

ANFIELD CIRCULAR

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

President: Tony Pickles
Vice Presidents: John Futter, David Birchall
Captain: Martin Cartwright
Hon Secretary: Bill Graham

47 Main Road, Kinnerton, CHESTER CH4 9AT (☎:01244 660858)

March 2000

No.892

CLUBRUNS (lunch 1230hrs)

April	1	The Bull	Shocklach	
	8	Sportsman's Arms	Tattenhall	<u>Committee 1130hrs</u>
	15	White Horse	Churton	
		<u>Club 7 1130hrs Start Huntington</u>		
May	22	Beeston Hotel	Beeston	
	29	The Pheasant	Burwardsley	
	6	White Horse	Churton	
		<u>Club 7 1130hrs Start Huntington</u>		
	13	The Buck	Bangor-on-Dee	
	20	Sportsman's Arms	Tattenhall	<u>Committee 1130hrs</u>
June	27	The Crown	Llandegla	
		<u>29 Spring Holiday Monday The Hundred</u>		
	3	The Raven	Llanarmon-yn-Ial	
	10	The Goshawk	Mouldsworth	
	17	Burlton Arms	Burlton	
July	24	The Bull	Shocklach	
		<u>Club 14 1130hrs Start Broxton</u>		
	1	Sportsman's Arms	Tattenhall	<u>Committee 1130hrs</u>
	8	The Swan	Marbury	
	15	White Horse	Churton	
	<u>Club 7 1130hrs Start Huntington</u>			
	22	'Ouse at Top	Kelsall	
	29	Farndon Arms	Farndon	<u>(Mersey Roads 24)</u>

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 - Cadet:£3.50
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* CLOSING DATE FOR NEXT ISSUE - 3 June 2000 *

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Treasurer's Report

CTC THIRD PARTY COVER: The following have been included in this year's renewal. If you do not see yourself in the list and wish cover please tell me. Also if you see your name and no longer require cover (eg if you have CTC membership) let me know as it will save Club money: **John Whelan, Rod Anderson, Paul Ashley, Dave Bassett, Dave Bettaney, Brian Bird, David Brown, Rob Burrows, Martin Cartwright, Craig Clewley, Simon Cogan, Peter Colligan, Hugh Dauncey, Dave Eaton, Chris Edwards, John Farrington, Nigel Fellows, Neil France, Alan Gummerson, Mike Kimpton, Mark Livingstone, Phil Looby, Phil Mason, Karl Nelson, Alan Orme, Tony Pickles, Duncan Rees, Geof Sharp, Jon Sharp, John Stinton, Graham Thompson, Len Walls, Colin Werner, Phil Whitehead, Brian Whitmarsh, Graham Williams, Tecwyn Williams, John Williamson.**

100 Fund: The fund was depleted last year due to the purchase of the 100th 100 commemorative mugs. Therefore I appeal to you all to put your hands in your pockets once again to support the event which is now in its third century.

Mike Twigg

The Hundred: 29 May 2000

This year's 100 will be using a course based on Prees - Battlefield - Tern Hill, 3 laps thereof. This is yet another alteration, brought on with the safety of the riders in mind, as some thought the leg to Newport (A41) a little narrow in places making it difficult for vehicles to pass. To some extent the latest course will suit us better: being compact without any long legs will make it easier for marshals and riders.

I would like thank those who normally marshal for us in advance this year. We couldn't run the event without the dedication of our club members and friends who assist every year, in all weathers. Some even marshal longer than the riders compete!

I will also make the annual plea for cakes. I don't mean you should start making them now but perhaps you could pick a recipe and put it to one side. We receive many compliments on the high standard of these cakes and there are never any left at the end, as late returning marshals will testify. It would be nice if we could have a surfeit this year and then I could have one myself!

I do appreciate you giving up part of your hard earned Bank Holiday, a summons to marshal may be dropping on your doormat before long, or even if you are not asked to marshal please attend even just to say hello!

Tony Pickles

Racing Secretary's Notes

Mark Livingstone 01978 756472 (Eve) 01244 522230 (Day)
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As the racing season is almost upon us, I would like to take this opportunity to introduce myself as your 'new' (but not so young!) racing secretary. As John Futter now feels the time is right to stand down I have agreed to take over. If I can do half as well as John has done in the past, then I will be on the right lines.

Things have not been entirely quiet during the winter months and I have heard various rumours of the sweat and toil of hard training miles. My spies tell me that Mike Halgarth is 'flying' at the moment and I also hear that Graham Thompson has acquired a new 'secret weapon' (a new Carbon fibre frame!) for the coming season. This year could prove very interesting! Although I wish them both well for this year, I feel it is only fair to tell them that President Pickles is planning a comeback, so the club championship is a forgone conclusion. He has even been spotted training at Manchester Velodrome, so it must be serious!

Captain Cartwright is currently renovating a carbon frame (donated by a kind Anfielder!), and purchasing all manner of 'go-fastery' to adorn it, so we are expecting great things from him (as usual!). We are also looking to Geraint Catherall to do his usual fine ride in the 12 hour this year and keep the Anfield flag flying. I wonder if he will be our only representative this year? I believe that Rob Burrows is riding the Chester RC 28 (twice round our 14 course) on March 12th. Good luck Rob and let us know how you get on.

As for myself, I am planning to race on a fixed wheel this year, at least I will be providing some amusement for the many riders who pass me on the course. My first event is the Port Sunlight Wheelers 25 on March 19th. I wonder how much Ben will beat me by this year?

Please come and have a go at the club events this year (or I will get the sack!). Seriously though, the entries for club events have been low recently and if you haven't ridden one for a while (or ever!) please come and try it. The atmosphere is very friendly and you are only competing with yourself! The dates are:

14 miles:	March 25th, June 24th, Sept 16th
7 miles:	April 15th, May 7th, July 15th, Aug 19th, Sept 16th
Hill-climb:	Sept 30th

Other early season dates to note are: Merseyside Ladies CA 10 on April 2nd; West Cheshire TTCA 25 on April 9th; West Cheshire TTCA 30 on April 30th.

If you fancy something a little different then the Anfield outing to the Manchester Velodrome could be for you. Following the successful outing last December we are planning a return visit. The 'taster' sessions last for 1 hour and cost £6.20 including bike hire. Please let me know if you are interested.

And remember all you racers out there, please let me have your results so that I can put them in the Circular, they might inspire someone to have a go!

STOP PRESS

Mike Hallgarth shows the way with early race results:

Severn R.C. 2-up 25, 27 February: 1-04-21 (8th + solo ride!)
Chippenham + Dist Whs Hilly 22, 5 March: 58-19
Welsh C.A. Hilly 25, 12 March: 1-09-35 (7th fst; 2nd vet)

Early Season Action:

Chester RC 28, 12 March: Rob Burrows 1-17-31
Pt Sunlight Whlrs '25', 19 March 2000: Graham Thompson 56-15 (PB)
Mark Livingstone 1-06-41; Ben Griffiths 1-06-42
Graham Thompson deserves a special mention. Not only for his PB of 0-56-15 on the difficult D25/12 course, but also for his excellent ride in the Eddie Soens Handicap where he finished 'strongly' in the Bunch. Well done Graham!

* * * * *

Captain's report for Q1 2000

Hand's up all those who are now wondering just how you managed to gain all those extra pounds during the winter, and more importantly how the heck you're going to get rid of them again in time to take full advantage of the warmer weather when it arrives. So far I'm quite pleased to admit that I have managed to stick to my training plan since the turn of the year and as I slowly increase the intensity of my mid-week 'turbo' sessions the weight finally seems to be dropping off. However, I must also admit to having wimped out of several weekend rides due to the inclement weather so I'm still a little behind my original 'get-fit' plan.

A minor incident recently on the turbo hasn't exactly aided the smooth transition from fatty to lean racer. During a particularly vigorous interval session I had reached a heartrate of about 180 when suddenly one of the fans that provide the resistance decided that it didn't want to play anymore. The bang was awesome and I was immediately showered with tiny bits of plastic as they bounced off every wall. Fortunately the little guards prevented any pieces hitting me directly which was just as well as a quick calculation afterwards showed the fan to be spinning at over 5000rpm when it let go. Ouch!! Off to the shop for a new turbo.

Having hopefully seen off the worst of the winter I decided that a Spring service was due so I set about stripping everything down for a really good clean. As always happens, what started off as a simple rebuild ended up as a major overhaul and I currently have a pile of nice clean, shiny pieces waiting for the paint to dry on my sparkling, re-sprayed frame.

Whilst in the tinkering mood I decided to take a look at another bike that I've recently got my hands on. Many of you will be aware of the Vitus framed carbon/alloy Peugeot that Tecwyn Williams has had for many years, but you will also know that it has sat unloved and redundant for quite some time now in his

garage. I have intentions of setting this up as a dedicated machine for trialling so stripped it down for a complete rebuild. The first thing I noticed was the unusual thread size on the bottom bracket so this immediately had me dashing down to our friends at Deeside Cycles to see what they could do. I was completely unprepared for the reaction that this frame provoked.

Graham Weigh is a bit of a self confessed Vitus 'anorak' and so was able to give me plenty of info on a frame that he claims is over 18 years old. Apparently these frames were prone to failure of the bonding between the carbon tubes and alloy joints as well as problems of cracking along the seams in the carbon (newer construction methods of carbon are seamless). Happily, however this frame appears sound so the next issue is finding bits to fit.

The bottom bracket is a French thread (35 x 1) that I was previously unaware of so currently all the parts I intend to use are residing in the shop and the search is on for a b/b of suitable quality. I'll keep you informed.

And finally some of you will be aware that we are sadly losing John Futter as our racing sec this year so please come and support your club events as a thank you to John for his splendid efforts. Maybe we might also encourage Mark, as he takes over the post, that he isn't fighting a losing battle.

Martin Cartwright

* * * * *
Clubruns Round-up

The Bull, Shocklach was the venue for the last ABC run of the 20th century. The Bettaney and Whitmarsh families are never known to miss, but they did this year, giving rise to speculation, with comments about reading the Circular. The date - Christmas Bank Holiday Monday, not Boxing Day, may have confused. Those who did get it right were Stuart Twigg (riding a very sleek, bright red machine), Mike and Pat Twigg, John Williamson, Bill Graham, Ben Griffiths, Geraint Catherall, Tecwyn Williams, Adam, David and Mary Birchall and Hugh Dauncey. The Bull always good, provided a welcome couple of hours respite from the hecticness of Christmas.

On Saturday, 1 January 2000, our Millennium Chaser at the Sportsman's was upset by the Colossal Hang-over. The pub did not awake until tea-time. But thanks to Mike Twigg, a ring-around avoided wasted journeys (we think - having heard nothing to the contrary). So the first ABC run of the 21st century took place with the Committee meeting on 8 January. Well attended and lots on bikes - so new millennium resolutions nicely intact then.

The Golden Lion, Ashton always is a popular venue (though fate should not be tempted). The food is good, the beer well kept, and the atmosphere friendly. We were there on 22 January and very pleased to welcome John Farrington all the way from East Lothian. A bit like old times, as they say, with Geof Sharp, Keith Orum and the Editor from the '60s too. Others present on this crisp winter's day were President Pickles, Mike Twigg, Duncan Rees, Dicki Bird, Dave Edwards, John Futter, Ben Griffiths, Bill Graham,

Craig Clewley, Martin Cartwright, Mark Livingstone, and Chris Edwards. A very good turnout.

The Farndon Arms is another top ABC venue. On 5 February, numbers were guaranteed thanks to a hastily arranged Committee Meeting. On the agenda was authorising payment of a fine imposed on us by the BCF Merseyside Division for our failure to marshal an event last summer. At the time of writing it is not known whether the other Club, also alleged to have been at fault, received less punitive treatment, or even exists in the NW. Unknown too is whether the Merseyside Division were aware that their Manchester officials were minded (or so we are informed) not to pursue the matter. All vague and very unsatisfactory. But our thanks are due to Bill Graham and Keith Orum who faced the BCF at very short notice. So it was, by a roaring log fire, that Bill explained the background to those present.

The Forest View, Oakmere, is tucked away on the east side of Delamere Forest. On 12 February it was a select party, all cycling save the Editor, that reached the venue, for a chatty and enjoyable get-together with good food in friendly surroundings. Ben Griffiths, who knows his Cheshire lanes, led cyclists Tony Pickles, Lee Nicholls, Geraint Catherall, Bill Graham, Martin Cartwright, and Mark Livingstone there and back again.

DDB

The Boot, Willington

11 December 1999

Well I suppose it had to happen - a club-run alone. Having struggled out against high winds and heavy rain I managed to open the car door and drive to the venue. The Dee and the Gowy had broken their banks for the third time since September. It was not ideal cycling weather. Whilst sitting under a montage of imperial pennies (ie the big ones) in the form of a penny farthing bike, I let my thoughts turn back to the End to End.

Just to the east of where I sat runs the route of many attempts on the record. The front runner from times past that held my thought was our own great G P Mills. Would he have ventured out on such a terrible day? One of our members did get out as far as the Eureka. I'll leave you to guess who. With regard to the pub, I thought it was ideal. The bar staff pleasant, the food good though may be the cost a little higher than the Calverley Arms.

Mike Twigg

The Ffrwd, Cefn-y-Bedd

29 January 2000

Friday the 28th was very windy and I was late finishing work. So I left my bike and borrowed a car to go home. Thus on Saturday I started the club-run with only 200 yards to go (all down hill) but it took me 2½ hours and 29 miles to get there. I went via Llay - Gresford - Holt - then around Wrexham finishing with the 3 miles down hill from Bwlchgwyn. A very nice run on a dry mild, windy day. Geraint just beat me and Mike Twigg was crossing the road when I arrived. Bill and Martin were next having done lots of hill training (I bet John Futter and Craig Clewley were glad to

miss that). Tony Pickles came by car, his excuse being that he'd lost his pedals. I don't know if he's looked at the end of his cranks - that's where most people keep them. Last but not least, Colin Werner on two wheels (+ engine). He livened up the run no end, and also booked a place on the Captain's weekend. When we left, it had started to rain slightly so we all made a straight run home. 8 miles for me and only Mike had further by car.

Ben Griffiths

Cross Keys, Llanfynydd

26 February 2000

27 February 2000 was to be a special day in the long life of Tranmere Rovers FC - their first appearance in a domestic Cup Final in the whole of their history. One problem NO ticket so it was decided to take the family to the Wirral instead to visit the relatives! An ideal opportunity for a club-run - and in the Welsh hills as well. What more could you want (apart from a ticket)!

In the Mills by 9.30am, it was like arriving back in time. The BNECC were all there for their 3 hour training ride - a back wheel perhaps? When they left, I quickly gulped down my cuppa and sat on the back. Darn it they turned off towards Capenhurst and so I headed for Wales alone.

The weather was superb with only the traffic on the Sealand road spoiling things. Then I spotted a sign for Flint. Strange I thought there's no route to Flint that way, but decided to go if only to escape the traffic. Imagine my surprise when I arrived at a magnificent new bridge setting you down in Wales by Kelsterton College. I remembered a lane here which takes you up to Northop Hall. Its a right little stinker, very steep (Tony beware). From the top it's a short ride to Northop then up and over Halkyn. I consulted the map at this point as my idea of getting in a few extra hilly miles meant I might miss lunch!!

Down seemed good - so off to Rhosesmor, Mold and over the Rainbow to Loggerheads and on till the sign for Llanarmon appeared. Peace again on the back roads although the hills seemed to be coming thick and fast. Time was ticking on when suddenly the Treuddyn road appeared. A quick downhill and right to Llanfynydd.

With 40 miles under the belt I was ready for some banter and a plate of pasta (er, chips actually, I'm not taking weight loss THAT seriously). Our venerable President was there along with a goodly collection of members including Mike Twigg, Bill Graham, Ben, John (the-cafe's-just-ahead) Futter, Geraint, Craig Clewley and Colin Werner. After sufficient refreshment a nice gentle ride back via flatter roads was called for. Alas no. Tony reminded me that he had those club shirts I'd ordered and I might as well go back over the hills to his house in Mold to pick them up!!!

Ben and Bill sensibly went on a gentle ride to the Mills and some few hours later I finally met up with them again. The weather had remained kind all day and the weekend was rounded off to perfection when a friend of mine phoned me early on Sunday morning with a spare ticket to the League Cup Final at Wembley. Pity they lost I'll stick to cycling!!!

Neil France

For Socs, the black and white collie, it was a morning to savour. He had decided his master needed a walk along the Canal towpath at Beeston, where there a good smells to unearth, and sticks to be thrown. For Olly, the Lakeland terrier, it was a chance to show his boss Nantwich. Feeling very hungry, both dogs decided lunch at Beeston Castle Hotel would be something their companions would like too. Better still Socs and Olly knew the landlady would reward good dogs with delicious chewy bars. So the two dogs voted for Beeston and, with David Birchall and Dikki Bird in tow, there met Mike Twigg and Tecwyn.

But where were the cyclists on this sunny Spring Saturday morning? Well Tony Pickles provides one answer:

Walking the Dog: Saturday has always been my day for riding the bike. My wife always expects me to go and is very suspicious if I don't. I'm sure she thinks that if I'm not riding the bike I will be in a bike shop spending lots of money on cycling accessories. So when I said my friend had asked if I would take his dog for a walk at lunch-time so he could attend a wedding all day with a free conscience it was viewed with some suspicion.

Now this dog still remembered me although I thought it was a different one, rotweilers do grow quick don't they. Thirteen months old and 6½ stone. I was having my instructions early Saturday morning - you know, food, tit-bits and poo bags. You can imagine my horror, as a non dog owner, what was I expected to do with this poo bag, surely not what I first thought, but yes I was. Talk of a £1000 fine if you didn't. You can imagine the amount of food an animal this size goes through and hence the volume of refuse that comes out.

My friend had a wonderful day out. Me I just wished I went on my bike. So what did I learn from this? Well I have discovered a new purpose in getting fit again even if it does mean not having many non cycling friends. I shan't be quite so ready to do a favour without knowing what it was first.

Tony Pickles

Captain's Weekend

Severn Arms Hotel, Bridgnorth

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3-5 March 2000

'Orrible 'Ills - Tony Pickles

Mark Livingstone and I were the second wave of Anfielder's to leave Broughton on Friday, the others having the pleasure of riding out all the way. We left straight from work to drive down. Mark asked to be dropped by Shrewsbury so he could ride through Ironbridge. I continued to the Hotel where I met Phil Looby. We threw the bags in the Hotel then rode to meet Mark coming south. Strangely enough we did meet, unlike the normal Anfield plans.

We made Mark retrace his steps back to Broseley, well it was a hilly start for us, then we turned west for Much Wenlock - more

hills. After this we began to think that our original plans of a circular route to Ludlow may be a little far considering the terrain - very few contour marks on map and my legs were telling me that it was definitely hilly. We agreed to assess our route at a place called Shipton. By now three Anfielders were shaking heads at the prospect of Ludlow and a little short cut through Ditton Priors seemed a good idea. How foolish we were, what a hill, nice place, but an 'orrible 'ill. Once we got our breath back and we were now conscious of time as it was getting on for 5pm we decided that Cleobury North was the place to head for, and we reckoned that it must be a downhill dash back to Bridgnorth - WRONG. I admit there was a bit of dashing but not as much as I'd hoped. There was still some considerable climbing to be done. We were beginning to think that the hotel was over the next ridge when we burst across the main road into the town and began our search for the hot baths, Phil must have had a street map in his head for he led us straight to the hotel.

A total of 32 miles in 3 and a bit hours, the three of us agreed we would have to pay close attention to the route planning tomorrow, and not let anyone get carried away with large circular routes over two maps. The Captain had certainly picked a tough area for cycling, pretty and rolling, but defiantly tough. I was to remember this the next day as we set out to Highley, what an aptly named place - 12 miles in 1½ hours but that's another story.

Clean Living Roadmen - Martin Cartwright

A period of frantic rebuilding acted as the precursor to this year's Captain's weekend due to a rather last minute decision to re-spray my battle scarred frame. I had fully intended to put the mudguards back on but lack of time ensured that come the Friday morning I would be travelling in full "race" mode, something I would later regret. The one major plus point about the ride out this year was that I would have some company for a change, though due to Chris Edward's late arrival we had a hectic start to meet the rest of the group who had gathered, as planned, at the coffee shop in Holt. Thankfully we ended up only 5 minutes behind schedule and arrived in Holt to find Ben Griffiths, Geraint Catherall and Rob Burrows all saddled up and raring to go.

Our first few miles took us along familiar roads through Shocklach, Worthenbury and Hanmer but Ben soon had us in uncharted territory. We slowly picked our way along some severely ill maintained tracks to the south and west of Wem in conditions that were more suited to the muddy brigade than us clean living road men. This was the point that I started to regret the lack of mudguards as we rode through ever wider and deeper lakes, the content of which I would rather not think about. All the efforts of the previous week in cleaning, oiling and polishing was undone in a matter of a couple of miles. Why did I bother?

Eventually we returned to relative civilisation as we turned towards Harmer hill on the Ellesmere to Shrewsbury road. In actual fact we had made good time thus far so we were able to take full advantage of a lengthy lunch stop when we finally arrived at the Dog in the lane in Astley. From a personal point of view I

must have ridden past this particular place three times during the West Cheshire 100 last year and never even noticed it, I must have been in a bad way! To my surprise John Fütter made an appearance at this point having driven out just to keep a check on us (and no doubt cast a critical eye over the racing men to ensure they were all looking mean and fit).

After lunch Rob Burrows left us to return home while the rest of us set off on the second leg of our journey. We turned south to cross over the A5 just after Upton Magna and into Atcham where we had our first view of a particularly swollen River Severn. Thinking back this was also probably the last time we would see a flat road for the remainder of the day. We continued on through Acton Burnell and Ruckley finding ever-steeper climbs but also passing several grand buildings that warranted more than just a glance. Obviously some very wealthy people live in this area. The next point of note was passing through Hughley, which sits snugly at the bottom of the aptly named Hope Dale. As we rode on we could clearly see the road out of the village rising up the hillside and we all "hoped" we would be able to make it out.

Thankfully, after much puffing and wheezing four now very weary bodies managed to haul themselves over the top and were rewarded by a rapid descent down the other side into Corve Dale. After following the signs for Monkhopton through Bourton we came to a cross-roads where we stopped for a brief map check. We had three choices at this point. Right would take us in the opposite direction to the way we wanted so that was out. Left would take us to the main Much Wenlock to Bridgenorth road which we guessed would be pretty busy at this time on a Friday afternoon. Straight-ahead was a lane that arrowed in a dead straight line right up the side of yet another hill. Talk about Hobson's choice! This was rapidly turning into a day more suited to mountain goats than cyclists. As it happened this turned out to be the last big effort and the reward came in the form of a 50-mph descent down some twisty lanes with a nasty hairpin bend at the bottom for good measure. We rolled on gently into Bridgenorth once we had had a chance to regroup and arrived at the hotel at about 4pm having covered some 65 or 70 miles (depending who you ask) on particularly delightful sunny spring day. A good long bath, a curry and several beers ended an almost perfect day.

For Saturday's ride Ben planned on leading us over the hills to Bishop's Castle for lunch. Unfortunately the Clee Hills got in the way, and in the end Ludlow seemed a whole lot more sensible, and it's a lovely town anyway. So lunch it was at Ludlow, with the prospect of an afternoon ride along Corvedale back to Bridgnorth. Only 50 miles for the day, but at least leaving something in reserve for Sunday's ride home.

Mud Glorious Mud - Adam Birchall

As ever the Captain's weekend coincided with a birthday trip home, though the trip is getting longer and longer. So this year I emerged from the wilds of Cornwall to hop on a bike for the first time since a Christmas ride in the Clwyds. Despite keeping an eye on Cornwall's woodlands and farms, which at least means some walking, I was nevertheless well aware I was below par in the fitness stakes. So I was glad that the base for the weekend was

Shropshire rather than the more demanding terrain of mid Wales. The others, a rather select bunch, were Birchall senior and Tony Gates (a new mtb-er co-opted onto the team from Knutsford).

Saturday's route went west from Bridgnorth through the lanes to Diddlebury in Corvedale. After some brief problems with DDB's on-board navigation system, we found our way out of Bridgnorth and, on undulating lanes, made for Burwarton Park by Cleobury North. A track through the park provided easy cycling as it was surfaced for its entire length. We contoured round Brown Clee Hill with views eastward to the Black Country. Later, study of the map showed a vast area round the parkland peppered with bunkers. Wartime ordnance works? And we wondered if the concreted track through the parkland might be a product of that era too. From Cleobury North, the route took us across country through sheep pasture and over common land on the west side of Clee Hill until we dropped down on wonderful lanes through Heath into Corvedale.

The final miles before lunch covered some of our End to End route of five years ago - 40 miles of off-road pottering as was the current task was put into context next to the sustained 90 miles a day we had been doing last time we were on the same lanes.

After noon the intention was to follow the Jack Mytton Way along Wenlock Edge. Climbing up to the Edge we met the hunt, and a bit further on bumped in to one of the followers manning a gate. He was glad of a chat. The conclusion was that he was a Cirencester graduate - but little did he guess that two of the mountain bikers he was talking to were also graduates of 'The Royal'!

We should have heeded the omen when he commented cheerfully on how clean we looked. A mile or two on and we were certainly living up to the muddy brigade's name. The track had been churned up by horses so as to become almost impassable (reminiscent of the problems we encountered in the Quantocks two years ago). The issues of how tracks are maintained (and indeed who pays for their maintenance) can only become more common in the future. Even for muddies, mud in those quantities distinctly loses any appeal after the first 200 yards. The state of the track was a shame as it meant we had to cut out the last bit of the day's off-road riding on the disused railway to Much Wenlock, which we knew continued on a more solid surface and would have reduced the number of road miles. As it was, we reached the Hotel with 40 tough miles to our credit, aching legs, and bikes gloriously muddy.

On Sunday Church Stretton was our base for a circular ride over the Long Mynd. The route took us south along the foot the hills through Little Stretton, Minton and Hamperley. Then we climbed into a very extensive Forestry Commission plantation. In a mile or two, we emerged on the top of the Long Mynd at the gliding station. The track runs through the middle of the airfield. With winch cables from the gliders whistling unseen through the air around you, I like this bit of the route as little as I did when I first rode it at the age of 13.

An exciting descent into the Onny Valley followed, leading us to lunch at the Horseshoe Inn at Ratlinghope. In the past the pub has been worth a visit but this time we were disappointed with

indifferent food and no atmosphere. So we were quickly on the bikes again for the afternoon stage. The plan was to follow the Portway track which climbs back on to the Long Mynd. It was a Mint Sauce-esque ride through the rolling, open landscape that characterises the South Shropshire Hills. The views are spectacular. The vista stretches from the mountains of mid-Wales to Kinder Scout. Taking in the whole of North Shropshire and Cheshire, on a clear day you can pick out Chester, the Wirral and Liverpool. Then, to round off the ride, the most magical descent leads you off the hill in two stages back to Church Stretton, where we refuelled at a traditional tea rooms; and so home.

Thanks Martin for organising a very pleasant weekend.

Adam Birchall



Enclosed with this issue is an updated address list. There are a few phone numbers and post codes missing. Please check your details so we can deal with any gaps or mistakes. Also e-mail addresses appear for the first time. There must be more - if so please e-mail the Editor. E-mails are very welcome for the Circular so keep them coming too

ANFIELD CIRCULAR

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

President: Tony Pickles
 Vice Presidents: John Futter, David Birchall
 Captain: Martin Cartwright
 Hon Secretary: Bill Graham
 47 Main Road, Kinnerton, CHESTER CH4 9AT (☎:01244 660858)

June 2000

No.893

CLUBRUNS (lunch 1230hrs)

July	1	Sportsman's Arms	Tattenhall	<u>Committee 1130hrs</u>	
	8	The Swan	Marbury		
	15	White Horse	Churton		
		Club 7 1130hrs Start Huntington			
August	22	'Ouse at Top	Kelsall		
	29	Farndon Arms	Farndon	<u>(Mersey Roads 24)</u>	
	5	Golden Grove	Rossett		
	12	The Bull	Clotton		
	19	White Horse	Churton		
	Club 7 1130hrs Start Huntington				
September	26	Sportsman's Arms	Tattenhall	<u>Committee 1130hrs</u>	
	2	Trotting Mare	Eastwick (Overton - Ellesmere road)		
	9	Yew Tree	Spurstow		
	16	The Bull	Shocklach		
		Club 14 1130hrs Start Broxton			
	23	Miner's Arms	Minera		
October	24	Knutsford Great Race	1200hrs		
	30	The Raven	Llanarmon-yn-Ial		
		Hillclimb 12 noon			
	7	Sportsman's Arms	Tattenhall	<u>AGM: at Cricket Club</u>	
	14	The Ffrwd	Cefn-y-Bedd		
	21	The Buck	Bangor on Dee		

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.50
 Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER CH3 5JQ
 (☎: 01244 326399)

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* CLOSING DATE FOR NEXT ISSUE - 26 August 2000 *

Change of Address: J Rigby Band, c/o G J Band, 14 Highcliffe Drive, SHEFFIELD, S11 7LU. [Graham, in letting us know that his father has moved into Ash House Care Home in Sheffield, asks if we could let Rigby's friends know about the change.]

The Knutsford Great Race 24 September 2000. This will certainly be a cycling event with a difference. Once every ten years this classic penny-farthing race is run - 50 times around a 1 mile circuit of Knutsford Heath. In 1990 there were 70 machines. The world bone-shaker championship too. With vintage cars, hot air balloon and a carnival atmosphere. This time Black Anfielders will be riding too. In a relay team of 4 - Martin Cartwright, Mark Livingstone, Tony Pickles and Chris Edwards on an ordinary from Glynn Stockdale's stable. All for charity - the Childrens' Society the beneficiary. Members' support is needed not least to cheer our team. Also more practically help marshalling would be appreciated. More from David Birchall.

* * * * *

Obituaries

Bert Lloyd

My earliest recollection of Bert Lloyd stems from when, in the 1960s, we used his garage as HQ for Saturday afternoon club events on the Huntington circuit. While the racing men were preparing machines, in the kitchen a reunion of the Willaston Tea-Tasters would be in full swing. Of course the significance of the Tea-Tasters escaped us youngsters then. In the 1930s the "WTTs" were a "club" within the ABC, meeting on mid-week evenings; they were the rivals of the Saughall Beer-Biters. Amongst the WTTs were Ken Barker, Frank Marriott, George Connor, Ted Byron, Don Birchall Arthur Williams (and many others). Friendships established then, forged bonds with the ABC which, for Bert, spanned 67 years.

Bert retired as Deputy Chief Constable for Southport, having begun his career in Chester. The Circular records that when on point duty by the Bull and Stirrup he would signal his fellow club members through "with their well-known and unmistakable sign, i.e. two fingers rampant on an azure field". No doubt with an exchange of ABC banter, to the bemusement of road-users not in the know. Clearly Bert had learnt all about ABC humour right from the start. Also recorded in the Circular is Bert's commendation for a gallant rescue attempt when he repeatedly dived into the murky waters of the Shropshire Union Canal to recover a boy who had fallen in.

Bert was elected to membership of the Anfield in December 1931. He raced in club events between 1932 and 1935, covering 191½ miles in his novice "12" (1932) and 200½ miles in the '33 event. In '34 he tackled the 100 for the first time with 5.34.41. In '35 he clocked 5.36.32, and was one of **thirteen** Anfielders riding.

From Chester, in retirement Bert moved to Jersey and then to the Isle of Man. He maintained his interest in the club and kept in contact with his contemporaries. Among the last Anfield events I recall him at were the Club luncheons at the Bickerton Poacher and the Stan Wild reunions when both Bert and Stan would return from their respective island retirement to Anfield territory.

Peter Colligan

I got to know Peter well when I moved to Rainhill. We were the two members from 'north of the river' who regularly attended clubruns. Long after others had got home, we would be making our way up the Wirral to the ferry, and thence through Liverpool to our respective homes. Pete had many interests, and within the cycling sphere, he raced on the track, on the road and against the clock.

He was a regular on clubs runs and weekends. He followed our editor over the Berwyns (as the second edition of our club history bears testimony), he cycled to work, and went touring. This was the core of what we had in common. In other respects our experiences were quite different. He was the self-made man of business, who was widely read but mostly self taught, whilst I was a somewhat over qualified public servant. I think his experience made him more open to new thoughts, and mine to see the flaws in them. Looking back, I think I have adopted more of the ideas I first heard from Pete, on diet, training methods, equipment, and so on, than those I have left behind.

Pete had some individual characteristics. He was a perfectionists' perfectionist. All of those who visited his house (which he built himself) could see it. He applied the same attention to cycle equipment. Every time I adjust a hub I think of him, because he showed me that cones should be locked in a slightly loose position, to allow for the effect of the quick release. Fortunately for me, he applied his almost obsessive thoroughness to wheel building. Pre-Colligan wheel disintegration was a constant source of anxiety to me, especially on tours, but once he started to look after me my troubles were over. (Don't forget this was before the current high quality rims and spokes became available.)

His honesty and sense of fairness were also extreme, and his unwillingness to 'play the system' almost certainly saved him from becoming a millionaire. It was therefore particularly ironic that Merseyside police, in true 'Keystone Cops' fashion, should become convinced that Pete, through his shop, was dealing in stolen property. Eventually, Pete was completely exonerated, but I think the strain, which would have effected anyone, effected him particularly intensely.

Our troubles sometimes come in bundles. Having sorted out his business affairs, Pete was struck by a bigger blow, the loss of his wife Maureen in a car accident. He also had to contend with cancer, which he fought off several times. I last saw Pete just before Christmas. Though very poorly, he was still full of hope, of ideas of things he could do himself to get well. I told him of my plans to go to Arizona, and maybe reach the Hopi reservation. Pete had had the idea before me. He knew the geography, their customs, and the problems for the cycle tourist (like nowhere to stay). He had long planned to make a trip there but never made it.

Pete leaves sons Steve and David, and brother Ken, all known to a number of Anfielders. At his funeral David Birchall, Mike and Pat Twigg, Gerry Robinson, Keith Orum, John Futter, Ben Griffiths, Bill Graham, John Thompsen and Chris Edwards represented the club.

John Thompsen

Racing Notes - Mark Livingstone

Club '14' 25th March: The opening Club event was once again blighted by the dreaded traffic lights, but this in no way spoiled an excellent and eventful race. The day started well with an encouraging 7 riders donning their numbers and preparing to do their best. Because of the road works by the entrance to Carden Park it was decided to revamp the start and finish rather than shorten the course to one without a hill. As Timekeeper Futter put it: "it would not be a 14 mile Hilly event without the climb of Clutton Bank". So it was decided to start just the Brompton side of the traffic lights at the start of the hill (nice one John). Tony Pickles assures me that "this hill is a killer if you don't have the run down from the Cock o' Barton to get your momentum up" and I don't doubt him for a second. It was therefore a case of pulse rates up to the maximum from the word go followed by a welcome tail wind once on the A41. Once the sharp left turn towards Bruera was successfully negotiated there came the strength sapping run up to Churton and Farndon followed by a last big effort over the Cock o' Barton hill to the finish, (where comments such as "thank God that's over" could be heard).

Graham Thompson took full advantage of his new bike (which "looks the business"). He did a fine ride to win with 33-11. President Pickles was also sporting a 'new' (second-hand) time trial bike but his enthusiasm was somewhat dulled by the early hill on 'cold legs'. Commiserations go to Martin Cartwright who was plagued with a temperamental chain (came off 3 times) and congratulations to Rob Burrows for his ride of 36-40 (and for catching the limping Captain). However, the ride of the day has to go to Chris Edwards for his excellent ride in his first race for many years (and for beating the President by 3 seconds). My roving reporter tells me he would have been even faster had he removed mudguards and cleaned off the Bridgnorth mud from the Captains weekend. The remaining 2 riders, namely Ben Griffiths and David Gotgoame (Private trial) both produced strong rides so early in the season.

A big thankyou to everyone who turned up and made this a great Club event, especially the Marshals. It was a shame Phil Looby arrived just too late to enter. But there's always next time Phil.

Race Result: Graham Thompson 33-11; Rob Burrows 36-40; David Gotgoame 38-34 (Private Trial); Ben Griffiths 39-15; Martin Cartwright 40-04; Chris Edwards 44-25; Tony Pickles 44-28

April Showers: The rain, it is said, stays mainly on the plain. Well I agree with that alright. But what they don't tell you is that it stays mainly on the Cheshire plain and surrounding countryside, particularly where cyclists gather in groups of 2 or more. The particular Sunday in question was April 2nd, and the Anfielders were: Graham Thompson, Martin Cartwright, Geraint Catherall, Ben Griffiths and Myself. On this occasion, opinion was split. I opted for the Withington Whlrs '25' on the J4/6 course, and everyone else rode the Merseyside Ladies '10' on the Pulford course. It rained and it rained and it ... but then it was over. I had managed the 25 miles (just), and made short work of the tea and cake supplied by a very friendly bunch of cyclists. Then it was time for home. It was on the way back that I began to realise I had been luckier than I thought. On the Wrexham by-pass I could just make out the figure of Martin Cartwright aqua-planing. I'm sure there's a rule in the book which says both tyres must be touching the ground at all times (well if there's not, there should be). If 'the sun always shines on

the righteous' then I'm not sure what the implications are for the Anfielders listed below in the results: **Withington Wheelers '25': Mark Livingstone 1-10-42; Merseyside Ladies '10': Graham Thompson 22.23 12th; M Cartwright 25.07; Geraint Catherall 25.52 (PB); Ben Griffiths 26.02**
On a happier note, it was good to see 5 Anfielders in action again, and well done to Graham (12th) and Geraint (PB).

A little bit of knowledge is a dangerous thing: Have you ever noticed how inexperience stands out like a sore thumb? Well to give you a clue, this is how my logic works (well until recently). Big gears are hard to push and hurt my legs (fact!). Small gears are easier to push and if you pedal quickly you will go just as fast (theory!). I decided to put this to the test in the Altrincham Ravens '25' MG 72". Now I know full well that there are people out there who know just how hard it is to go fast on a 72" gear? WHY DIDN'T SOMEONE TELL ME. I'm sure you just like to see me suffer. (the phrase character building springs to mind). The event was won with a time just under the hour and I take my hat off to anyone who can send his legs into a 'blur' for 25 miles and still help me off my bike at the finish (I was in a bit of a state). So to recap. The theory on test was that I could do a PB on a 72" gear. The result showed this to be fiction: **Altrincham Ravens '25' MG 72" 8th April: Mark Livingstone 1-12-09.**

Who's that Cool Dude? I have always enjoyed a nice day out at the sea-side, and this was to be no exception. The occasion was the WCTCA '25' on the Abergele course (which I hadn't ridden before), and the Anfield almost took the event over. We had 6 (yes 6) riders and 2 marshals on duty, and it was nice to see our club shirts on display where ever you looked. It may have been the sea air that attracted our riders, but I have another theory. My suspicion is that it was the promise of seeing Tony Pickles in action for the first time in 5 years at an open event. It was a shame we didn't have better racing conditions but Tony can be pleased with his time. Bill Graham and Keith Orum were on marshalling duties around the course and were heard to comment that "Tony looked the most stylish of the whole field". It is for this reason then that he gets my vote for the Cool Dude award.

WCTCA '25' 9th April: Graham Thompson 0-59-53; Martin Cartwright 1-07-22; Ben Griffiths 1-08-09; Mark Livingstone 1-09-35; Geraint Catherall 1-11-07; Tony Pickles 1-18-03

Club '7' 15th April: The Club '7' series got off to a flying start on 15th April and Graham Thompson dished out his usual lesson to the rest of the field with a winning ride of 16-08. The event was a pleasure to ride on such a fine morning and I am sure that everyone enjoyed it as much as I did. Thanks again to the marshals and timekeepers for giving up their time to make the morning such a success. There is a school of thought that suggests that beer tastes much better after 7 miles of flat out racing. This theory was subjected to a most vigorous test in the White Horse in Churton following the event and I must admit that I am totally convinced. What a lovely way to start the weekend.

Graham Thompson 16-08; Martin Cartwright 17-56; Ben Griffiths 18-36; Mark Livingstone 18-57; Tony Pickles 20-36; Sid Old 19-26 (Private Trial); David Gotgoame 19-06 (Private Trial)

Anfield BC Rule OK: The Anfield all but took over the WCTCA '30' on April 30th which was held on the Broxton course. The 7 Anfield riders

were backed up by John Futter, Keith Orum & Craig Clewley who organisational duties sterling job thanks. Out in strength. Didn't go unnoticed. Mentioned on more than 1 occasion. Almost swept the board with 4th 1st handicap and 2nd team. Well done lads. Keep it up. Ben - 1st Vet on standard:

WCTTCA '30' 30th April: Graham Thompson 1-10-52 4th & 2nd Team; Rob Burrows 1-18-33 1st Handicap & 2nd Team; Martin Cartwright 1-19-11 2nd Team; Ben Griffiths 1-20-44 1st Vet on std; Mark Livingstone 1-26-30; Geraint Catherall 1-28-34; Ty Pickles 1-38-44

Club '7' 6th May: Another fine day dawned to contest the latest in the 7 mile TT series. With Graham Thompson absent it was left to Martin Cartwright to take the honours with Ben Griffiths taking the runner up spot. A special thank you once again goes to all the marshals on duty (Brian Bird, Mike Twigg, Craig Clewley and Keith Orum) who made this such a safe and pleasant day. As a matter of interest, does anyone know what Ben is having in his sandwiches these days? Anyone who can ride a '7' on Saturday morning, a '10' on Saturday afternoon and a '25' on Sunday morning has certainly go my admiration. No wonder he always beats me

Martin Cartwright 18-02; Ben Griffiths 18-06; Mark Livingstone 18-45; Tony Pickles 20-47; David Gotgoame 19-22 (Private Trial)

I am happy to say that the Anfield racing scene is looking in fine health at the moment. However, rather than run the risk of taking over the Circular completely, the following is a brief summary of the remaining racing results:

Southport C.C. 16th April: Ben Griffiths 1-07-07

Birkenhead North End C.C. '22' Hilly 21st April:

Martin Cartwright 0-59-26

Merseyside VTTA '10' 6th May 2000: Ben Griffiths 25-14

Phoenix C.C. Aintree '25' 7th May: Ben Griffiths 1-06-06

WCTTCA '50' 14th May: Ben Griffiths 2-16-22; Mark Livingstone 2-24-10;

Geraint Catherall 2-29-30

Anfield BC '100' 29th May: Martin Cartwright 4-52-49;

Mark Livingstone 5-12-52 (Ouch!).

Results Reported via e-mail: Mike Hallgarth: April 1st Hinckley CRC '25' 1-1-37; April 20th Club 10 24-24; April 27th Club 10 23-51; April 30 Acme Wheelers '25' (Rhondda) 58-32; May 10 Club 10 24-26; May 14 Didcot Phoenix '25' 59-13. I see the rumours that Mike was 'flying' at the moment aren't being exaggerated.

John Thompson (Tricycle): SWTA '25' 24th April 1-8-14; Didcot Phoenix '25' 14th May 1-3-01; TA '50' 28th May 2-20-09. Thanks to Mike and John for sending in their results. If there is anyone out there racing that I have omitted please send in your results (this includes you mountain bikers as well.).

FINAL WORD I am glad to report that the turn out for club events so far has been encouraging, but could be a lot better. To do something positive I would like to open a debate in the Circular about the format of club events. Here are some suggestions to consider for next year. Please read them with an open mind and comment honestly. The key is to comment. That means putting pen to paper (or e-mail) and having your say in the Circular (even if you don't intend racing). I don't mind negative feedback, as long as I get something back. There are plenty of members

out there with a lot more experience of racing than I have, so come on, help me out. Right, I'll start. Would any of the following encourage you to enter a club event:

- * A 2 up TT with partners picked out of the hat. The fastest (3?) riders kept apart to give us slow coaches a chance and no TT bars or 'Aero' wheels.
- * More hill-climbs.
- * An event for mountain bikes only.
- * A handicapped event.
- * A fixed wheel or restricted gear event.
- * Evening events.
- * Or is the format fine and should be left well alone?

PLEASE write to (or e-mail) me or the Editor and have your say.

From Tommo: Wilko and Lynne took the End to End tandem bicycle record in 2 days 3 hours 19 mins 23 seconds, reaching John O'Groats. They were so behind at Bristol I gave up on them and went home. In that heat I thought 'no chance'. Wilko just does not know how to give up.

* * * * *

E-clips

* Congratulations to George and Pauline Elkington, proud parents of a baby boy, Scott. George reports that "mother and baby are both fine; father and grandparents are delighted! Scott weighs in at 3.6kg, so as soon as he puts on another 90kg he will be available to row. Or if he never gets that fat he may be handy uphill on a bike!"

* John Moss has e-mailed a slight change of address: **21 Homestead Rd, Highway Gardens, Gauteng, South Africa 1609. E-mail: Johnm@samat.co.za Phone 011 609 8148.** John adds "The weather here has been very wet this summer and reminds me of UK. I went out cycling for 40km on Sunday and now know how unfit I am as I stopped cycling about 3 years ago. Dave Bettaney has been over here a couple of times for work and we've managed to have a couple of days together, I've got a weekend place at a dam about 1 hour away from Jo'burg so we've been there. Dave seems to have developed a liking for SA beer."

* From Neil France: "I am in serious training for the Etape du Tour at the moment. They have just let me know that I am in so I've got 4 more weeks to get really fit(!). Its 150kms plus 11000ft of climbing so I am trying to go out most days. I am doing the ride on behalf of the YMCA plus CHESSE the local Chelmsford Homeless Shelter where I help out. If anyone would like to sponsor me please let me know as I suspect that when I hit Mount Ventoux with 130kms in my legs and 20kms of solid climbing to do I'll need some additional motivation to keep me going."

* From Len Walls: "although not able to attend club runs these days, I do miss those very enjoyable lunches we started having, but sadly have now been discontinued. The only bike I have now is one of my sons cast off mountain bikes rigged up as an exercise bike in the cellar."

* Phil Whitehead, sending apologies for absence from the '100': "I did enjoy last year's event and it was good to meet some 'old' faces! This year, I'm on a cycling tour to Galway and County Mayo with a group of colleagues from college." An article has been commissioned for the Circular.

Clubware

If anybody wants ABC clothing please contact **Tony Pickles** (especially if you placed an order and have forgotten about it).

We are delighted that Jim Cranshaw who joined the ABC in 1921, and is 95 years young was one of the first to order the latest racing strip. Let that be an incentive to the rest of us youngsters.

CAPTAIN'S LANTERN ROUGE - Martin Cartwright

Sitting here now several days after the event it's still hard to believe that it's all over and done with for another year. The Anfield hundred was a major motivation in my get fit campaign and yet despite all the efforts building up to the big day I still couldn't help but feel that I hadn't prepared properly. I know many will say that it is simply not possible to completely prepare your body for the ravages of 100 miles at anything approaching racing pace and I guess I got a lot further this time before hitting that dreaded proverbial brick wall, but that little nagging doubt prevails.

First and foremost I wish to thank all of you who answered my calls for assistance with marshalling. From my vantage point as a competitor I felt the support throughout the event was second to none. Extra-special thanks to those of you who gave that extra shout of encouragement. It really did help tremendously.

Once again I must add a hearty personal thanks to Tony who laid on his usual level of enthusiastic support without which I really would not have finished (mainly because I knew the ribbing in work the following week would have been merciless). I would also like to suggest that it was a particularly cruel sight at the 50 mile mark, having gone through so much suffering, only to see a certain Ben Griffiths sitting back in his deckchair as we hurtled by. Did you have to look so damned comfortable you cruel man?

Sadly, the only thing that marred the day from my personal point of view (and probably all the other riders come to think of it) was the weather and in particular the horrendously stiff breeze that got progressively stronger as the miles built up. What happened to the immaculate planning? I guess we forgot to have that chat with the weather man this year. Rest assured folks, as I am going to be organising the event next year I'll be sure to put this little item at the top of my agenda (along with the small matter of the course, which I've no doubt will be commented on in detail elsewhere judging by the e-mails that have flown between certain members of late).

One big positive effect that I am quite pleased about at this point is the loss of those stubborn final few pounds that have been refusing to budge. I actually lost 8 pounds during the event itself but despite most of that obviously being due to fluid loss I have still managed to continue the effort and reach my target weight set way back in the depths of mid-winter. I guess the loss of just over 2 stones in under 6 months is not bad going and it is a great pleasure to have all my

clothes fitting properly again. You never know, I might even set a couple of new PB times later in the season now.

As a complete change of subject now I feel a mini rant building up on the subject of cycle paths. I refer in particular to the ridiculous attempts of uninformed councils who attempt to 'encourage' people to swap four wheels for two by slapping a bit of white paint on the pavement/road. It seems that jumping on the environmental band wagon and spouting all things green is the accepted norm for anyone with political aspirations these days but what are they expecting anyone to do with these ill maintained, disjointed and in places down right dangerous stretches of tarmac.

I'm sure this is not the place to start getting all political and this rant is meant in a slightly light hearted manner but it is brought about by a little contretemps I had the other day with a motorist in Chester. This gentleman, and I use the term very loosely, felt it necessary to berate me with considerable vigour for daring to slow his passage along the Queen's highway when there was a 'perfectly good cycle path' for me to use. The path in question was actually nothing more than a painted line on the edge of the pavement that was littered with glass and other debris, including several uncollected bin bags. Whatsmore it also came to a halt, with a painted give way sign, at every road junction (about every hundred yards or so) with the suggestion that I dismount before proceeding onto the highway proper.

Now I obviously can't speak for anybody else who attempts to use this path but in order to do so safely I would need a good set of sturdy cyclo-cross tyres as an absolute minimum (racing slicks would be destroyed in no time) and it would be prudent not to exceed 10 mph. Obviously clipless pedals are out of the question as they would be worn out after a few journeys and an extra set of eyes would be nice to avoid those children who foolishly thought that they were entitled to walk on the whole pavement. As I said before this not meant as a soapbox session so please don't come shouting at me if you don't agree with me but if somebody does happen to know which planet these council street planners get their training/experience on I for one would be very interested.

* * * * *

From LA to Phoenix - John Thompson

The plan was simple. First to follow my tracks of some 12 years ago through southern California but, instead of looping back to LA, to head on east through Arizona. Two weeks of sunshine in March, and some time in a different world, that was the idea.

South of LA along the coast there is a network of cycle paths, and there you find California as you imagine it, with ancient longhaired skateboarders and people out for a potter on carbon fibre frames adorned with the latest top of the range kit. Everyone is cool, or would be if they did not comment on how nice the weather was. Why should they do this?

It turned out they had gone through an exceptional period of wet and stormy weather. I had been lucky to miss it. From Dana point the route turned inland along the Ortega highway, which takes you up and down the

mountain ranges that run parallel to the coast. By the fourth night I was camped at the eastern end of the Joshua Tree National Park, in high desert country of stunning beauty. The cacti and desert flowers space themselves out, as if planted by a gardener, and the huge house sized boulders seem to have been arranged, as if placed by a sculptor.

From Joshua I dropped down some 2000 feet to Twenty-nine Palms, which was where I planned to leave my 1988 route and head east. From the map it looked a lonely road. No habitation at all for 81 miles, as far as a tiny place called Rice, then 19 miles to Vidal Junction, and another 17 to the first real settlement, Parker. No one I spoke to in Twenty-nine Palms had gone far along that road. 'It's desert' is about all they could say. It seemed prudent to saddle up with enough supplies for two days so, as well as the 2.5 litres in my water bottles, two 1.5 litre bottles were secured to the rear pannier carrier with elastic hooks. Just outside the town a sign declared, 'Next Services 100 miles'. 'That must be Vidal Junction', I thought. This was big country, with range after range of mountains. On the road itself, however, the gradients were easy. Clark's Pass found a way through the Sheep Hole Mountains, and the road seemed to follow the grain of the landscape as it threaded its way from valley to valley. Helped by a tail wind, I decided to try and make it to Parker before nightfall.

At Rice there was one derelict petrol station and a couple of roofless shacks. Still it was worth a stop, the canopy over the forecourt was the first shade in 81 miles. That sign at Twenty-nine Palms turned out to be accurate, and 19 miles on Vidal Junction had services, including cold drinks. Refreshed I pushed on to Parker where I found a luxury campsite on the banks of the Colorado River. The only grass camp spot of the holiday.

The low desert of Arizona lay ahead, and then the series of climbs that always had more up than down until reaching Flagstaff at over 7000 feet. This was a decision point. The choice was to play safe and head south, or attempt a big loop across the Navajo and Hopi reservations. In the low desert it had got hot, into the nineties, but up at altitude it was perfect for cycling, warm, sunny, but not too hot. At least that is how I found it when I arrived, only to learn that the forecast next day was snow. I headed south.

My next camp was at Mormon Lake. It is a lonely place - a piece of grass flatland high in the Coconino Forest. This is how it had been originally, until the cattle compacted the ground and turned it into a lake. Now, with several years of low snowfall, it had reverted to what the cowboys had found. Next morning it was snowing. I have to admit to feeling at little sorry for myself, but there was nothing to be done but cape-up and push on to the Mogollon Rim where the land falls away. After some five hours of hard riding and I made it, and dropped down to a place called Strawberry, where I found a restaurant with a log fire and extremely good home-made food. At the next table there was a little girl and her auntie who were retreating from an attempted trip to the Grand Canyon. They had passed me some miles back and she had apparently asked, 'What is he doing, where is he going?' She seemed impressed that I was headed for Phoenix, and even more impressed by the number of layers I had on. Soon it was two o'clock, just time to give Maggie a call before she went to bed, before heading on southwards. It had now stopped snowing, so there was no need for any more heroics, and, with every 100 to 200 feet of descent, the temperature went up another 1 degree F.

My penultimate night was spent in the Lost Dutchman State Park campsite, beneath the famous Superstition Mountains. I had picked it for convenience, being at the very edge of that sprawl of sprawls that is Phoenix, but it provided one of the most beautiful and spectacular stops of any during the trip.

My last day was assigned to getting to Phoenix centre (the airport is at the centre), doing some shopping and getting fixed up. 'Getting fixed up' meant satisfying the conditions that American Airlines imposed about a week before my departure. These were that there should be only two items of luggage and that the bike must be boxed. I found the airport and nearby, a street of hotels, some of which were a bit downmarket, even for me. 'No prostitutes' was a bit of a give away. I found somewhere slightly more luxurious than necessary - a suite of rooms, two tellies, heated swimming pool, etc. A cycle shop provided a cardboard bike box. (How do you get it back to the hotel? By cycling under it like a snail?) With bike packed and bags in another cardboard box, there was nothing left to do but enjoy the pool, sleep, take my complimentary lift to the airport, and fly home.

* * * * *

THE 101st ANFIELD 100

29 May 2000

Second last year, Neil Peart (On the Edge RT) went one better to win the classic Anfield BC 100-mile TT course based at Prees. Peart's time of 3.57.33 was achieved on a fixed gear of 102", and he was the fastest at the 50 mile point in 1.56.37. His biggest opposition should have come from Glen Longland (Antelope RT), but the former national 100-mile champion retired after 70 miles, having had a panic before the start when he punctured and changed the tube in his rear tyre, and then complained of feeling unwell. Longland was 10 minutes down on Peart when he climbed off, and the On the Edge rider went on to beat his nearest challenger in a 75-strong field, Welsh visitor Steve Edwards (Rhondda Valley CC), by a massive margin of almost 13 minutes. John Moore claimed 3rd place in 4.11.04 to lay the foundations of B'head NECC's team win.

Peart prefers a fixed gear for most time trials. "I even ride to work on fixed" he said. Dave Birch, who has won the event for the previous three years, is having a year out of racing, prompted to a certain extent by back trouble. However he turned out to present the trophy to fellow Midlander Peart. Lynne Taylor (Walsall Roads CC), after her End-to-End tandem ride with Andy Wilkinson, showed stamina by taking the women's prize in 4.37.51., and Wilkinson was also in attendance at the event, handing drinks to both Peart and Taylor. The Anfield event record of 3.47.10 set by Dave Lloyd in 1982 still stands, and Lloyd recently said that he regarded that as the best ride of his career.

Results Summary: Neil Peart (On the Edge RT) 3.57.33
S Edwards (Rhondda Vly CC) 4.10.53; J Moore (B'head NECC) 4.11.04
N Barker (Crewe Clnr CC) 4.13.29; S Davies (Seamons CC) 4.16.38
Team: B'NECC (Moore, Hawkins 4.52.47, Kennedy 5.19.32): 14.23.23
Vets: Steve Williams; Vets/std: Terry Coging (Stafford RC) +70.35
Handicap: Paul McGowan (Warrington RC) (50.00) 3.32.29
Women: Lynne Taylor (Walsall RCC) 3.37.51; Trike: C Tremaine 5.24.14

President's Thanks to the Marshals

I would like to say a special thank you for the marshals and helper's who turned up for the hundred this year. As Event Sec it is very worrying time when running the event - you put your name to so many forms, and hope that all the details will happen. It is so comforting when everyone is where they should be.

I have had three complimentary letters this year from riders who travelled considerable distances to ride our 100. They all sing our praises for a well organised and friendly event - a compliment I would like to pass on to yourselves.

This year we used three laps of the "Triangle" as our course which probably is not the best option with the traffic lights at Shawbury. Also I think that if we have more than 80 riders they will be overlapping on the final circuit.

So if there are any budding course measurers out there, would anyone like to revamp the course? I will take any suggestions and use them if possible, so go and get a map now and have a look

Again many thanks to all - members and friends - who helped and supported this year's very successful event.

A.J. Pickles



Prees village.

ANFIELD CIRCULAR

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

President: Tony Pickles
Vice Presidents: John Futter, David Birchall
Captain: Martin Cartwright
Hon Secretary: Bill Graham
47 Main Road, Kinnerton, CHESTER CH4 9AT (☎:01244 660858)

September 2000

No.894

CLUBRUNS (lunch 1230hrs)

- September 16 The Bull Shocklach **Club 14 1130hrs Start Broxton**
23 City Arms Minera
24 Knutsford Great Race 1200hrs
30 The Raven Llanarmon-yn-Ial **Hillclimb 12 noon**
- October 7 Sportsman's Arms Tattenhall
followed by AGM: 2.00pm at Cricket Club
14 Llew Coch (Red Lion) The Ffrwd (Cefn-y-Bedd)
21 The Buck Bangor on Dee
28 Golden Lion Ashton
- November 3-5 **Autumn Tints Weekend: Severn Arms Hotel Bridgnorth**
11 The Bull Clotton
18 The Swan Kinnerton
25 Sportsman's Arms Tattenhall **Committee 1130hrs**
- December 2 Miner's Arms Maeshafn
9 Copper Mine Brown Knoll
16 Llew Coch (Red Lion) The Ffrwd (Cefn-y-Bedd)
23 Golden Grove Rossett
26 (Boxing Day): The Bull, Shocklach
- January 1 Farndon Arms Farndon
6 Sportsman's Arms Tattenhall **Committee 1130hrs**

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.50
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* CLOSING DATE FOR NEXT ISSUE - 25 November 2000 *

Committee Notes
Annual General Meeting

Too many of us found reasons not to attend the 1999 AGM. But help running the Club is needed. Indeed the future depends on support from members. This year the Annual General Meeting will take place at Tattenhall Cricket Club immediately after the run to The Sportsman's Arms (i.e. 2:00pm on 7 October). Please attend if you can, and return the membership renewal form attached to the enclosed Agenda (unless other arrangements apply).

Autumnal Tints Weekend:
The Severn Arms Hotel Bridgnorth, 3-5 November

The plan is to return to the Severn Arms Hotel who looked after us very well over the Captain's Weekend. Dinner, bed, and breakfast will be around £33 (more or less). Tony Pickles (☎:01352 759463) is taking bookings now.

* * * * *

Obituary

Jeff Mills

We are sorry to record the death of Jeffrey Hammond Mills who died on 6 July 2000, at the age of 75. Jeff was a member of the ABC from 1958 to 1977. For his services to the Club, he should have been rewarded with Life Membership. Regrettably we let him down with barely a word of thanks.

Jeff was one of the band of Anfielders who, in the late 50s / early 60s introduced scores of "cadets" to the ABC's way of cycling. For me, and others from that time, it is Jeff particularly who we have to thank for introducing us to the lanes and the countryside of Cheshire, Shropshire and North Wales. He looked after us with the same meticulous care and patience that he applied to other aspects of his life. Memorable were the many Sunday rides to Holly Cottage at Whitewell near Whitchurch, for Mr and Mrs Hallworth's famous lunches. We found our way there so often, that, at the time, irreverently, Jeff was teased about having shares in the place. From the Wirral, the rides were a good distance, and for Jeff, from West Derby on the far side of Liverpool, each round trip was probably more than 100 miles. Clubrun attendances were carefully recorded in those days. There was great competition to beat Jeff to the prize for attending the most yearly. Usually Jeff won, his annual mileage regularly topping 10,000 miles. Every mile was accomplished on immaculately equipped and maintained bicycles (hand built by Harry Quinn) and, later, tricycles.

Jeff worked very hard for the Anfield throughout the whole of his active membership. From the start he served on the Committee - variously, as assistant Hon Sec, 100 Sec and Captain; then as Hon Secretary, to which the task of Treasurer was added. In recognition of his efforts, Hubert Buckley at the October 1969 AGM invited him to be President with the acclaim of all present. With the benefit of hindsight, the Club's mistake was to expect Jeff to do everything all at the same time.

Away from the Anfield, Jeff was a long-standing cycling official. He acted as a principal timekeeper for numerous major events. Jeff served the Isle of Man International Cycling Week for many years as Chief Timekeeper. He co-ordinated entries as they came in, and was noted for their meticulous recording. Additionally, he acted as Hon Treasurer to the RTTC Liverpool DC, and Liverpool Time Trials CA.

In his working life Jeff was a Solicitors' Clerk for a firm in Central Liverpool, a job which carried much responsibility. That background was reflected in his approach to cycling and in his other interests. How appropriate that in his retirement he was able to combine his love of maps and travel with his passion for time and record keeping, through the medium of epic railway journeys around the world. Plotting interesting routes to far-flung places, with timetables and notebook to hand, Jeff must have been in his element.

David Birchall

* * * * *

Racing Notes - Mark Livingstone

I am pleased to report that racing results are coming in thick and fast. Most prolific at the moment is Ben Griffiths who features in just about every race reported. Well done Ben, keep up the good work.

The racing activity in the last few months has been spectacular both in its quality and quantity. Two new Club records and more PBs than I can count! I can't wait to see what the end of season "September rush" will bring. The interest in time trialling is as strong as ever, but we now have some action in the road racing discipline as well. For this reason I have split the racing notes into 2 sections, starting with the testers. I wonder how long it will be before we can boast a track section? Or maybe a mountain bike section. One thing is for sure, it won't happen if you don't send me your results!

Time Trialling

Rhyl CC 37 Mountain TT, 23 April: M Cartwright 1-52-21 R Burrows 1-56-28

Merseyside VTTA 25, 21 May: Ben Griffiths: 1-5-17

N Shrops Whlrs 25, 27 May: B Griffiths 1-5-30; G Catherall 1-11-37

Merseyside Wheelers 25, 4 June: Ben Griffiths 1-10-07

Chester RC 25, 11 June: Martin Cartwright, off no.2, made the most of a still morning to record his fastest 25 for 2 years in this event held on the Business Park course. He caught his minute man before Christleton island but managed to hold his concentration despite a lonely ride out in front for much of the remaining distance. Rob Burrows was the next of our riders to greet the starter and was well pleased with his personal best despite the worsening weather. Well done Rob. Other Anfielders fared less well in the rising wind with the pick of the bunch being Graham Thompson who recorded 59-10. A nice touch at the result board was a large message from the organiser saying "Happy Birthday Tony Pickles - 48 today". All in all an excellent day, and good to see 7 Anfielders in one event. There aren't many clubs matching that

at the moment. G Thompson 59-10; R Burrows 1-04-51 (PB); M Cartwright 1-03-08; B Griffiths 1-06-55; M Livingstone 1-08-20; G Catherall 1-11-07; Tony Pickles 1-19-57.

Birkenhead CC 30, 18 June: Ben Griffiths and Bill Graham were the only Anfielders to take advantage of this new D30/7 course. Their decision to ride proved to be a good one (experience always shows), and Ben reports that they enjoyed a fine, still morning. Congratulations to both on two excellent times: Ben Griffiths 1-15-38; Bill Graham 1-22-41.

Rhyl CC 25, 25 June: G Thompson 59-56; B Griffiths 1-6-08; G Catherall 1-10-46

Club 14, 24 June: Well done Geraint Catherall on winning, and well done to Chris Edwards on his runner up spot. Ben Griffiths was the only other rider but failed to finish due to one of his cranks going off course! G Catherall 41-22 C Edwards 44-02 B Griffiths DNF

New Club 25 Record

Mike Hallgarth 54-23

St Ives CC 25, 1 July

(Subject to confirmation with result sheet)

One of the best Anfield performances of the season so far! It is great to see that the interest in racing is alive and well and seems to be going from strength to strength. Congratulations to Mike Hallgarth on his record ride and may it be the first of many to come. The following is a brief account of Mike's ride in his own words:

"At long last! 54-23 in the St. Ives '25'. Every mile ridden since last September and every turbo session has been with the sole objective of a "54" in mind, but nothing prepared me for the agony of the ride itself. I used mostly a gear of 53 x 14 (102") giving about 95rpm and caught my 3-minute man just before the line (who himself did a better ride than my previous all time personal best!)."

Birkenhead Victoria CC 25, 2 July: Another new course (D25/6), and what a cracker. After the torrential rain on Saturday night I feared the worst for the Vic's 25 the following morning. However, my fears were unfounded and the day dawned dry and still. This course on the Wrexham by-pass definitely has promise, mainly due to some ingenious design eliminating the need to climb the concrete mountain just before the Gresford turn off. Martin Cartwright clearly agrees with me as his 1-0-45 personal best time shows, and he is now knocking on the door of a sub-hour ride. I am sure Martin will crack the hour eventually, but will it be this season? The pressure is on now Martin! On a more modest level, I was also pleased with my PB of 1-04-59 (on an 84" fixed wheel) although Ben managed to beat me again! Also riding were Graham Thompson and Tony Pickles (puncture) who unfortunately did not finish.
M Cartwright 1-0-45 (PB) B Griffiths 1-04-30 M Livingstone 1-04-59 (PB)
Tony Pickles DNF (Punctured) Graham Thompson DNF

Prescot Eagle RC 10, 15 July: Martin Cartwright 24-12

Club 7 15 July: Is this a record? There were those at the event who believed that Graham's ride of 15-58 may be the fastest ever in a Club

'7'. Whether it is or it isn't, it was certainly an excellent performance. It was also encouraging to see 7 riders taking part (all Club members) and obviously enjoying the event.

Graham Thompson 15-58 (RECORD?) M Cartwright 16-58 M Livingstone 18-01

Ben Griffiths 18-37 T Pickles 20-17 S Twigg 21-41 C Werner 22-42

Central Lancs RC 25, 16 July: Martin Cartwright 1-02-53

This weekend saw Martin "doing a Ben Griffiths" by riding 3 events in 2 days. He says he was disappointed with his time of 1-02-53 and felt tired and jaded. Well I'm not surprised. It takes years of practice to be able to punish yourself like that and get away with it ... perhaps removing his socks like Ben might help. (Just a thought!)

New Club 10 Record

G Thompson 21-40

WCTCA 10, 19 July

Congratulations to Graham Thompson for breaking the Club '10' record for the second time in 2 years (and I don't think he's finished yet). Graham bettered his 1999 time of 21-51 by 11 seconds and his was the best of some excellent Anfield performances.

G Thompson 21-40 (CLUB RECORD) B Griffiths 24-31 M Livingstone 25-14 PB

Bill Graham 25-37 Tony Pickles 27-13

M'chstr & DTTA 50, 22 July: M Halgarth 2-10-16 M Livingstone 2-22-45

South Staffs CA 50, 23 July: M Cartwright 2-08-49

An excellent day out for Martin brought a personal best 50 and some prize money too. This is what he had to say about his ride:

"The course itself is actually not as good as I would have hoped for, the stretch along the A5 being quite lumpy. I think it would have to be regarded as "sporting" to say the least. Having viewed the handicap times on the start sheet there appeared to be some fast guys in the field, but in fact I actually passed many more than I expected. What's more I was caught by my minute man at about 23 miles but he never managed to get more than 20 seconds or so ahead of me and after 35 miles I managed to get past him again. By the finish I ended up getting back the minute I had on him at the start and adding another 30 seconds to boot (very satisfying). Stood watching the times go up on the results board I was astounded to realise that I had come 7th overall, had won my group (£7 prize) and won the handicap (£6 prize). So all in all the long drive down to Cannock seems to have proven worth-while."

Mersey RC 24, 29/30 July: How anyone can race for 24 hours is beyond me, I'm still trying to come to terms with 100 miles. I spent some time following this race around the roads of Shropshire and I have to admit it was something of an education. The organisation is unbelievable, to say nothing of my admiration for the riders and their support. I would like to take this opportunity of congratulating Geraint Catherall for finishing his first 24 hour, at his first attempt, and to thank all the Anfielders who gave their time to support him. (Chris Vessey was also riding, as 1st claim Hounslow. ABC and Hounslow paths crossed when Geraint and Chris chatted briefly to each other during the race. Chris finished with a distance of 320 miles, having survived (as did Geraint) the most ferocious thunderstorm and cloudburst between the start at Farndon and Whitchurch.

Geraint Catherall 322.903 miles

Warrington RC 50, 30 July: M Cartwright 2-04-49 (PB, 1st H'cap & Trophy)
Mark Livingstone 2-19-13 PB

Team Velo Sport 10, 2 August: B Griffiths 25-12 (1st Hcap in age group)

Shropshire CCA 100, 6 August: Isn't it amazing how quickly we forget the pain and suffering we have endured in the past. This was the thought going through my mind as I started my second 33 mile lap of the Shropshire CCA 100. All at once the memories of how I felt after our '100' (my first) in May came flooding back. I somehow thought that this time it would be different, that I was better prepared, and that the weather would be kinder. Wrong! ... Wrong! ... Wrong! I finally packed on the third lap when my left pedal fell apart. This was the official excuse, but to be honest I was glad. I'd had enough by then and knew that I was going to struggle to finish. Ben Griffiths shared my fate and we met on our way back to the HQ, both realising that this was not to be our day. All was not doom and gloom however. Still riding were Martin Cartwright and Geraint Catherall who both produced good rides on a poor day. Next time it's going to be different.

Martin Cartwright 4-37-33 Geraint Catherall 5-30-27

B'head Vics CC 10, 12 August: M Livingstone 25-36 B Griffiths 26-01

Mid Shrops Whlrs 50, 13 August: Bill Graham 2-28-20 (1st handicap)

Road Racing

F Morgan Mem 50 Miles, 16 April: Graham Thompson finished in Bunch.

Ron O'Brien Mem 105Km, 14 May: Graham Thompson winner of Points Comp.

B'head Vics CC Criterium 56Km, 21 May: Graham Thompson finished 3rd and gained 10 points on Racing Licence. This result was enough to give Graham his 3rd Cat licence and also 4 points towards his 2nd Cat licence. Well done Graham!

Oulton Park 72Km, 7 June: Graham Thompson finished in Bunch.

Oulton Park 72Km 21 June: Graham Thompson finished 8th.

It is nice to see some action on the road racing scene, well done Graham! I know he is not the only one out there road racing so don't be shy and lets have your results!

Club '7' Series 2001

I am proposing to hold a Club handicap competition in 2001 (subject to the approval of the committee) based on the Club '7' series. The aim of the competition is to increase interest in Club events. It is open to all, irrespective of fitness, and the handicap system means everyone has an equal chance of winning the series. There may even be some prizes to be won! The handicap times will be based on your best performance in the past 3 years. If you haven't ridden for 3 years and you don't want to be at the mercy of the nasty handicapper (me!), then I suggest you take the opportunity of the last Club '7' of the year to get a ride in. Come and have a go, what have you got to lose?

e-Clips

* **The Knutsford Great Race** (in aid of the Childrens Society) takes place on Sunday 24 September. Representing the famous Black Anfielders will be a team of four - Martin Cartwright, Mark Livingstone, Tony Pickles and Chris Edwards to whom a penny farthing has been loaned. British Aerospace have given our intrepid quartet permission to practice riding it at the Broughton works. The event (which also includes the World Boneshaker Championship) starts at midday. Run once every ten years the Knutsford Great Race is something special. Big crowds are expected to watch the 60 or so riders and machines. The race itself is a spectacular sight, but in addition, there will be lots of side shows (a hot air balloon, ox-roast, traditional fair-ground, vintage cars); and coincidentally the Knutsford Literary Festival will be in progress too : events for all the family. David Birchall has the details.

* In the latest issue of **The Boneshaker** (the journal of the Veteran-Cycle Club), there is a centre-page spread of rare photos from the Anfield BC archive: the 1882 Preston Guild Meet (with over 80 penny-farthings (lined up like bleached skeletons) in front of a huge marquee), group poses at Betws-y-coed (outside the Glan Aber Hotel and by Swallow Falls) in the 1880/90s, and the Bootle BC's club-house in 1885. Unfortunately the quality of copying we ordinarily use for the Circular is just not good enough to reproduce the photos for these pages. But if you would like a copy, "down-loading" or laser copies would be feasible.

* East Cheshire's leafy summer lanes have provided delightful cycling this year. On one lovely morning recently the editor was pottering through Peover, when the sound of rasping lungs approaching from behind broke the reverie. Along-side appeared Alan Orme, who for several miles had struggled to catch up. Yes, he could be fitter. It's very nice to see Alan back on his bike after his recent work in Aberdeen and Paris. An enjoyable hour's ride followed. Same old Alan though (even if a stone heavier). But have you ever contemplated the most effective way of washing encrusted sweaty salt from your crash hat? Shower in it, apparently.

* A member, who had better remain nameless, desperate to keep fit for cycling without the actual bother of cycling, thought he had the solution - from the **Argos** catalogue. A **Delta Gravity Walker** the contraption is called - "simulates running, stepping, climbing, pushing and pulling with variable resistance levels". Hmm. You rock treadles back and forth with your legs and feet, while with your arms you rhythmically operate the ski-sticks. Ski-trekking through snowy Swedish forests is what you think about, apparently. Except no Swedish forests and no snow on a sultry afternoon in your living room. So hot in fact that wearing clothes is uncomfortable. You might think discarding clothes (save for the pair of trainers on your feet) is all right in the privacy of your own room. What possibly could be wrong with that? Cue for the sudden arrival of your wife and the local WI for tea?

Clubruns Round-up

Mouldsworth was the venue for 10 June. A good turn out too, and nice to see Neil France putting the finishing touches to his training for the Alps. Couldn't fail to succeed with such a gorgeous bike we thought.

The following week the Burlton Arms was the destination. Burlton is deep in the Shropshire countryside between Ellesmere and Wem. It has been on the Clubruns list for the last few summers - usually a week or two after the 100. We seem to have the knack for choosing the hottest sunniest of days to ride here, and this year was no exception. On a splendid summer-morning Keith Orum, Geoff Sharp joined the editor at Prees. The lanes westward to Whixall, Northwood and Colemere are quiet and provide very enjoyable cycling. Just short of Ellesmere, at Spunhill, we headed south into the pastoral landscape around the remnants of the Weston Lullingfields branch of the Montgomery Canal. Even the place names have a bucolic ring in this backwater.

At the Burlton Arms we sat in the garden to eat our lunch in the sun. There, Tony Pickles, John Futter and Craig Clewley joined us, somewhat hot and bothered after fighting a strong headwind from Broughton. At least they could look forward to an easy homeward ride with the wind and sun on their backs.

The Clubrun to 'Ouse at Top (Kelsall, 22 July) coincided with a visit from Mike Hallgarth who had eyes on a fast time in a 50 near Knutsford later that afternoon. A small turnout with Twigg Senior and Pat, Bill Graham, Ben Griffiths and David and Mary Birchall, other regulars holidaying or racing. Just as the Two Mills-bound cyclists were leaving, in staggered Chris Edwards, a lather of sweat. There's something about Chris's sense of timing, but, true gents that they are, Ben and Bill allowed him five minutes to sort himself out, get some food and, eyes gleaming mischievously, offered him a back wheel home.

White Horse, Churton and Club 7

-

15 July 2000

A Chain of Events: It never bodes well when you walk into a cycle shop to buy a chain and walk out with a bike. Dave, the owner of the "Hemel Hempstead Cycle Centre" saw me hobble in, so instead of selling me a chain he gave me an advert for a cartilage building supplement. As I was sitting down drinking my tea and reading the advert, I spotted a Brian Rourke frame built up as a low profile hanging up which I thought was a bit strange this far south. I mentioned the Club "7" to Dave and he suggested borrowing the bike to try it out, sale or return. Fair enough, I thought. And so it ended up in the back of the car.

Friday was spent in Sheffield and I travelled over to Chester via the Snake Pass, loosing 3rd then 5th gear in the process. Saturday morning dawned and I remembered that I still hadn't got a chain. So it was off to the "Bike Factory" to dispense with nine pounds for a basic chain (should have bought one in London as prices are much cheaper, you can buy a quality silver Sachs chain and a pint of best and still have change from a tenner!)

There were seven takers for the "7", and after a late start and a good push from Dave Birchall all enjoyed the slight tailwind down to Aldford. The climb from Aldford was agony as it took me ages to get up to "speed" again before getting back down on the tri-bars at Bruera church. Feeling better again, I managed to climb Saughton mountain in the big ring (and the 19 sprocket...) And so to the finish, beating my target time of 24 minutes by around two minutes. Mind you, this still 5 minutes slower than I was ten years ago!

Thanks to John Futter for timing, Dave for pushing off and Dikkii Bird, Billy Graham and Mike Twigg for marshalling. Thanks also go to Colin Werner for not catching me (well, the Grosvenor Arms was en route).

Apart from the racers who went home (Mark Livingstone and Graham Thompson) and those previously mentioned, at the White Horse were Tecwyn Williams, Tony Pickles, Ben Griffiths and Martin Cartwright. On the ride back to Chester, Billy asked me to take it steady down to Aldford. After Aldford, Billy became a blur in the distance. With suitable modification, the Rourke could prove to be a suitable bike for "racing" at the bargain price of £250. All I need now is new legs, lungs etc.

Stuart Twigg

Jack Salt recollected

Several months ago, Peter Henderson (who lives in Rye and was a member of the Kentish RC) contacted us for a copy of **The Black Anfielders** to fill a gap in his collection of cycling books. Peter was kind enough to share his memories of the late Jack Salt, the ABC's much respected rider from the 1930s:

"My only connection with the Anfield is that I knew Jack Salt slightly. We sometimes used to meet at the Bath Road. Then later, when I lived in Liverpool for a short while, we used to ride out together sometimes. Yes, he could make me suffer a bit now and again! However, I was very grateful to Jack on one occasion - when we were both riding in a 100 on the Cheshire/ Shropshire course (not the Anfield 100). I had already punctured twice and used both my spares. Then I punctured a third time and hadn't another spare. Jack was not far behind me and stopped and loaned me his only spare. Fortunately we both got to the finish without any further punctures (Larry Ross won the event). There is one other thing that I remember about Jack. During the war the rule about wearing tights was relaxed owing to clothing coupons etc., and Jack was one of the first to ride in an event wearing shorts. But they weren't track shorts - they were ordinary touring shorts."

Sponsored Ride In The Tour De France for Chess & YMCA Neil France

First of all please let me personally thank you for sponsoring me for the ride in the annual 'Etap du Tour'.

After nine months of training and an intense six weeks prior to the event I was determined to complete the course. The ride is exactly the same as Stage 12 from Carpentras to the top of Mont Ventoux in Provence

that the Tour de France riders would complete two days later. I signed on in the official start at the Etap Village on 10th July and like everyone was unaware of the drama that would unfold on the next day. After a loosening up ride of thirty miles it was back to the hotel for a pasta meal shower and bed at 9pm, though nerves and the early bedtime meant I didn't get to sleep till midnight! The alarm went at 4.45am and it was down to breakfast with as much carbohydrate eaten as possible.

We went in the coach to the start and then we had to find our 'pen' from where we would begin in Carpentras. At 7.35am we moved off and through the start line where our personal transmitters activated our time on the events computers. I had to take it easy in the initial kilometres as the temptation to go too fast is strong. However with riders passing me at 35mph+ my 22-23mph looked tortoiselike in comparison.

The crowds were incredible. Thousands of people lined the roads shouting encouragement. The first climb came at 25 miles and needed to be taken steadily lasting 4 miles at 1 in 12. The temperature was chilly rather than the expected heat and this made the ride less stressful at least initially although energy usage was higher and meant I was virtually continually eating. I am now officially sick of eating bananas!!

The descent meant that the peleton was split up and stayed that way for about 10 miles until the next climb. The blustery wind was taking its toll and riders began to group together to minimise its impact, speed had averaged about 15mph which meant that I was ahead of schedule. The next mountain took more out of me than I had realised and at the feeding station at 56 miles I knew I was in trouble caused I believe by a low blood sugar level. The symptoms were nausea combined with no desire to eat or drink. Fatal on a ride of this severity. At this point you need motivation and I withdrew to a local café for a café-au-lait. A short rest and the desire to continue came flooding back as I knew I had put in a lot of miles in the mountains of Wales and Derbyshire in training.

A brief meal of energy bars, sandwiches etc. and it was back on the bike with a flat ride to the Col de Notre Dame. This was the second highest climb at 2200 ft. and with 65 miles in the legs it should have begun to hurt but it didn't and I romped up it and hit 45mph on the descent. A short stop to tell Heather my progress on the mobile and a quick coffee and then it would be the Ventoux, a mountain immortalised as the place where the great Tom Simpson died. By this time I was feeling stronger and overtook many riders who were in all states of exhaustion.

The final drink station at the foot of the Ventoux in the village of Bedoin was chaos with hundreds of riders grabbing water, energy drinks and anything edible on offer. The atmosphere was made even more manic with the knowledge that the greatest challenge lay just ahead. The Ventoux known as the 'Geant de Provence' has an impressive set of statistics. It has an average gradient of 1 in 10 (Danbury Hill is about 1 in 12) with no levelling out for a total of 13 miles. The first part is a steady climb through the forest for 10 miles and the temperature normally in the 90's was struggling to keep above freezing. When you consider that most riders had only a thin lycra top and shorts the potential for disaster was drawing closer.

After one and a half hours effort I was out of the forest and on the bare slopes of the final part of the climb. I made the drinks station at 'Le Chalet Reynard' now only two and a half miles from the top. Once

again a coffee and it was on to the top at a gradient I was assured was less steep than the 1 in 10. However at the exit to Chalet Reynard a line of police blocked the road and we were told to wait. Rumour had it that a rider had had a cardiac arrest and a helicopter flew low overhead and landed further up the mountain seeming to confirm this information.

The temperature was falling fast and after more than 7 hours in the saddle we wanted to get on. Several riders sneaked through in a desperate attempt to complete the ride but were forcibly restrained by police motorcyclists. As you could imagine there was a huge amount of gallic aggression directed at the police as no one knew what was happening. We were then told to give in our transmitters and return to the finishing village at Malaucene by going back down the mountain and around it at the bottom. This meant an additional 12 miles plus the climbing of two more 1500 ft Col's!! Whatever has happened up there must be serious and so we did as bid.

Upon arrival at the finish eight and a half hours after starting and with over 12000ft of climbing and 112 miles of riding in my legs I felt the medal was well earned! The details of what had happened were soon known and it transpires that a cyclist going over the top and descending in the freezing conditions had indeed had a cardiac arrest and then crashed. The exact cause of death is not clear but the weather was obviously deteriorating fast. Hundreds of others going over started to squeeze into the finish tent at the top due to the cold and soon after others suffering exposure had meant dozens had to be taken quickly to hospital to prevent more deaths.

It had been frustrating not being allowed over but the police and paramedics had probably saved a massive disaster by acting so promptly. In the year Tom Simpson died the temperature on the mountain had been 110degrees F. The mountain had lived up to its ruthless reputation once again. For the record the Tour de France riders took 4hrs 15mins. To complete the same distance two days later ... a humbling experience was watching Lance Armstrong speed up those self same roads on the Ventoux and he wasn't even breathing heavily!!

I believe together we will have raised somewhere between £400- £500 for two worthy causes. Thank you for your generosity.

* * * * *

Glen to Glen

Overlooking the River Spey near Charlestown of Aberlour, the Craigellachie Hotel's Quaiiche bar is a comfortable place, warmly furnished with cosy armchairs, thick carpets, and varnished wood. Like a private library in a country house, it is the perfect place for quiet contemplation. But it is not books that line the walls from floor to ceiling. This library celebrates malt whisky. Indeed here can be found more varieties, arranged in alphabetic order, than there are days in the year. Each malt can be sampled, if you've a deep pocket: a *dram* of the rarest costing £50. Spend an evening here, and that new hand-built bicycle you've always promised yourself will seem a bargain. Can there be a better way to justify a trip to the frame builder?

Off-road riding, not whisky, was the aim for this Farrington/Birchall trip to Speyside. Our base was a cottage on the Glen Livet Estate near

Tomintoul, a sleepy little Highland village overlooking Glen Avon (pronounced A'an), on the eastern slopes of the Cairngorm mountains. Most of Tomintoul's fame derives from road-closure reports, positioned as it is 1200ft above sea level at the north end of the notorious A939 from Cock Bridge. It must be a raw place to live in the winter, but from May to October it's lovely. The micro-climate is that of the Grampian Mountains, on the highest slopes of which patches of white snow were still visible when we were there during Wimbledon fortnight.

The Grampian Mountains and Speyside are criss-crossed with roughstuff routes. Some, like the Lairig Ghru and Glen Tilt, are well known; others, particularly on the eastern flanks, less so. The scale of the Cairngorms is massive, with landscapes as wild as any in Britain. The Cairngorm plateau is around 4000ft high. Around its edges are vast glacier-sculpted corries, from which flow braided rivers, more Himalayan than Scottish in character. For a relatively easy introduction to the area, our first ride led to the head of Glen Don, an hour's ride by mountain bike from Cock Bridge via Delnadamph Lodge, where the tarmac road ends. From here, a track climbs to a low pass then drops to Inchroy Lodge in Glen Avon. From Inchroy, tracks lead south 12 miles through very remote country to Braemar; or continuing westward in 10 miles you can reach Loch Avon, in the shadow of Beinn Macduibh. Very tempting with a mountain bike. But our choice was northward. From Inchroy lodge it is eight miles back to Tomintoul, following the River Avon, which dashes over shingle banks and flood plains down the long mountain-enclosed glen.

Glenfiddich and Glenlivet are synonymous with malt whisky, giving their names to two of the most world-famous brands. So, for our next ride, on a day promising sunshine we set off from Dufftown, glen to glen. For 10 miles we followed the rough track up Glen Fiddich into the heart of remote hills, where you are more likely to see eagles than people, except in the shooting season. And at that time of the year, you would be well advised to steer clear, judging by the bullet-riddled practice-target (the shape of a deer) at the start of the track.

At 1700ft we reached the summit of the pass. Ahead were the green folds of the Ladder Hills; and in the distance the great mass of the Cairngorm plateau. The track now dropped towards Glen Livet, splashing through streams each deeper and trickier than the last. Finally, we were wading with shoes and socks off, through the deep ice cold waters of the fast flowing River livet, its sharp slippery boulders stubbing toes. Four hours from Dufftown we reached civilisation and the tarmac road to Tomnavoulin.

It's impossible to ignore the importance of whisky to Speyside, with distilleries and bonded warehouses at every turn. Having ridden from Glen Fiddich to Glen Livet, by the end of the day we were more than willing to judge the merits of their respective malts. The tasting notes for *Glenfiddich* claim it is "light, peaty and smooth"; a description we could certainly accept. On the other hand *The Glenlivet*: "subtly balanced ... medium sweetness ... smooth dryness"? Well that hit the spot too, notwithstanding our experience at the Livet fords - sweet, smooth and dry, they definitely were not.

DDB

ANFIELD CIRCULAR

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

President: Tony Pickles

Captain: Martin Cartwright

Hon Secretary: Craig Clewley

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December 2000

No.895

CLUBRUNS (lunch 1230hrs)

January	1	Farndon Arms	Farndon	
	6	Sportsmans Arms	Tattenhall	Committee 1130hrs
	13	The Raven	Llanarmon-yn-Ial	
	20	The Bull	Clotton	
	27	The Buck	Bangor on Dee	
February	3	The Goshawk	Mouldsworth	
	10	Miners Arms	Rhes-y-Cae	
	17	Sportsmans Arms	Tattenhall	Committee 1130hrs
	24	Cross Keys	Llanfynydd	
March	3	Beeston Hotel	Beeston	
	10	Captain's Weekend	Hereford/Leominster area	
	17	The Crown	Llandegla	
	24	Calveley arms	Handley	Club 14
	31	Sportsmans Arms	Tattenhall	Committee 1130hrs

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet:£3.50
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* CLOSING DATE FOR NEXT ISSUE - 24 February 2001 *

Committee Notes

New Members:

Christopher Jones 9 Vicarage Court, HOLT, Wrexham, LL13 9AL
Tel: 01829 270848
James Kimpton, 20 Bretton Drive, BROUGHTON, Flints, CH4 0RS

Treasurer's Notes

As your new Treasurer, could I remind members that subs are now due for the year ending September 2001. 20 of you have yet to pay. And some have still not changed direct debit mandates to £15.00 from £12.00. However we particularly like members who pay their subs twice. Er, thanks George.

Chris Edwards

Annual General Meeting

Tattenhall Recreation Club - 7 October 2000

Present: T Pickles W Graham D Bassett G Catherall C Clewley D Edwards J Futter B Griffiths M Livingstone K Orum G Sharp J Stinton M Twigg T Williams J Williamson Apologies for absence were received from M Cartwright D Birchall H Dauncey S Twigg D Rees C Edwards B Bird

Minutes of the 1999 AGM were read and accepted; no matters arising.

Hon Secretary's report: The secretary reported that duties during the year had been fairly routine the biggest demand being the attendance at the six committee meetings. The minutes showed a slight improvement in attendance at meeting and that three members did not attend any. Membership stands at 69, twelve being Life Members. An average of about ten cyclists attended Clubruns.

Generally the Club had enjoyed a good year. The Tints and Captain's Weekends at Kington and Bridgnorth were both well supported and very successful. On the racing scene, participation in Time Trialling showed an improvement with members taking awards in open events and club records broken.

We welcomed two new members, but sadly recorded the passing of Peter Colligan and Rolf Mills, both exceptional men. A former member Jeff Mills (no relation) who was an outstanding cycling official on Merseyside also died during the year.

There was some evidence of older members wishing to be less active in the running of the Club. Not necessarily a problem, it gives younger members the opportunity to be involved and to make changes of benefit to the Club's future. Following on from this the Secretary offered to stand down if any younger member wished to do his job.

During the year there had been an incident concerning the Club not fulfilling BCF marshalling duties, not for the first time demonstrating the need to organise a system to avoid such a problem happening again.

The Secretary concluded by thanking those who had given assistance during the year. The Report was accepted without comment

Bill Graham

Obituary

Rolfe Mills

Rolfe Mills, great-grandson of W.D.Mills and grandson of G.P.Mills, was introduced to the Anfield in 1995 thanks to Bill Graham. W.D and G.P.Mills were amongst the founder members of the ABC in the early days of the Club. G.P.Mills became internationally recognised as one of the key pioneering figures in long distance endurance cycling. He made the "End to End" his own establishing records on all types of machine from the penny-farthing on. Not content with pedal power alone, he "progressed" to motorbikes and touring cars when they were invented, and secured records for those too.

So we were privileged to count Rolfe a member. In the summer of 1995, at the age of 71, his plan was to follow in his grandfather's wheel tracks, from Land's End to John O'Groats. With a back-up car driven by his daughter, he completed the ride in about three weeks.

He impressed the ABC with his determination and tirelessness, definitely a characteristic of GPM we thought. Until advising Rolfe on the route, it had never occurred to me that the End to End is a rite of passage. It is surprising how few ABC members have made the LE-JOG ride an objective, given the Club's history and tradition. Thus Rolfe provided the catalyst for Adam and myself to try the journey too.

Back home at his vineyard in Wanaka New Zealand, Rolfe's plans for future rides continued. John Thompson visited him while cycle-touring in NZ during 1998. By all accounts an Anfield evening ensued with Rolfe hatching more European rides in the trail of GPM. When last I spoke to him one summer evening this year, his enthusiasm was undiminished. But alas his plans were not to be. The Club's sympathy is with Rolfe's family and friends in their loss.

DDB

* * * * *

Racing Notes - Mark Livingstone

Well, that's another racing season over, and what a cracking year 2000 was. Two club records broken (10 and 25 miles), and more PB's than you can shake a stick at. I can't wait to see what 2001 brings! It was good to see a steady increase in racing interest during the season and I hope this continues on the Club and Open scene next year. Here are the late season results, just to whet your appetite!

Port Talbot Wheelers 25, 30 July: John Thompson 1-5-46 (Trike)
Tm Velo Sport 10, 2 August: Ben Griffiths 25-12 (Winner: age group plus)
B'head Vics CC 10, 12 August: M Livingstone 25-36, B Griffiths 26-01
Mid-Shropshire Wheelers 50, 13 August: Bill Graham 2-28-20 (1st H'cap)
Southport CC 25, 13 August: Ben Griffiths 1-07-01
Club 7, 19 August: G Catherall 19-17, B Griffiths 19-30, S Twigg 21-26
WCTTCA 12 hour, 20 August: Geraint Catherall 198 miles
Wrekinsport CC 25, 26 August: Ben Griffiths 1-05-40
Chester RC 50, 2 September: Ben Griffiths 2-19-31
WCTTCA 25, 10 September: B Griffiths 1-07-03, G Catherall 1-09-31

Birkenhead Victoria CC 25 Grand-Prix-Des-Gentlemen 17 September:
Unfortunately I had to miss the 2-up this year which was a pity because I was really looking forward to it. I kept up with all the news from the event thanks to Martin Cartwright. This is what he said:

"A wonderful performance in almost perfect conditions by Ben Griffiths and Graham Thompson saw them taking first Club team on Standard with a time of 57.39 (+22.26). Bill Graham (with M. Fluegge of the Chester RC) also gave a good performance with 59-31 and took the composite team prize and 3rd overall on Standard (+22.22), a mere 4 seconds on Standard behind Ben and Graham. Chris Edwards meanwhile showed that he really has got the bit between his teeth and could well be pushing the rest of us next season."

We managed a pleasing 1.02.00 and there were several times when he was pushing me to go a bit quicker. He only faded slightly in the final half-mile sprint to the line (where I very nearly got to see what he'd had for breakfast - he went a little green for a few minutes). An indication of how good the day was is the fact that only 5 teams failed to beat the hour, two of which punctured. All in all a very satisfactory day all round."

G Thompson / B Griffiths 57-39; B Graham / M. Fluegge 59-31;
M Cartwright / Chris Edwards 1-02-00

Club Hill-Climb 30th September:

G Thompson 3-59; B Graham 4-52; G Catherall 4-57; C Edwards 5-23
Wrexham RC Hill-Climb (Horseshoe), 8 October: G Catherall 15-01

Club Championship Winner

Congratulations to Mike Hallgarth on winning this year's Club Championship with an average speed over the 3 distances of 24.879mph.

It was nice to see 4 members competing for the Championship this year, although Mike's times were a considerable way ahead of his nearest rival. Lets hope we can give him more of a run for his money next year! The final standings were as follows:

	25 miles	50 miles	100 miles	Average
Mike Hallgarth	54-23	1-57-22	4-39-07	24.879mph
Martin Cartwright	1-00-45	2-04-49	4-37-33	23.448 mph
Mark Livingstone	1-04-59	2-19-13	5-12-52	21.269 mph
Geraint Catherall	1-10-46	2-29-13	5-30-27	19.807 mph

Club Trophies:

The winners of the Club Trophies are:

14 miles (25th March): Graham Thompson 33-11 (0.2m short course)
14 miles (24th June): Geraint Catherall 41-22
7 mile events: Martin Cartwright 17-38 (3 event av'ge).
Hill Climb: Graham Thompson 3-59

"Come-Back Kid" **Mike Hallgarth** has made a quite remarkable come-back to racing over the past 18 months and I would like to take this opportunity to congratulate him on his efforts and performances.

Setting a new Club Record at 25 miles was probably the highlight, but I know he was also very pleased to win the Club Championship. This is how the second half of his season went:

July: 1, St Ives CC 25: 54-23 (Club Record); 4, Dursley RC 25: 59-17; 11, Dursley RC 25: 59-57; 22, Manchester TTA 50: 2-10-17; 30, Port Talbot Whlrs 25: 1-00-13; **August:** 6, Westerley RC 100: 4-39-07; 13, VTTA (S Wales) 50: 2-03-07; 20, Merthyr CC 25 59-50; **September:** 9, Ogmores Whlrs 10: 23-15; 10, Middlesex R.C. 50: 1-57-22; 16, Andover Whlrs 10: 22-46; 17, Andover Whlrs 25: 59-22.

Quite an impressive set of performances I think you'll agree. Mike is now enjoying a well-earned rest and planning his attack for next year. I have tried to get him to spill the beans on his plans but he is keeping quiet for the moment. I guess we'll just have to wait and see!

Bill (Dark Horse) Graham: With the excitement of new Club Records and the like, we can all too easily overlook what else is happening on the racing scene. It has been brought to my attention that Bill has been quietly putting up some excellent performances throughout the season and has achieved some superb results in the process. Bill has also had an amazing come-back to racing after an enforced lay-off due to injury. His aim was to improve his Vet Standard Plusses, done in 1994, to qualify for the VTTA plaque (10, 25, 30 and 50 miles).

Bill says that of all his rides the 50 was by far the hardest (back trouble), and the easiest - the 2-up Grand Prix des Gentlemen (a 59 doesn't sound easy to me!). And the most satisfying? The Hill Climb where Bill beat a rider he had been 2nd to several times previously.

June: 18, B'head CC 30: 1-22-41 (Vet +15-35); **July:** 1, M'side VTTA 25: 1-11-09 (Vet +10-44); 19, WCTCA 10: 25-37 (Vet +6-23); **August:** 8, Merseyside VTTA 10: 26-12 (Vet +5-48); 13, Mid-Shrops Whlrs 50: 2-28-20 (1st H'cap Vet +21-39); 19, Notts and E.Mids VTTA 25: 1-5-39 (Vet +16-14); **September:** 2 Altrincham Ravens CC 25: 1-7-55 (Vet +13-58); 17 Birkenhead Vics 2-up: 59-31 (Vet +22-22, 3rd on standard); **October:** 8 Wrexham RC Hill Climb: 13-42 (1st Vet on standard with 8-52).

For those of you who, like me, are a little confused over the workings of the Veteran Standards, here is a brief description of how they are set. I hope it helps! All riders over 40 have an age related target time for each distance (a time which is considered attainable for the average rider of that age). The amount of time the rider actually beats or trails the target time is calculated as a Plus or Minus. This puts Bill's rides in context. He isn't beating his targets by a few seconds, but by 10 or 20 minutes in some cases (eg. 21 mins 39 secs on his 50 ride). Well done Bill and let's hope amazing results continue.

The Knutsford Great Race

Riders in this 3 hour Penny Farthing race were Mark Livingstone, Martin Cartwright, Chris Edwards and Tony Pickles. Despite some spills this crack (yes it is spelt correctly) Anfield Team managed to finish the 3 hours and proudly collect our medals. I think I can speak for us all when I say it was a fantastic experience and we are all raring to go in 2010 (well Chris and I are anyway). Thanks to all the Anfielders and friends who helped make the day such a success, and thanks to the nameless First Aiders and Hospital staff who patched up Martin and Tony.

Club '7' Handicap Competition 2001

I am very pleased to report that the Club '7' Handicap competition is going ahead next year. I have tried to set the handicaps so we get as close a competition as possible so there is no reason why we can't all give the superstars a run for their money. There will be a prize at the end of the year for the eventual winner, but remember that the main aim is to provide a friendly atmosphere and to encourage more people to come and have a go. See you there!

Below is a run down of the handicaps. These will remain set for the entire '7' series and the winner will be the person with the fastest ride of the year on handicap. There will be a 1 rider / 1 prize rule so the winner of the series can't also win the handicap. If your name doesn't appear below then you will be given a handicap on your first ride and this will stand for the rest of the year. Let's see how it goes and review the rules the following year if required.

Graham Thompson, Mike Hallgarth	SCR
Martin Cartwright, John Thompson, Rob Burrows	1 minute
Geraint Catherall, Ben Griffiths, Mark Livingstone	2 minutes
Bill Graham, Chris Edwards, John Stinton, Phil Looby	3 minutes
Tony Pickles, Craig Clewley	4 minutes
Colin Werner, Stuart Twigg	5 minutes

If I were a betting man I would put my 50p on Chris Edwards or Phil Looby for the Handicap prize (but what do I know). Anyone not named will be assessed on the line by our resident expert (Ben) who's not as generous as me.

2001 Club events

(subject to approval by the RTTC).

24/03/01	14 miles Course:	D1/14 (Broxton)	11.30am
14/04/01	7 miles Course:	D2/7 (Huntington)	11.30am
05/05/01	7 miles Course:	D2/7 (Huntington)	11.30am
20/06/01	7 miles Course:	D2/7 (Huntington)	7.00pm
14/07/01	7 miles Course:	D2/7 (Huntington)	11.30am
18/08/01	7 miles Course:	D2/7 (Huntington)	11.30am
15/09/01	14 miles Course:	D1/14 (Broxton)	11.30am
29/09/01	Hill Climb Course:	D9/0 (Eryrys)	12 noon.

Promises, Promises

I spoke to a number of people on the Tints (you know who you are!), who promised faithfully to come and ride at least 1 of the '7' series next year. I know that we had all had a few pints, but I would like to make something perfectly clear. Being drunk is no excuse for not turning up! I will expect to see you next year or I will be sending the boys round (Ben and Tony!). There's nothing in the Club Rules to say that the Racing Secretary can't take advantage of people when they are under the influence. This is apparently a traditional tactic in the Anfield, this I know because it was on a similar occasion that a certain Mr Birchall talked me into racing a Penny Farthing for 3 hours! (didn't he Martin?).

Training Rides

Now that the racing season is over, there is no excuse not to get out and keep that fitness that you worked so hard to get during the summer. To this end, Martin Cartwright has volunteered to organise a fortnightly Sunday run to 'get those winter miles in' (his words, not mine!). If you fancy joining him (sorry, 'us') then give Martin a ring for the details.

Stop Press

I am very pleased to announce that the prize list for the 2001 Club races has been increased. There will now be 7 medals next year, one for each of the following: Club Champion, 7 mile series winner, 7 mile handicap winner, 14 mile race winner (24th March), 14 mile race winner (15th September), 14 mile handicap winner, and the Hill-Climb winner.

The 14 mile handicap competition will be run just like the 7 mile handicap competition and your (handicap) time will be twice that for 7 miles. If you are not named in the 7 mile handicap list, and you want to ride, then come on down and you will be 'assessed' on the line. The 14 mile handicap winner will be the person with the fastest ride (on handicap) of the 2 events, and there will again be a '1 rider / 1 prize' rule, so the winner of either of the 14 mile races can not also win the 14 mile handicap competition. I hope you agree that there is something for everyone in this lot, and that you will come and be part of the friendly atmosphere that is Anfield Club racing! If all goes well then it is planned to have an informal prize-giving on a Club run late in 2001 (maybe November?). I will let you know next year.

And Finally!

I would like to thank everyone for keeping me informed of their results during the season (especially Graham Thompson, Ben Griffiths, Mike Hallgarth, Bill Graham and John Thompson). Please keep it up and remember, if I don't know about it, then I can't report it. There is one other very important point to always keep in mind when racing - Any member of the Anfield who catches me in an event (Club or Open), and doesn't give me a wave on the way past, will almost certainly get a poor write up in the circular - Bear it in mind.

* * * * *

e-Clips

* Returning from Northern Ireland after a short cycling holiday (daren't say trip in the circumstances), John Farrington and friends from the Scottish Veteran-Cycles Club, were drug busted (well if you must travel in a battered white van). Sent in to search was a sniffer dog ("lovely black labrador", said John). But it wagged its tail, made straight for John like a long lost friend, and rolled over for its tum to be tickled... John of course denies encouraging it by saying "nice doggie". We understand that the dog's handler was not amused. John was told somewhat curtly to let the doggie get on with its work. No drugs were found, just a nice collection of vintage bicycles.

* It's always good to hear from John Moss, writing from sunny and warm South Africa. John observes, rather too smugly, that the weather in Anfieldland was very wet over the Tints weekend. "I expect you had to stay in the bar", he adds. John says he is planning to get to the UK in 2001, seven years since his last visit. "I have an idea to cycle from Heathrow through England and Wales. I will have to do some training first, as I can only manage 2 hours on the mountain bike at the moment". Then he signs off with the comment "I've taken up jet-ski riding - it's much easier than cycling" and he probably doesn't get any wetter than riding a bicycle in Britain at present.

* Mark's racing report mentions the Knutsford Great Race, run on 24 September. It was probably one of the most remarkable ABC exploits since the heyday of Artie Bennett, GP Mills, Lawrence Fletcher and company. Their hundred mile "scorches" on "ordinary" bicycles in the 1880s were legendary. The Knutsford Great Race was the first time for more than 110 years that the Anfield has had a team riding ordinary bicycles like this. Definitely it was an event for the annals.

Martin Cartwright, Mark Livingstone, Chris Edwards and Tony Pickles can be proud of their feat relay-riding a penny farthing loaned by fellow Anfielder Glynn Stockdale. In the race they acquitted the Anfield with honour and great style. Their ride in atrocious conditions around Knutsford Moor was seriously impressive, although we think they achieved many more laps than the 44 in three hours credited.

The race was not without hazard. Tony Pickles came to grief twice while trying to mount the brute. Some wag has suggested he should be nicknamed To-Hang-Lo, since his downfall resulted from a failure to vault on to the saddle. The injuries were no more serious than a bruised, ahem, knee, a sprained wrist and hurt pride. But you can see why the "safety" was named, and so quickly replaced the "ordinary".

It was not Tony we were really concerned about but Martin Cartwright. He was brought off by another rider, and ended up in casualty with a cracked elbow and nasty black eye. What worried us was that Martin had a very important appointment a fortnight later. His wedding. Rumour has it that another black eye was promised if the first was not gone by the ceremony. So we sent in Stuart Twigg as Martin's witness just in case and we're pleased to report all went well. Congratulations Martin and Caitlin.

Finally, thanks are due to Alan Orme, Dave Edwards, Keith Orum, Geoff Sharp, Bill Graham and Phil Looby for helping David Birchall with the marshalling and crowd control.

Clubruns Round-up

The Buck, Bangor-on-Dee

21 October 2000

Saturday 21 October was a very nice Autumn day. Just right for the Autumn Tints weekend, but we don't go for two more weeks this year.

Four of us left John's house at 10.30am. - John, Craig, Geraint, and Ben. We met up with Bill in Dodleston then kept to the lanes to Holt, Farndon, Shocklach, Sarn, Overton. We turned right and ran down the hill past the Bangor race course. Here we found the only mud on the road being made by a brush at the rear of a tractor.

Mike and Stuart Twigg were seated in the bar. We were soon joined by John Stinton who had also come down from Overton. Then Tony arrived followed by Tecwyn. Last in was our new Treasurer Chris Edwards. The conversation was very varied from football to Mike telling us how good the carbide lamp was (before my time). So we had eight for the ride home, with all the place signs being contested. Tony showed his class by winning the Shocklach sign - and it's uphill. Tony and Geraint went straight home leaving six of us to have coffee in Holt before splitting up to make our way home. A very enjoyable run again.

Ben Griffiths

Golden Lion, Ashton

28 October 2000

Very different day for the run to Ashton. I was the only one on a bike. It was cold and wet for the ride out and even wetter for the ride home. Those out were Mike, Tecwyn, and Tony with son Christopher. Not a good day but one Mossy would call character building.

Ben Griffiths

The Swan, Kinnerton

18 November 2000

This being one of my weekend's home, away from Leicester, I decided to make the most of the good weather and go on the club run. Unfortunately President Pickles had a problem with the exhaust on his car and would not be able to come out till later. I decided to head for Bangor on Dee - hoping the floods would have cleared by now. I rode out through Wrexham leaving the dual carriageway to ride through the lanes via Bersham, Pentre Bychan, Rhosllanerchugog and down to Johnstown. Thankfully the road from Johnstown to Bangor on Dee was clear - it is worrying when you see those 6ft marker post's at the road side, does the water really get that deep! My route continued through Worthenbury, Shocklach where I caught up with John Stinton we then rode together to Kinnerton. At the pub were: - Craig Clewley, Lee Nichols, Mike Twigg, Stuart Twigg, James Kimpton, John Futter, Ben Griffiths, Chris Edwards turned up later. After lunch we all set off on our way back, me via Hawarden back to Sychdyn.

Geraint Catherall

Autumnal Tints Weekend:
The Severn Arms Hotel Bridgnorth, 3-5 November

Well I'm sure nobody needs reminding of the weather during the week preceding this year's Tints but even I was surprised at the sudden change from gloomy inclemency to bright Autumnal sunshine. Ben had also exercised his skills gained in the Bill Giles school of meteorology and stayed at home, a decision I'm sure he now regrets.

We set off on Friday morning a little behind schedule thanks to Chris's fashionable lateness but in no time we were cruising along comfortably. The original plan to set off early was just in case we came across any unplanned obstacles, but fortunately there was no sign of any of the raging torrents and floodings that had filled the news during the week. We stayed on higher ground as much as possible and this occasionally afforded us views across the flood plains of both the Dee and Severn which graphically demonstrated the awesome amount of water the region had been subjected to.

We stopped in Wem for lunch which turned out to very fortuitous timing as the only rain shower of the day passed over whilst we sampled the delights of a particularly tasty shepherds pie.

Once back on the road we headed towards Harmer Hill. Traffic at this stage had been surprisingly light and after a few moments deliberation we decided to head directly through the centre of Shrewsbury in order to make up some time. As the place had been so badly hit by floods only a few days before we were not sure how successful we would be, but as things turned out the river had fallen dramatically and the roads were clear of both water and vehicles.

During the corresponding ride out on the Captain's weekend earlier this year we had taken to the lanes across Wenlock edge, which although steep were relatively short. I vaguely recollect one or two talking about the severity of the climb on the main road but I was not prepared for the full horror that it actually turned out to be. For the first time in many years I very seriously considered getting off and walking but my pride just wouldn't let me. In the end I just about made it but my poor legs never stopped shaking until we finally reached the hotel. As luck would have it we met a few other Anfielders on the edge of Much Wenlock so at least I had a wheel to hang on to for the final few miles.

Saturday turned out better than any of us could possibly have hoped for. No less than ten Anfielders set off in glorious sunshine at a wonderfully leisurely pace (something for which I was very grateful as I was nursing a monumental hangover thanks to the fabulous hospitality of a local publican). By mid-day we had reached Craven Arms where some of our group decided this was as far as they wanted to go. The rest carried on to Clun where a tiny cafe provided the necessary refuelling stop.

The return journey took us via Ludlow around the other side of Brown Clee Hill. The painful slog up to Cleobury North seemed to go on for ever as the lack of sleep and heavy drinking started to take its toll, but we all eventually found our way back to the hotel where a good half-hour soak in the bath slowly brought me back to my senses.

Martin Cartwright

Who dares wins

The story of a journey from the south

With increasingly scary weather warnings, and reports of floods all the way up our route, I began to wonder if a trip up to Bridgnorth was sensible. Had I been coming on my own I might have made my excuses and stayed at home, but I had arranged to ride with Graham Smith, a Severn Roder who is becoming an Anfield regular. I knew that Graham would want to ride whatever the weather.

On route to our meet at Aust Services, the road was closed, blocked by a 'puddle' some three hundred yards long and one and a half feet deep. In the event it proved to be the only real obstacle through the whole weekend, though at the time it seemed somewhat unnerving. With a little white fib, "it's only an extra ten miles", I persuaded Graham to take a detour to avoid the Wye flood plain.

We headed west through Abergavenny, crossing the Wye at Glasbury. From here it was a stiff climb to the aptly named Paincastle and on through Kington to the Severn Arms. Safely ensconced in the comfort of the hotel there were still a couple of worries. Would we be able to cross the Severn, and what of the severe weather warning for the next day? With this in mind we made an early start and were south of Gloucester before the storm broke.

I arrived home a little wet and bedraggled, but very glad that we had taken our chance and made it.

John Thompson

Captain's Lanterne Rouge

Well here we are again, with the closing stages of another racing season looming ominously and I'm happy to report that contrary to my comments in the June Circular it would seem that the training efforts were not in vain after all. I must admit that when I suggested a few new PB's being on the cards there was more than just a little tongue in cheek, but the events over the last couple of months speak for themselves. I'm sure there will be a full list of results printed elsewhere (we do like to keep our new racing sec busy) but briefly I've managed to set PB's at 25, 50 and 100 miles which undoubtedly makes this my most successful season since joining the Anfield.

I am particularly chuffed with my 50 efforts as I have struggled at this distance before but a 2.04.49 in the Warrington RC event at the end of July has given me great encouragement for the future. Unfortunately a virus of sorts has just about seen off any real ambition for the remainder of this year but plans are already falling into place for the winter months and a stricter training plan (in fact any kind of training plan at all would be a change) should ensure that I don't waste half of next season trying to fight off the effects of the inevitable festive excesses.

But enough about myself as my own efforts pale into insignificance in comparison to those of a few of our gallant colleagues. The Anfield seems to be experiencing something of a resurgence on the racing front of late and it makes very satisfying reading to see the club's name appearing again on result sheets around the country. However, even in the long and illustrious history of the club it must be quite some

considerable time since we last had two different club records set in one season. To this end there seems little else to say other than a very hearty congratulations to both Graham and Mike in setting times that the rest of us can only dream of.

In addition, it would seem unfair to single out our success in the short distance 'sprint' events, especially in light of the fact that it is in the longer distance endurance 'classics' that the Anfield first rose to success and recognition. Once again Gerraint has admirably exhibited the indomitable Anfield spirit with more than creditable performances over both 12 and 24 hours. I wonder if his efforts spur any of you out there to challenge for some of these longer standing club records?

Looking at the last Circular for inspiration I am reminded of Mark Livingstone's request for comments about encouraging participation in club events. From my personal point of view I must admit that I do like the idea of introducing some kind of handicap award, especially if this carries the additional reward of a hefty bit of silverware to polish for twelve months. There needs to be some thought put into defining the details behind something like this but it would be nice to put some of the ample club funds to good use. I for one will be giving Mark every assistance in his efforts.

My final point of interest for this quarter regards information of the open events that we intend to run next season. Hopefully most of you will be aware that Tony is standing down from organising the 100 and that I will be taking over as for some reason (and I can't possibly think what that might be) he doesn't fancy getting out of bed at 4am on the bank holiday again next year. Furthermore, in a recent conversation it was suggested that we might consider reinstating the 25 in its September slot in the calendar as some of the original safety concerns and course issues appear to have now been resolved. I intend to speak to the committee about this as soon as I can but I will be offering to organise this event as well. The forms need to be submitted to the RTTC soon, so this might be sorted by the time you are reading this.

Martin Cartwright

Winter training runs have now begun. For anyone interested in coming out with us to keep away some of that dreaded winter waistline we will be holding a ride every other Sunday throughout the next few months. The rides will be leaving at 9am prompt from the retail park in Broughton (Ben tells me that the porch in front of Woolies offers good protection to those waiting in bad weather). Should there be sufficient interest we might even consider going out every Sunday as we build up to the new racing season.

With best wishes for Christmas and good Cycling in
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