rode on towards Saughton to be directed back to Huntington by grandfather Twigg and his young assistant James Kimpton. 400 yards to go and I engaged the big ring for the first time; and caught sight of Bill riding back up the course towards me shouting for me to sprint for the line.

Of the seven starters and six finishers I had best value for money. I wonder why, for the sake of a quid, others don't ride. Special thanks must go to John Futter for timing, and David Birchall for acting as deputy pusher-off.

Then it was down to the White Horse for lunch. Ernie and Joan Davies were already installed and with riders (save Graham who had to return home) and marshalls the attendance was reasonable and the *craic* up to scratch. A relaxing and recommendable way to spend a Saturday.

Stuart Twigg

Results:

1. G Thompson	16.43	2. B Griffiths	18.17
3. B Graham	18.43	4. L Nicholls	20.20
5. T Pickles	20.34	6. S Twigg	21.50

DNF: Colin Werner

Having made sure my racing cape was safely in my back pocket, I left Farndon at 10.45am looking at the clouds and remembering what Ben had once said "... you might get wet but at least your skin is weatherproof". It may well be - but only from the outside.

Right at the White Horse, Churton, down Pump Lane with the wind, as it was, still on my shoulders. I had thought of another route to avoid freshly cut thorn hedges on this lane but the deluge we had on Friday evening surely must have washed them away. Keeping an eagle eye on the road, I managed to reach Coddington without mishap.

I stopped on the bridge over Coddington Brook to allow a posse of horse riders to pass. One of them turned out to be an old acquaintance who blurted out that one of his female companion riders was looking for a fit young athlete like myself but one not so ugly! He had obviously forgotten about my age, and as to the fitness I kept that a secret. Of course I responded with equal pleasantness and, I hope, interest, then set off again towards Chowley Oak Farm. I could have carried straight on at the lodge to Aldersey Green Golf Club but being a member and knowing the hazards of wayward balls off the 6th and 14th tees, I thought it prudent to avoid this route altogether.

Across the A41, past the Righi and so to the Sportsman's Arms for the Committee Meeting. Present were: Mike Twigg, David Birchall, Ernie Davies, Bill Graham, Tony Pickles, Geraint Catherall, Ben Griffiths, Stuart Twigg and David Edwards; and Joan Davies who popped in for a minute then later returned to pick up Ernie.

At the meeting the normal Agenda was discussed and particularly whether to encourage ladies' membership, support for club events, the Autumn tints and the Club luncheon in March. Details of the Tints and Luncheon appear elsewhere in this Circular.

After lunch the heavens opened, so I decided to stay until it abated and left for home at about 3.30pm. This time the cape came in handy.

Tecwyn Williams

The Rising Sun, Nannerch

-

31 September 1996

Today I drove the President and brother-in-law Duncan Rees to the clubrun. We were greeted by a solitary Ben and a locked pub door. As there was no prospect of the door being unlocked, we chose the Royal Oak instead. Present were Tony Pickles, Geraint Catherall, Bill Graham and guest Martin Cartwright. Bill was using the run as a warm up for the following day's "100" TT.

Stuart Twigg

\* \* \* \* \*

### A MEMORABLE DAY AWHEEL

Back in the 1930s a few of us were on our way home from a YHA weekend near Bala. On the Sunday morning between Bala and Corwen one of the fork-blades on my machine snapped. As the nearest public transport was Ruabon Station, things looked desperate. However Arthur Williams, who was a cabinet maker, cut a plug of wood from a nearby bush and

plugged the two ends of the broken fork. By clamping the brake fitting over the fracture I was once again mobile. At Ruabon the repair was still holding - and indeed so good was Arthur's handiwork that it got me safely back home to Rock Ferry.

Rigby Band

\* \* \* \* \*

## THE GREATEST LONG DISTANCE RIDER

At midnight on 5 July 1886, the young George Pilkington Mills, set out from Land's End riding a 53 inch iron-rimmed, solid-tyred Humber "penny-farthing". His objective: to reach John O'Groats, some 861 miles north, in the fastest possible time.

The 19 year old mechanical engineer was a member of the Anfield Bicycle Club. With riders like Lawrence Fletcher, Artie Bennett and "Doc" Carlisle, the Anfield was the leading long distance club of the day. Mills' fellow Anfielders co-ordinated the record attempt: organising food and accommodation, ensuring that Mills rode in company and that local clubmen would act as guides along the way. Mills rode night and day, snatching little sleep. He faced roads which in the countryside were no more than holed and rutted tracks, whilst in the towns and cities, cobbles, setts and tramlines paved his way.

From Cornwall and Devon, he made for the Severn valley. Through Shropshire, Cheshire and Lancashire he was on roads he knew well. North of the Mersey the route lay through Warrington, Preston, Lancaster and Kendal. He climbed Shap before heading for the Scottish Borders. Local riders piloted him through Edinburgh, from where he crossed the Forth by ferry. North of Perth, intense cold and unseasonably strong headwinds delayed progress through the Grampians. The final stage north of Inverness took Mills across the Black Isle via the Kessock Ferry and into Caithness via the Meikle Ferry.

Marking the northern end of the ride is the John O'Groats Hotel, which stands on a low promontory above a little harbour overlooking the restless waters of the Pentland Firth. It was 1.45am on the morning of 10 July 1886, when Mills, accompanied by fellow Anfielder Lawrence Fletcher, crested the brow of the last hill above the hotel. With lamps illuminating the gravel road, the two machines rumbled out of the darkness to sweep across the finishing line outside the hotel. Waiting to cheer their man home was a small band of friends who had provided support throughout the enterprise. The ride had taken Mills 5 days 1 hour and 45 minutes, and has never been bettered, at least not on a penny-farthing!

Mills' energy and powers of endurance knew no bounds. Not content with the penny-farthing record, some five weeks later (16 to 21 August 1886), Mills repeated the journey, this time on a high wheeled tricycle: setting perhaps an even more remarkable record of 5 days 10 hours. Earlier in the same month he had taken the 24 hours (penny-farthing) bicycle record to 268.5 miles, and as if that was not enough, he then bettered it with 295 miles in October 1886. By the end of the season he had added the 100 miles penny-farthing record to his tally and the high-wheeled tandem tricycle records at 50 and 100 miles. Such prolific record breaking established Mills' pre-eminence as a long distance rider of the highest calibre. All his achievements were duly engraved on the Anfield's Long Distance Shield.



By 1891 Mills, now riding a modern "safety" bicycle, turned his attention to the first Paris - Bordeaux race, which he won from Holbein and S F Edge. This episode revealed another talent: Mills held a commission in the Bedfordshire Volunteers, and was a crack shot. While training in France, Mills was so bothered by dogs chasing him, that he shot five with the Colt revolver which accompanied him on rides for just such a purpose!

In the closing years of the century Mills again took up the End to End challenge: on the first modern bicycles, tricycles and tandems, he set a series of impressive records which led to him being described as "the greatest road racing cyclist the world has known".

With the new century Mills' attention, professionally and in competition, turned to motorised transport. Although there was no more record breaking by bicycle, Mills clearly remained a force to be reckoned with.

As Raleigh's Works Manager, at a time when the company took up motorcycle production, characteristically, Mills gained the motorcycle record End to End! And later he raced touring cars. During the First World War, Mills, now in his forties, served in France. He was mentioned in despatches three times, won the DSO and reached the rank of Lieutenant Colonel.

At the height of his cycling career, doctors forecast Mills' early demise. How wrong they were! Mills died in 1945 at the age of 78.

DAVID BIRCHALL

\* \* \* \* \*

**\* ANNUAL CLUB LUNCHEON \***

Saturday 22 March 1997 has been reserved for this event which will be at The Farndon Arms, Farndon. Midday for 12.30pm.

Lunches will be from £8 to £12 per person.

Names please to **Tecwyn Williams**

tel: 01829 270821



# ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB  
(formed March 1879)

President: Tony Pickles  
Vice Presidents: John Futter  
David Birchall  
Captain: Ben Griffiths

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,  
CHESTER, CH4 9AT (☎: 01244 660858)

December 1996

No 879

## CLUBRUNS (lunch 1230hrs)

January	1	Golden Lion	Ashton	
	4	Sportsman's Arms	Tattenhall	Committee
	11	The Ffywd	Cefn-y-Bedd	
	18	Forest View	Oakmere	
	25	The Buck	Bangor-on-Dee	
February	1	The Swan	Kinnerton	
	8	The Goshawk	Mouldsworth	
	15	Sportsman's Arms	Tattenhall	Committee
	22	Beeston Castle Hotel	Beeston	
March	2-3	<b>* CAPTAIN'S WEEKEND *</b>		
		Cain Valley Hotel	Llanfyllin	
		[Alternative: Sportsman's Arms, Tattenhall]		
	8	Golden Grove	Rossett	
	15	Club "14" 11.30 Start Broxton		
		Calveley Arms	Handley	
	22	<b>* CLUB LUNCHEON *</b>		
	Farndon Arms	Farndon		
	29	Sportsman's Arms	Tattenhall	Committee
April	5	Th'ouse at Top	Kelsall	
	19	Club "7": 11.30 Start Huntington		
		White Horse	Churton	
	26	The Swan	Marbury	

**\* ANFIELD 100: May 26 \***

### CLUB SUBSCRIPTIONS

21 and over: £15.00      Junior (under 21): £7.50      Cadet: £3.00  
Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER, CH3 5JQ  
(☎: 01244 326399)

Editor:

David Birchall, 53 Beggarman's Lane, KNUTSFORD, Cheshire, WA16 9BA  
(☎: 01565 651593)

\* CLOSING DATE FOR NEXT ISSUE - 8 MARCH 1997 \*

## COMMITTEE NOTES

- New Member: Martin Cartwright, 19 Clivedon Road, CONNAH'S QUAY, Deeside, Flintshire, CH6 5TH  
☎ 01244 819408
- Change of Address: Peter Colligan, Hilltop, 3 Teals Way, Lower Heswall, WIRRAL, Merseyside, L60 4RX  
☎ 0151 342 1764
- Resignation: Ernie Wooton's resignation has been accepted with regret. Ernie tells us that he has no longer the interest in cycling which once he had, and that Saturdays tend to be committed to his family.
- Club Luncheon: A separate reminder about the Club luncheon is elsewhere in this issue. The Committee is pleased to report that Andy Wilkinson and Christine Roberts, whose outstanding performances in the 100 over recent years have delighted us, have accepted our invitation to them and their partners to join us in Farndon on 22 March.

## PRESIDENT'S NOTES

As your new President, the first thing for me to do is to thank Mike Twigg for all his efforts on behalf of the Club over the last three years. I hope that members will give me the same support. The 100 is our most important asset but is expensive to run and needs the help of as many members as can be mustered. Mike's initiative in establishing the 100 fund has proved invaluable. I would like to keep the momentum going so get in touch with me (☎ 01352 759463) to pledge your support and help on May 26.

Tony Pickles

### CLUB LUNCHEON Saturday 22 March 1996: 1230pm Farndon Arms, Farndon

*The Farndon Arms is booked for Saturday 22 March for a lunchtime get-together, starting at about 12.30pm. As last year, a warm invitation is extended to all members (with partners and friends) and particularly those who don't regularly attend on Saturdays.*

**Advance booking is essential** so please contact me [telephone 01829 271091 (work), 01829 270821 (home)] as soon as possible:  
Tecwyn Williams, The Old Bakehouse, Farndon, CHESTER, CH3 6PU

### BOXING DAY CLUBRUN The Bull, Shocklach: 26 December 1996

Boxing Day attendances have slipped recently, and we would like to revive interest. This year the run has been fixed for the Bull at Shocklach, some 15 miles south of Chester. The food and beer at the Bull are excellent. The landlord has offered to reserve a corner of the pub for the Anfield's use (mention the Anfield on arrival). Courtesy requires the Club to advise him how many members and friends are likely to attend, so make a date for Boxing Day lunchtime (12.30pm) and advise Tecwyn Williams (☎: 01829 270821), Ben Griffiths or David Birchall if, weather permitting, you hope to attend.

## *HONORARY SECRETARY'S REPORT: 1995-96*

This report is intended to give a broad picture of the Anfield in the last twelve months and as far as I can determine any facts and figures given are reasonably accurate.

My duties have been no more or less demanding than last year. 9 committee meetings had an average attendance of ten from an elected eighteen.

Membership overall has dropped by ten during the last five years and now stands at about eighty, seventeen of whom are life members.

During the year the sad death of Peter Rock was reported. Peter was an outstanding life member, given great support during a long illness by his close and contemporary pal Eric Reeves, himself a life member.

Prominent and active racing member, John Thompson, now living near Bristol has joined the Severn Valley RC, but remains a second claim Anfielder. On the plus side we have recruited two new members - Graham Barlow and Martin Cartwright, both of whom are strong and very promising riders.

Thanks to some hard working officials the Club has undertaken a full range of successful events and activities. Two weekends away were very well supported, as was the Club luncheon at Bickerton where Andy Wilkinson was the main guest. We now have a growing mountain bike group who have enjoyed several off-road weekends and a number of day rides. Given approval from my GP I'd quite like to join them for a session myself. A programme of Club time trials was arranged and run, but we have several active and healthy member who are not giving the organisers, timekeepers and other helpers the support their efforts deserve. Let's hope more members will take part next season.

It's pleasing to be able to mention the excellent help and support given by so many of the club members for the Anfield 100 and Open 25. The 100 enjoys classic status and it is quite possibly the oldest race of its kind in the calendar. We have something to be proud of and it is hoped that we can continue for many years to come. We owe it to countless Anfielders and friends who have organised and taken part in this great event throughout most of the last 107 years.

Recently I took part in an open time trial - and looking down the list of riders and clubs it showed Anfield BC against my name. I must say it gave me quite a "buzz"! If one thinks about the scores of outstanding riders and record breakers throughout the long history of this great club, we have much to be proud of.

Bill Graham

### *MINUTES OF THE AGM*

Tattenhall Recreation Club Saturday 12 October 1996.

M Twigg in the Chair: Present: B Bird, C Werner, L Nicholls, D Rees, H Moore, G Catherall, S Twigg, J Futter, G Williams, B Griffiths, D Birchall, M Twigg, D Edwards, T Pickles, W Graham, T Williams. Apologies were received from J Thompson, E Davies, J Williamson, A Gummerson, K Orum.

Minutes of the 1995 AGM were read and confirmed. There were no matters arising. Hon Sec read his report which was accepted.

Hon Treasurer's report: a statement was submitted for 31 August 1996 which, in summary, showed £343 in the current and £619 in the high interest accounts (reflecting funds in hand from members who have paid in advance for new team strip), with the Road Record fund at £546 and the 100 Fund at

£372. Income from tea and cakes was not enough to offset a loss of £79.99 on the 100. In contrast the Open 25 made a profit of £33.50. The Treasurer's report was accepted with the Chairman's thanks.

#### Election of Officers:

President T Pickles; Vice Presidents D Birchall and J Futter; Secretary W Graham; Treasurer M Twigg; Racing Secretary J Futter; 100 Secretary T Pickles; 25 Secretary B Griffiths; Captain B Griffiths; Vice Captains G Catherall and C Werner; WCTTCA J Futter and B Griffiths; RTTC K Orum and W Graham; BCF D Bassett; RRA S Twigg; NRRRA D Birchall; Social Secretary T Williams; Committee: L Nicholls, D Rees, E Davies, H Moore, G Catherall, G Williams, D Edwards.

Following the election of officials the Racing Secretary expressed disappointment at the lack of participation in open events by club members. Graham Thompson and Ben Griffiths had been successful in the Club events and Geraint Catherall the first Anfielder to complete a 12hr event for some years. Further discussion on racing matters identified an urgent need for race warning signs to be used in Anfield time trial promotions. Stuart Twigg mentioned Impsport as a possible supplier.

David Birchall proposed a vote of thanks to the outgoing President - Mike Twigg, for his successful efforts in supporting and promoting the Anfield.

The meeting closed at 3.05pm.

Bill Graham

\* \* \* \* \*

### RACING NOTES

#### Club Events 1997

The 1997 Programme, subject to RTTC approval, is as follows:

15 March	14mls	Broxton	11.30 am
19 April	7mls	Huntington	11.30 am
17 May	7mls	Huntington	11.30 am
14 June	10mls	Farndon	11.30 am
19 July	7mls	Huntington	11.30 am
16 August	7mls	Huntington	11.30 am
20 September	10mls	Farndon	11.30 am

#### 1996 Racing Round-up

All the events in the 1996 calendar were completed. Awards are as follows:

14 miles Fastest: Graham Thompson  
10 miles Fastest over the two events: Ben Griffiths  
(Graham Thompson picks up a Bronze Standard for his 25.54 [rode one event only])  
7 miles Fastest over three events: Graham Thompson  
2nd fastest: Geraint Catherall

The awards will be presented at the Club luncheon.

Open events: Geraint Catherall rode in the West Cheshire 12hr and completed 180 miles on a very hot, humid and windy day. This was Geraint's first race of more than 25 miles, and may have whetted his appetite for longer distances. He was looked after by his father and Tony Pickles.

I have only Ben's best rides of the season to hand:  
 WCTTCA 10: 24.20 (Fastest Vet on Standard [+5.56])  
 WCTTCA 25: 1.01.59 (Ben's fastest time at this distance for some  
 year's - congratulations are in order)  
 Cheshire RC 50: 2.16.51

John Futter

\* \* \* \* \*  
 ANFIELD BC OPEN 25 MILE TIME TRIAL - 29 September 1996

Ken Matthews covered the event for Cycling Weekly: "On the day Jeannie Longo failed to take her world hour record, Yvonne McGregor (North Wirral Velo-Kodak) clocked her second fastest 25 mile ride ever, 53.29, to take second place overall against the men in this event on the Broxton course. Victory on this good if wet morning went to Team Ambrosia professional Gary Thomas, who was just outside his personal best with 51.58. Thomas was having his first competitive outing on the US-produced Zipp machine which he intended to ride in the Merseyside Whlrs Invitation time trial. In third place, 52 seconds slower than McGregor, was Wally Young of VC Halton.

"Like most of the riders the fastest trio were subject to delays caused by traffic at the roundabouts on the course. Heavy rain added to the difficulties and resulted in some very slippery surfaces and crashes. After the race, Yvonne McGregor said: 'The rain came down at its heaviest just as I came to the start. I was having trouble seeing as my helmet was misting over, but I was feeling really strong today, a good sign for the world championships, which I am looking forward to. I would rather ride on a course like this than the drag strips.'"

These days, the speed and sheer volume of traffic on the roads around Chester make riding and marshalling a nightmare. Our good friend Cliff Ash (Mid Shrops Whlrs) had an argument with a motor vehicle near Waverton during the race and ended up in hospital. We are pleased to report that he was released by mid afternoon, and that his bike was undamaged.

Special thanks are due to all those Anfielders and friends who turned out to assist. Thanks also to non-Anfielders Bob McNamee, Eric Fogg, Stan Cave, Ray Wilkinson, Stan Budd, George Blain, Paul Samuels, Keith Cresswell, Ernie Stokes and Ken Matthews (all members of other Clubs) who helped make the event a success.

With a full field, thirty three riders failed to report to the timekeeper, much to the annoyance of Event Secretary Ben who had had to return 42 of the 162 entries.

Results Summary:

Gary Thomas (Team Ambrosia)	51.58
Yvonne McGregor (Wirral Velo)	53.29
Wally Young (VC Halton)	54.21
J Howard (Merseyside Whlrs)	54.36
A Silvester (Mid Shrops Whlrs)	54.52
T McFayden (Harlech Whlrs)	54.52
N Peart (Walsall RCC)	55.15
D Jenkins (B'head Vics)	55.23
P McFayden (Harlech Whlrs)	55.52
S Hankey (Warrington RC)	56.05
Team: Merseyside Whlrs (Jim Howard, Richard Gray, David Harrison):	2.51.13
Women: Yvonne McGregor. Handicap: Les Kennedy (B'head NE):	49.19 (1.01.04 actual). Fastest vet on standard: Ken Biddulph (Stone Whlrs) +22.45 (from an actual 1.04.11).



## NOTES

\* Congratulations are extended to Phil and Brenda Mason on the birth of Mark Eoin (26 September); and to Phil and Chris Looby on the birth of Victoria (1 July 1996).

\* Dave Bassett came to grief while riding a two-up with Graham Thompson the week before the Club 25. Rumour has it that wheels touched and down went Dave at something over 30mph (faster every time the story is told), badly grazing a thigh, ripping shorts and writing off one crash hat. The adrenalin must have been there because he remounted and finished. Unfortunately Dave was not sufficiently recovered in time for the 25 so was recorded DNS on the timekeepers card.

\* One of the many enjoyable facets of this year's Tints was Mike Hallgarth's slideshow of the trip he and Philippa made last year to Peru. We were treated to stunning photographs of many exotic places including Inca citadels. Thanks Mike.

\* \* \* \* \*

### A WEEK IN THE USA

Arrangements were made for ex-pat Bill McAteer (Birkenhead CC) to meet me at my son, Allan's home on 1 May so I checked my bike and packed the saddle bag. Bill was on time and had brought a friend Bob (from Keighley, Yorkshire) with him so we went by Cadillac to Wilmington (Delaware) to watch the first stage of the Tour Du Pont. Wilmington is the main workplace for Du Pont so we expected a big turn out for the event, but we were able to park within 100yds of the start. The stage was 15 laps of a 3.7 mile circuit. The bit I saw was very good, but as we found a party in progress with free drinks I didn't care much.

Afterwards we drove to Bill's home in Annapolis on the Chesapeake Bay. Thursday morning Bill decided not to come with me for the week but gave me a photostat map and a lift well out of town and over the Potomac River. He dropped me with about 80 miles to go to Richmond Virginia. It was a very nice sunny day with the temperature in the '80s. I decided to take a round-about route crossing the River Rappahannock by the next bridge down. The road (Route 3) was very quiet. After a few miles I saw signs for George Washington's birthplace and as I had plenty of time (or so I thought) I went to have a look, but wasn't impressed. A few more miles and the signs were for Robert E Lee's birthplace - so I gave this one a miss.

As it was dinner time I called at a garage for a coffee and sandwich, and enquired how far to Richmond. I was worried when the lady said she didn't know, but thought it was about 70 miles. I needed to get there before the police closed the roads for the finish of Stage 2 and made it in time to see Lance Armstrong win. Then found a hotel and dinner.

Next day I was on the road for 9am heading west for Roanoke. It was again very hot and into the wind. After a few miles I stopped for coffee and bought a better map (10 miles to the inch compared with the one I used yesterday 25 to the inch - no wonder 4" was a long way!). The next thing was to look up the distance: 189 miles and I was on the wrong road! The right way led through very wooded countryside with few houses. After 92 miles into the sun and wind I found a motel and called it a day.

The morning saw me on the road by 7am to cover some miles before the day got too hot, with a breakfast stop after about 30 miles. Food and motels seem very good value after England. Then a very good road with long rolling hills - about 2 miles up followed by 2 miles down. No traffic and

pleasant countryside, very wooded with fire watch-towers on top of each ridge (and I had thought Virginia was cowboy country - open plains). I reached Roanoke by 2pm and booked into a top class motel for 2 nights.

In the Blue Ridge mountains early next morning I saw my first bluebirds and also small tortoises wild on the roadsides. Wide valleys with the ranch houses and buildings just as they should be down by the river, with the wooded mountains in the background. No cars and great cycling country. Back in Roanoke I saw the finish of Stage 5. Lance Armstrong won again, in the worst thunderstorm I have ever seen.

Next day I rode the 10 miles to the start of Stage 6 at Salem, got there early and had a chat to Phil Liggett (Birkenhead NE) covering the tour for television. He told me the sad news about Beryl Burton.

Bill McAteer and Bob had driven over from Annapolis to watch the race and had arranged to meet me at Salem. So I hooked my bike on the back of the Cadillac and we were away to watch the tour in the Blue Ridge Mountains. Our route back took us through the Shenandoah National Park on the "Skyline Drive": at an altitude of 3500ft in early May spring had not arrived there.

With an overnight in Annapolis, all that remained was the 80 miles back to my son's. I was on the bike for 10am with a good tail wind and a nice sunny day: an enjoyable ride to end a very enjoyable week.

Ben Griffiths

#### CAPTAIN'S WEEKEND

*The Cain Valley Hotel, Llanfyllin has proved an excellent find for Club weekends. It is a good distance for a day's ride and for the Club's mountain bikers there are plenty of enjoyable tracks in the surrounding countryside. I have made arrangements for the Hotel to look after us on the night of Saturday 1 March 1997. The discounted deal for the Anfield is £25 per person sharing. A deposit of £10 per person is required NOW payable to the Anfield Bicycle Club.*

*To: Ben Griffiths, 17 The Highway, HAWARDEN, Flints, CH2 3DG.*

\* \* \* \* \*

#### CLUBRUNS

The Bull, Shocklach and 2nd Club "10" - 28 September 1996

Five riders faced timekeeper Birchall at the line. Adam Birchall, Stuart Twigg, Herbie Moore, Dave Edwards, and Mike Twigg were on hand to assist with the pushing off with Tecwyn and Dikki (I think, and Ernie Davies too) turning the riders at the half way point.

Ben on his high-tech low-profile machine and gears with ratios so closely spaced you could scarcely tell the difference was to lament this as his ride of shame. One minute ahead of Ben was new member Martin Cartwright on his work bike: definitely not high tech with 27x1½ tyres on steel rims, mudguards and all. In his novice ride, Martin succeeded in holding off the Griffiths challenge. Well done Martin, shame to Ben.

With the race over we rode to the Bull, a lovely September day. There, riders and helpers were joined by John Thompson and Maggie, making the company 15 in all.

Results:

1. Ben Griffiths	27.07	2. Martin Cartwright	27.36
3. Geraint Catherall	28.57	4. Bill Graham	29.54
5. Tony Pickles	32.16		

Red Lion, Kingsmills

-

19 October 1996

Kings Mills is just south of Wrexham on the Bangor-on-Dee road and very close to the Queen's Park Estate. So I was pleasantly surprised to find the Red Lion a nice country pub. I rode out with John Futter via Pulford and Holt, and caught up a North Ender on the lane to Cross Lanes who turned out to be Doris, a friend of Joan Davies. We rode with her to Marchwiell then dropped down the hill to King's Mills.

As Club Captain, my job is to get Members out on Clubruns. So I was pleased with today's attendance: President Tony Pickles, Vice-President John Futter, Secretary Bill Graham, Treasurer Mike Twigg, Captain Griffiths, Vice-Captain Geraint Catherall, Committee men Ernie Davies, Herbie Moore, and Dave Bassett, with just three ordinary Members: Stuart Twigg, Rob Wilson, and Ian Billington. After lunch John and I went through Queen's Park and Holt for home. A very enjoyable run on a nice autumn day.

Ben Griffiths

The Sportsman's Arms, Tattenhall

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23 November 1996

I have a theory that Winter normally arrives about the 21 November. Snow and ice there certainly were in plenty on this Saturday morning, following a week of weather as wintry as could be imagined. I made my way very carefully on roads which in places were clear, but elsewhere were snowcovered and icy. From Beeston Castle, the view of the Welsh hills was blotted out by billowing shower clouds racing across the plain on the cold northwesterly wind. In contrast the Sportsmans was a haven of warmth with a bright coal fire melting the varnish on the chairbacks in the snug, in which the Anfield committee's deliberations took place. I thought what a strong team we now field in committee. Who, young or old can refuse to support the enthusiasm and good nature of President Pickles? Who dare ignore Treasurer Twigg (the Anfield's answer to Chancellor Clarke), or the ruthless Captain Griffiths? Fail to pay your subs and skip Clubruns at your peril! And with Secretary Graham keeping us in line on matters procedural and legal the picture is about complete.

With sixteen members present, it was a good turnout, better than the AGM which was poorly attended despite our efforts to persuade members not to neglect clublife. On the ride back, I thought the Club could really do with some new blood - twenty more members to sustain the Club over the next couple of decades. I am sorry when we lose members like Ernie Wooton, who though seldom seen, provided they retain membership help keep the Club's name alive. May be Ernie's interest will rekindle in the future and he will seek us out once more.

David Birchall

Forest View, Oakmere

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30 November 1996

A phone call to Alan Orme secured company for the ride to the Forest View. With Alan working in Aberdeen, his time at weekends is consequently at a premium, which is a pity for the Anfield. For the outward journey we headed into the teeth of a gale, crossing the A556 by the M6 Tabley interchange to gain access to the lanes through Great Budworth, Comberbach and Acton Bridge. As far as I'm concerned main roads are out for cyclists these days: far too intimidating. With vehicle designers and advertisers

mad on speed, speed and speed, it's not surprising that the prevailing mentality on the roads imitates the RAC rally. Unfortunately some lanes are getting that way too on Saturdays. Enough!

At Oakmere were President Pickles, Mike and Stuart Twigg, Ben Griffiths and John Futter. They commented that Peter Colligan had not been seen recently - when in he walked!. Then John Thompson's name was mentioned - and in he walked too, with Maggie, on their way to Greasby for the weekend. May be we should have experimented with more names! The very chatty party was completed with Dave Edwards arriving from tracks in Delamere Forest, and Tecwyn and Dikki by Jeep with England v New Zealand match in prospect pm.

Alan also wanted to be back in time for the match, so we were on the road by 1.30pm. The return journey was easier thanks to the wind. We made for Hartford and Davenham. Work on the Davenham Bypass advances at snail's pace, but when finished the link with Lach Dennis will be retained. Not so today with the old lane (officially) closed. But bikes can always get through. We reached Knutsford with little effort, and did we feel sorry for the Chester and Mold crew heading back into the wind? Not a jot!

David Birchall

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AUTUMN TINTS WEEKEND

Lion Hotel, Barmouth

25-27 October 1996

Due to work commitments, Colin Werner and I began the Tints some 3 hours behind the others. We tried to regain the time by taking a lift by car to Bala, courtesy of Colin's wife Pat and the dogs.

When we arrived in Bala, the place was full - with a fairground in the carpark and market stalls down the High Street, and people everywhere. After Bala it was back to normal - what was going on?

From Bala to Dolgellau a steady downhill run with a strong headwind made it not like downhill at all. Stuart Twigg and Lee Nicholls caught up with us just outside Dolgellau. Lee took his bike off the roof rack and continued with us while Stuart carried on to the George III at Penmaenpool to join us for a "comfort" break. We continued along the south side of the estuary on a cycle path recommended by the Editor as far as the former station at Morfa Mawddach, then across the railway bridge. We just reached the other side when a single railway car caught us up and gave us a toot - or the nearest thing a diesel engine can give - a DE-DAAH!

A circuit of the town and we found the hotel - good job we only stay in small places. We sorted out our rooms, showered and changed and proceeded downstairs for some Anfield banter. For our evening meal Stuart, Lee and I persuaded Colin to try his first Indian Balti house for a curry. He has still not forgiven me (I do apologise Colin)!

Saturday was still very windy, and having sorted out the route, we began with a strong wind on our tails. Alex Pudduck had the first puncture of the day, and I used this advantage to dart to the autobank at Dolgellau. Wallet refreshed Colin, Lee and I just saw the bunch exiting the town, and that was the last we saw of them! We climbed out of Dolgellau on the Machynlleth road as far as Cross Foxes, hauled ourselves up to the top of the valley (incidentally where I was spotted by a work colleague returning from holiday - who now thinks I cover a phenomenal mileage on clubruns!).

We decided to make for Towyn along the valley floor. In Abergynolyn we saw a sign to the cafe which we had to try out. Just after, we were joined by

Bill Graham coming the other way! The next question was where to have lunch which according to Colin was now turning to afternoon tea. We decided that the George III was the only place we knew of, and we had seen the food the previous day and it had looked good.

After we had finished our meal the muddy brigade saw our bikes and just had to stop for a drink (no will power). We then joined forces for the ride down the cycle way. The surface is made up of coarse gravel which is ok for mountain bike tyres, and road tyres ridden gently. Lee had punctured the previous day on this surface, and Bill, trying too hard, punctured today. While he repaired his tube Colin and I idled our time by throwing stones into the river - childish but fun. Back on the bikes we rode on only to find that Lee had punctured as well and was now cursing continental tyres quite prolifically.

We awoke on Sunday morning to a ferocious gale that would be behind all the way home. I decided that my ex-Birchall MTB even with slick tyres would not keep up with the road men. So I volunteered myself for initiation to the "muddy brigade". We made for the Coed-y-Brenin Forest, rode the "Red Bull Route" and got muddy on the flat, sweaty on the climbs and thundered downhill in terror just trying to keep upright, but thoroughly enjoyed it.

All in all, Tecwyn, well done. Anfielders appeared all weekend: in no particular order around the table were Lee Nicholls, Colin Werner, Tony Pickles, Simon Cogan, Dave Bassett, Bill Graham, Alex Pudduck, Graham Thompson, Ian Billington, Rob Wilson, Keith Orum, David and Adam Birchall, Stuart Twigg, Mike Hallgarth, John Thompson, Ben Griffiths and Dave Bettaney. Amongst those names are some we don't regularly see and very welcome they were too. I hope I managed to talk to you all. And I still can't find it in the rules that the new President buys a round of drinks for everyone on the Tints. Is it a printing error?

Tony Pickles

### The Muddy Brigade's Story

Climbing immediately out of the back streets of Barmouth, the muddy-brigade soon warmed up for the day's ride. This long climb took us to over 1000 feet in only a couple of miles. The views back over the estuary were tremendous in conditions which threatened but never delivered rain.

Vast areas around us were covered by modern forestry in unchanging green, together with plenty of natural forestry just changing colour for the autumn. Above everything the Cadair Idris hills seemed to dominate the entire skyline.

We soon climbed beyond the tarmacked road servicing the higher farms towards our aim of the day - the exploration of two old green roads in the southernmost of the Rhinog Hills. We were soon reduced to walking, so steep was the climb to Bwlch-y-Rhiwgyr (the Drovers' Pass). Simon Cogan reached the 1400ft col first, although Adam made many attempts to ride the higher sections - impetuous youth! Regrouping at the top we had our first views of the western edge of Snowdonia and the relatively flat Lleyllyn peninsula. Our descent was interrupted by the long threatened downpour which turned out to be short-lived. After hiding behind a wall we dropped to Llanbedr for lunch. There, Stuart decided to take the main road back to meet the roadmen.

Our route back took us along the old Harlech - London stagecoach "road", now a green track which climbs over the Llawlech pass (1700ft). Before the steep climb to the col, the track crosses the delightful Pont Soethin, a substantial stone bridge in the middle of a wild and empty valley. From the col there followed an exhilarating downhill to Bontddu. Keith's advice



to drop my saddle for the descent helped but it's taken two weeks to find the correct mark on the seat pin for the original position!

Once on the main road Dave Bassett found the flat to his liking and led the charge to the toll bridge at Penmaenpool, where we met the remnants of the road group in the George III Inn.

Joining forces with the roadmen, the ride along the disused railway towards the Barmouth Bridge was covered through on/off showers and several impact punctures amongst the road bikes, and Kamikaze Keith Orum's tumble into the tidal lagoon at Morfa Mawddach.

Sunday's ride was to be a short one: with long trips home and with the forecast for heavy showers it was decreed the ride should be in the Coed-y-Brenin Forest north of Dolgellau. Losing both Keith and Stuart would have made us a small group, without the honoured presence of President Pickles riding the Editor's "hand-me-down" green-spotted Cannondale.

As we prepared our machines for the off, I admired the coloured arrow system which now makes this network of forestry tracks an excellent amenity. Off-road cycling has come a long way since the days when forestry tracks were almost definitely "out of bounds". After a leisurely morning's ride we had lunch at the cyclist's cafe in the forest, and made our various ways home. A thoroughly enjoyable weekend.

Mike Hallgarth

Autumn Tints: Days 3,4 and 5 (!)

*John Thompson is not one for half measures: having ridden all the way from Bristol to Barmouth on the Friday (about 160 miles on the toughest roads of Mid-Wales: yes the Staylittie - Dylife road too), his plan was to spread the return journey over two days. But of course things never go to plan:*

Sunday 27th October was to be the end of the world. A monster depression was making its way from the mid-Atlantic towards us. It was with surprise and relief, therefore, that I prepared for my two day ride back from the Lion to Horton without a sign of rain. My Walvale "turn-lightweight-into-tourer saddlebag-carrying-thing" again attracted interest and comment. No, it is not unstable, and if you look closely, you will see that it keeps the saddlebag entirely behind the rider, cutting down wind resistance.

There was no need to consider wind resistance, as the road gang (Captain Ben, Geraint Catherall, Graham Thompson, Alex Pudduck, Ian Billington, Rob Wilson and I) sped up the A494 at evens, almost, as Ben observed, keeping up with the fallen leaves. At Bala, Graham began his ride back into the wind and unable to persuade the rest of the joys of the Milltir Cerrig, I made my own farewells.

Now exiled to the south, I cross the Berwyns less frequently these days and perhaps because of this the familiar view back to the Dee Valley surprised and delighted me; it's just not possible to remember exactly what it's like. Over the top I dived down to the edge of Llanfyllin, then by way of Llanfihangel, Dolanog, Castle Caerenion, Montgomery, Bishop's Castle and into the dusk to Clun.

B+B was provided at Clun Farm (highly recommended) and food and ale at the White Horse (also highly recommended, especially the ale). Here I met Andrew Jones, a young man who has adopted some traditional ways, like stacking in big mileages on fixed, or riding a "12" without assistance. We agreed about much, but he did have one serious complaint: he had been passed up cold tea by the Anfield 100 drinks team! I could only apologise and offer to pass on his grievance to the committee.



The hill out of Clun was never going to be easy after a "full English breakfast", but into that wind it seemed to take forever. Crossing the Wye at Bredwardine and down the Golden Valley, though progress was slow, it was pleasant enough, but at Monmouth the strength of the wind increased so that it became difficult to stay upright. The sky darkened, and down came not a shower, but continuous torrential rain. The end of the world had arrived.

The Severn crossing filled me with trepidation, so I was relieved, as well as disappointed, when I finally arrived at the bridge to find it closed. What to do? A number of possibilities were explored but, to cut a long story short, Rigby Band was kind enough to put me up. The evening passed in conversation about exploits recent and past, about the great Syd Jonas who still, posthumously, holds the club tricycle 24 hour record, of over 60 years standing.

Early next morning I made a second attempt to cross the Severn. The rain had stopped, wind dropped and the only discomfort was the dazzle of the sun low in the eastern sky. The ride home was broken by nine hours in the office, so my final return was more than 24 hours late.

John Thompson



Scene from the Autumn Tints Weekend - The Mawddach Estuary and Cadair Idris

\* With seasonal greetings and wishing all members enjoyable days  
awheel in 1997 \*