

ANFIELD CIRCULAR

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

President: Tony Pickles

Captain: Martin Cartwright (☎: 01244 539979)
Hon Secretary: Craig Clewley
92 Victoria Road, SALTNEY, Flintshire, CH4 8SZ
(☎:01244 683022; e-mail: craig.clewley@virgin.net)

March 2001

No.896

CLUBRUNS

(Please support - lunch is 1230hrs)

April	7	Llew Coch	Ffrwd (Cefn-y-Bedd)
	14	Club 7	Huntington 1130hrs
		White Horse	Churton
	21	The Buck	Bangor-on-Dee
	28	The Swan	Marbury
May	5	Club 7	Huntington 1130hrs
		White Horse	Churton
	12	Committee 1130hrs	
		Sportsman's Arms	Tattenhall
	19	Miner's Arms	Minera
	26	Yew Tree	Spurstow
	28	Anfield 100	HQ: Prees Village Hall
June	2	The Crown	Llandegla
	9	The Bull	Clotton
	16	Trotting Mare	Eastwick
	20	Midweek Club 7	Huntington (Wednesday) 1930hrs
	23	Committee 1130hrs	
		Sportsman's Arms	Tattenhall
	30	Miner's Arms	Rhes-y-Cae

CLUB SUBSCRIPTIONS

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

Hon Treasurer: Chris Edwards, Old Orchard, Darmond's Green, West Kirby, WIRRAL CH48 5DT (☎: 0151 625 8982)

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, WA16 9BA
☎:01565 651593; e-mail: david@birchall139.freereserve.co.uk

* CLOSING DATE FOR NEXT ISSUE - 23 June 2001 *

Racing Notes - Mark Livingstone

I would like to take this opportunity to wish everyone a Happy New Year and an enjoyable and successful year's cycling and racing (especially the enjoyable bit).

Right then, down to business:

The first race of the year is almost upon us and it's going to be an interesting one. The Club '14' on March 24th provides everyone with the first of 2 opportunities to put in a good ride in the Club 14 mile handicap competition. I hope we get some good close racing and that my handicapping skills pass their first test. Just in case anyone is unaware of the Club race dates for 2001 I have listed them below - see you all there.

2001 Club events

24/03/01	14 miles	Course: D1/14	(Broxton)	Start time: 11.30am
14/04/01	7 miles	Course: D2/7	(Huntington)	Start time: 11.30am
05/05/01	7 miles	Course: D2/7	(Huntington)	Start time: 11.30am
20/06/01	7 miles	Course: D2/7	(Huntington)	Start time: 7.0pm
14/07/01	7 miles	Course: D2/7	(Huntington)	Start time: 11.30am
18/08/01	7 miles	Course: D2/7	(Huntington)	Start time: 11.30am
15/09/01	14 miles	Course: D1/14	(Broxton)	Start time: 11.30am
29/09/01	Hill Clmb	Course: D9/0	(Eryrys)	Start time: 12 noon.

Before I move on from the Club Race programme I would like to pass on my thanks to all the Marshals and Timekeepers who give up their time to support our events. Thank you all for your support last year, and for the coming year - our race programme simply wouldn't be possible without your efforts.

Track Stars

Here's a good question for you. When was the last time you saw 6 Anfielders riding the track together? Well my answer to this question is on December 11th 2000, and what a treat it was. Past stars of the track - Phil Looby and Bill Graham - joined novices Mark Livingstone, Martin Cartwright, Tony Pickles and Chris Edwards for a taster session and a bit of fun at Manchester Velodrome. I have ridden the track on a few occasions now, and I must confess to being hooked! The atmosphere is very friendly (no superstars!) and it's very reasonable too (£6.50 covers bike hire and 1 hour track time). Everyone really enjoyed the day and also got some training into the bargain. This is definitely going to be repeated so if you are interested then please let me know. The taster sessions take a maximum of 15 people so if we can get enough interested we can book the whole session as an Anfield day out. It really is something you should do at least once!

Rumours

Not only an album by Fleetwood Mac - but also an indicator for the coming season. Rumour control has it that Brian Bird is making a

Auction of the collection of Peter Colligan

(See Circular - page 8 - for background)

Frames:

22" Concorde Colombo (Columbus Aelle tubing with Ultech chromed forks) --- average condition.

22" Holdsworth --- a bit tatty, needs respray (unable to determine anything else about it). Suntour Cyclone levers and front/rear mechs attached.

58cm (22" ctr to ctr) Vitus 979 polished aluminium frame & forks - rear mech lug broken and also suspect french threads for btm brekt and headset. Also rear drop outs are straight down so not suitable for mod to track bike.

22" Meco 753 frame with bladed forks --- average condition, might poss make a good training bike.

Parts:

Pair of Look 136 pedals (quite clean).

Miche 'Aero' seat post.

Various sets of Suntour Chain rings (52/42) and 170mm cranks.

3 pairs wheels. Mavic tub rims/Campag hubs - 6 spd (tatty).

1 pair wheels, Mavic tub rims/Campag record big flange hubs (tatty).

3 sets Weinmann brake calipers.

1 set of un-named alloy extra long reach brake calipers.

1 set Dia Compe brake calipers.

Straight laced front wheel. Mavic 'V' section tub rim.

Various tubular tyres (new and used).

Older style Campag race pedals with toe straps.

New alloy stem with steel bolt/wedge, very short (50/60mm).

New Sachs 'band-on' front mech.

New Campag 'braze-on' front mech.

Sella Italia anatomic seat (quite large and heavy but well padded), good cond.

Sturney Archer 3 speed AM hub (still in box)

New pair J.R. Rudy R100 touring shoes.

Large box of various length spokes and nipples (some DT double butted).

New extra long (340mm) alloy seat post, 27.6mm dia (probably suit mtb).

6-spd screw on block/freewheel.

Bids to:

Martin Cartwright

60 Forest Drive

BROUGHTON

Flintshire CH4 0QJ

Telephone: 01244 539979

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What do YOU know?

about cycle builders in the *Greater Manchester or Cheshire* area.

We are recording all we can find about anyone who built or sold cycles with their own name on them, in the above area, with a view to publishing articles about them and recording their history for posterity.

We are looking for any catalogues, brochures, pamphlets, articles, advertisements, photographs and recollections about any of these cycle companies. Details of the sort of cycles they made, who built them and when, what type of shop they were sold from, who worked there, how many were made, how the frames were numbered and what badges or transfers were on them.

We also want information about existing cycles - make, size, colour and frame number, location of frame number and photographs, if possible to expand our register of local cycles.

We are prepared to consider buying any of the above information, and machines, although loan of literature for copying would also be appreciated.

Details about cycle equipment makers, personalities, events and clubs in the area are also of interest to us.

Please offer anything you have or know to:-

Ron Sant
74 Nantwich Road
Middlewich
CW10 9HG
Tel 01606 833168

Gordon Blaikie
85 Cumberland Road
Urmston
Manchester
M41 9HG
Tel 0161 746 7037

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comeback to racing in 2001. We're not just talking an idle interest here, but a 'new' time-trial bike and loads of winter miles as well (allegedly!). This could be just a wind-up - but I don't think so. I overheard him in the Sportsman's recently, discussing the relative merits of interval training versus big mileage, (sounds serious to me). Oh well, someone else to give me a battering in the Club races then!

I don't know about the rest of you, but I've had a difficult winter to say the least - well on the training front anyway! A series of illnesses and the birth of my son Matthew on 22nd January kept me off the bike for long stretches at a time. I am expecting to struggle in the early part of the season, but intend to give it a go anyway. I think that's enough excuses to be going on with, but if I think of any more you can be sure you will hear them at the events! Oh and there was that Lunar Eclipse that really upset my training program, and then there was

Who's been training at the Velodrome then? Apparently Phil Looby is a regular on the track these days and is getting quite serious about it. He looked fitter on the Tints weekend than I have seen him in a long time and had no problem dropping me on every hill we came to! I hope the reports are true and he is tempted down to a couple of the Club 7's this year to put all that training to good use.

Someone else who has undergone somewhat of a transformation recently is Lee Nicholls. On the way back from the Sportsman's recently he was telling me how he wasn't sure if he was fit enough to ride the Club races this year. Well I think that was what he was saying, but it was a little difficult to catch every word because he was disappearing up the road in front of me at the time. Not fit enough? Yeah sure!

I think that most of you will know that I tried a fixed wheel for racing last year - and took quite a bit of stick for it as well. Being the trendsetter that I am, the indications are that I won't be alone this season. Ben Griffiths has bought himself a new fixy and by all accounts intends racing it this year. He tells me he is training on a 104 inch gear but "I am going to put a proper gear on for racing"!!!! I hope he is joking as I have been using 84 inches for racing. If he can push 110 or the like then I am really in trouble. Anyway, he has issued me a fixed wheel challenge for the Merseyside ladies "10" on April 1st, so we will just have to wait and see. I don't know if the date holds any significance Ben. Apparently Ben has also bought himself a racing helmet and is taking up road racing - that's one I will definitely have to see to believe.

I have not heard anything from Mike Hallgarth during the winter break but the word is that he is targeting 100 miles as his main distance for this season. If it is true then I wish him well. Knowing how single-minded Mike can be, I certainly wouldn't bet against him doing a good one. Just in case you are interested Mike - the Club record is 4-08-11.

Club Standard Medals

Done any good rides lately? If so, you may want to consider applying for a Club Standard Medal. Anyone in the Club can apply to the

committee, in writing, for a Standard medal. The application must be accompanied by proof of the qualifying ride (usually a results sheet), and members are asked to cover the nominal cost of the medals. If you fancy applying then take a look at the following selection of qualifying times for Bicycles:

<u>Distance (Miles)</u>	<u>10</u>	<u>25</u>	<u>30</u>	<u>50</u>	<u>100</u>
Bronze	26-00	1-05-00	1-18-00	2-12-00	4-36-00
Silver	23-30	1-01-00	1-13-00	2-05-00	4-22-00
Gold	22-30	58-00	1-09-30	2-00-00	4-05-00

If anyone would like a full list then please let me know, and good luck with your Standard chasing!

Early Birds

When is the best time of the year to start racing? If you listen to Ben then the answer is "as early as possible". If you subscribe to the Ben Griffiths School of thinking then the following list of forthcoming attractions may help you to blow away those winter cobwebs:

- 4 March: Birkenhead Victoria CC 25 (2-up TTT)
- 11 March: Chester RC 28
- 18 March: Port Sunlight Wheelers 25
- 31 March: Altrincham Ravens CC 25 (This event is restricted to a 72" gear - go on, I dare you!)
- 1 April: Merseyside Ladies 10 (Ben Griffiths is restricted to an 84" gear in this event!)
- 8 April: WCTTCA 25
- 13 April: Birkenhead North End CC 22
- 14 April: Mid Shropshire Wheelers 25
- 29 April: WCTTCA 30
- 5 May: VTTA (all ages) 10

AND DON'T FORGET THE CLUB EVENTS!

That is just a small selection of what is available in the area. If anyone would like any more information regarding local events then just give me a ring. Also, I believe we have a couple of RTTC handbooks left if anyone is interested.

Have a good early season and remember to pass on your results so that I can put them in the Circular. Please also pass on any Road Racing (Graham Thompson), Mountain Bike (Rob Burrows) and Track (Phil Looby?) results.

Mark Livingstone: ☐: 01978 756472 (Eve) 01244 522230 (Day)
 e-mail: mark.livingstone@bae.co.uk

Clubruns Round-up

"Clubruns - they've had their day. Writing them up? There's nothing left to write about. It's all been said."

Well those were the thoughts voiced by Dave Bettaney at Shocklach on Boxing Day. Pressure on leisure time and hostile road conditions on Saturdays spell doom to the social Clubrun. Cycle with friends? Spend an hour or two over a meal, then cycle home? Forget it. The future is quality cycling - for exercise and training.

Blowing away the Christmas cobwebs at the Bull were Ben, John Williamson and the families Bettaney, Whitmarsh and Birchall. With only Ben and John actually cycling, might Dave have a point? When did you last attend a Clubrun?

The answer is that a stalwart minority of the ABC give wholehearted support to Winter Clubruns - usually you can count on ten of us sitting down to lunch. Brown Knowle (9 December) was typical. We reached the Copper Mine in the time-honoured Anfield way - in ones and twos, and enjoyed the banter for an hour or so before heading our separate ways homeward. Ben, John, Craig, Geraint and Bill Graham swept in from Bickerton Hill, having spotted Clifton frame builder Bill Hewitt enjoying a walk in the winter sunshine. Mike and Pat Twigg, John Stinton, Tecwyn, Tony Pickles (and Christopher) and David Birchall completed the party. The place is more restaurant than pub, with good food (home-made soup and sandwiches, and substantial meals too), cheerfully served. As for the banter, it was a day for dark conversations. From family history to vets, it was all about matches, hatches, and dispatches, not necessarily in that order. On the one hand there were revelations of family skeletons, and on the other, how vets differ from doctors in the delicate matter of dispatches.

The Sportsman's Arms at Tattenhall teeters on the brink of change. Plans are in hand to "theme" it. Pity the theme can't allow the place to remain what it has been - a traditional English pub, that has well served Tattenhall (and coincidentally the ABC) for a long time. We were there for the Committee meetings on 6 January and 17 February. Following, by all accounts, an intriguing AGM, the last couple of Committee meetings, for those who attend, have been livelier than the norm. Lovely cycling with winter sunshine on the Peckforton Hills, and the Cheshire Hunt in the fields around the River Gowy.

DDB

Golden Grove, Rossett

-

23 December 2000

For the last run of 2000 I decided that this Rossett would be closer than Farndon and so if I left home at 11.00 I would get there in plenty of time - how wrong can I be? I knew I would have to set a good pace but in the mist that enveloped the Wirral and North Wales on that day it was easy to lose track of both time and place.

My route was to take me down the Wirral past Two Mills and then through the lanes of Saughall and onto Saltney Footbridge. Once across the Dee I took to the lanes around Kinnerton and found my way

into Rossett where the real fun started. I sauntered down the main road looking for the pub but to no avail. So I settled on the Golden Lion, where once inside I sat down in front of a fine open fire and ordered my lunch. I was late, which is no surprise. Whilst in conversation I asked whether any other cyclists had been in today. They said no, which I thought was strange so I mentioned that the club had put Golden Grove down instead of Lion in our Circular and that was probably why no one else was here. To which the bar-maid said "Oh the Golden Grove is about 2 miles down the road!" So to cut a long and not very interesting story short I arrived at the Golden Grove at about 1.20 and was told that the others had left 5 minutes earlier.

I had a fantastic turkey baguette and enjoyed the company of a Welsh family that had decided to have their Christmas dinner two days early. The warmth of the ingle-nook fireplace tempted me to stay longer than was wise with the winter nights drawing in. By the time I left the mist and dusk had combined to make lights necessary for the whole of the return journey. By the time I passed two Mills it was completely dark and I made the most direct way home to West Kirby via Heswall.

Chris Edwards

The Buck, Bangor-on-Dee

- **27 January 2001**

The first time out on a bike in five months. Whilst it was dry it was cold with ice in places. I would not like you to think I went all the way to Bangor-on-Dee by bike. No, I rode locally to home then retired to my usual mode of transport.

I thought I would keep my cycling gear on to try and fool onlookers that I am a real cyclist like those at the venue - namely Ben, John Futter, Craig Clewley, John Stinton, Tecwyn and our very good friend Joan Davies. There was talk of racing. Ben showed us his entry form for the two up with Graham Thompson, along with the cheque. How keen can you get? Ben like many of us has succumbed to wearing a crash hat. Whatever next? (Of course a joke was made at Ben's expense - but it's better safe Ben.)

Having left the pub on the Overton road by mistake I turned round for the Wrexham road. Shortly after doing this I came across Craig and the two Johns slowly riding up the road looking over their shoulders for Ben. However I think Ben had done a crafty one nipping over the stone bridge which is one way against him - and about half a mile shorter. Once I had gained the Wrexham Road who should be in front - our Ben going flat out in time-trial mode with the wind whistling through his helmet. Perhaps he thought the others were in front. In order to recover from the shock of the happening I joined Tecwyn at the White Horse Churton for a revive.

Mike Twigg

The Goshawk, Mouldsworth

- **3 February 2001**

I always enjoy planning the route for a Clubrun. Since moving back to the Wirral it has been a source of constant amazement how difficult it is to navigate around the once familiar lanes. In a global sense nothing much has changed in the fifteen years. But the odd motorway intersection and dual carriageway has cut off access to some of the more interesting lane routes and introduced an element of uncertainty.

This week's plan was to combine a Clubrun with a family trip to Burton-upon-Trent and a night out at the Opera in Birmingham. Not too ambitious really. I do not get the opportunity very often to vary the route down the Wirral and today was no exception, but I did manage to introduce a variation after the Two Mills Café and head off down Capenhurst Lane for Upton and on to Mickle Trafford.

It was not difficult for me to find my way up Manley Bank and down to Mouldsworth. There was a goodly throng of Anfielders present including Mike Twigg, Dave and Mary Birchall, Ben Griffiths, Geraint Catherall, Craig, and John Futter.

I had an easy trip after lunch as I had arranged to meet Elaine at the top of Kelsall hill at 2:30 and thus I set off through Ashton and onto the Kelsall By-Pass. Thanks to the wonders of modern telephonic communications I managed the rendezvous and was whisked off to the bright lights of Birmingham and La Boheme.

Chris Edwards

e-Clips

* In September, Stuart Twigg will be travelling to Peru, South America, to take part in the Peru "Hike Away" on behalf of SCOPE (formally The Spastic Society). Stuart says he "will be one of about seventy taking part in this arduous trek, covering 100km (62 miles) at altitude through the Peruvian Andes, to the "lost city" of Machu Picchu. The journey should take five days, travelling through sub tropical vegetation, cloud forest and finally barren slopes as the Inca Trail winds its way through the Urubamba valley and surrounding mountains". Stuart has pledged to raise £2500 for SCOPE, the minimum required to take part. To support, contact Stuart (☐:01442 60334).

* After the Velodrome taster session that Mark organised Phil Looby has kept on with the track, riding several more taster sessions. Phil has progressed through skills training and induction to become an accredited rider at the Velodrome. He adds: "This basically means that I can join in the training sessions and I am allowed to race. At the moment I am just building up my fitness but I expect to join one of the Track leagues and start racing in the near future. You never know I might even ride some club events, I wouldn't want Mark to lose his 50p (see last Circular). I would therefore like to publicly pass on my thanks to Mark, via **e-Clips**, for organising and encouraging me to go on the Velodrome taster."

* What better way to see out the 2nd Millennium, than New Year's Eve in Scotland? The Editor joined John Farrington and Scottish members of the Veteran-Cycle Club for a ride in Tentsmuir Forest north of St Andrews on crisp snow-bound tracks. Lunch at the Guard Bridge Hotel was astounding both for the quantity and quality of the spread. The Scottish V-CC are almost the equal of the ABC when it comes to food, and banter. Very enjoyable. With the bikes safely stored in the back of the van (see Circular 895) for the return journey across Fife, we set off as dusk and fresh snow began to fall, the snow at the rate of 1" every fifteen minutes. Touch and go all the way before home was safely reached.

* The Editor's new mountain bike is a work of art. Built by George Longstaff, it has nice bits - like disc brakes, and air-suspension forks, and some carbon-fibre sprinkled around judiciously. In fact, far too nice to get muddy, or wet in November's deluge. Thus a rumour spread that the machine has had pride of place in the living room. Then, that the frame was proving to be a useful clotheshorse; and more, that so it would remain until the spring, when the washing could again be hung outside. It gets worse. Dusting down the Editorial saddlebag for a recent ride on bicycle no.2, frayed remnants of cotton tape revealed that a mouse had set up home in it.

* Enclosed with this issue is a list of bike parts from the collection of Peter Colligan. Peter's sons have asked if the ABC would like to find good homes for the various bits and pieces. We were delighted to offer our help. Make your bids to Martin. In Peter's memory, proceeds will go to a cancer charity.

The Captain's Weekend

I'm writing this on the Saturday evening of the Captain's Weekend, after what should have been a day exploring Herefordshire lanes and villages along the River Wye. Lunch at Hoarwithy was in prospect. However, on BCF advice because of the foot and mouth disease outbreak, the weekend has had to be cancelled. Martin's note shows what we've missed:

"Once again it would seem that a little time spent trawling across the internet has thrown up a little gem of a hotel for our weekend of Fri 9th and Sat 10th March. The place is called the Hopbine Hotel and is right on the outskirts of Hereford. The lady that I spoke to on the phone explained that they regularly had cycling groups staying and had plenty of space to accommodate us. The only downside is that as the proprietors are getting older they are no longer running a bar facility or doing evening meals but essentially this means we get a quality AA and RAC approved hotel for the price of a cheap b & b. They have offered us a price of £20 per head per night for a group of 15 which I would say was a bloomin' bargain judging by the brochure. The lack of bar will not be a problem as I am assured that there are at least 4 pubs within 5 mins walking distance and the town centre is only 10 mins away."

The aim is to re-schedule the visit as soon as possible. Martin suggests the weekend of 6-8 July if there is sufficient interest.

Anfield 100 28 May 2001

What can you do to help? About 30 members will be needed to run the 100. That's 30 members out of our total complement of 70. If you can help either by being there (or in any other way), please get in touch with **Martin Cartwright** who is this year's Event Secretary (address and phone number on front page). Don't wait to be asked.

ANFIELD CIRCULAR

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

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Captain: Martin Cartwright (Tel: 01244 539979)
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92 Victoria Road, SALTNEY, Flintshire, CH4 8SZ
(Tel: 01244 683022; e-mail: craig.clewley@virgin.net)

June 2001

No.897

CLUBRUNS

(Please support - lunch is 1230hrs)

July	7	Forest View	Oakmere
	14	Club 7	Huntington 1130hrs
		White Horse	Churton
	21	Cross Keys	Llanfynydd
	28	The Swan	Marbury
August	4	Sportsman's Arms	Tattenhall Committee 1130hrs
	11	The Buck	Bangor-on-Dee
		Captain's Weekend Extra - Tour D'Anglesey	
	18	Club 7	Huntington 1130hrs
		White Horse	Churton
	25	Yew Tree	Spurstow
September	1	The New Inn	Bryneglwys
	8	The Goshawk	Mouldsworth
	15	Club 14	Broxton 1130hrs
		The Bull	Shocklach
	22	Sportsman's Arms	Tattenhall Committee 1130hrs
	29	Hill Climb	Eryrys 1200hrs
		The Raven	Llanarmon-yn-Ial

CLUB SUBSCRIPTIONS

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Hon Treasurer: Chris Edwards, Old Orchard, Darmond's Green, West Kirby,
WIRRAL CH48 5DT Tel: 0151 625 8982

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, WA16 9BA
Tel: 01565 651593; e-mail: david@birchall39.freeserve.co.uk

CLOSING DATE FOR NEXT ISSUE - 1 September 2001

Committee Notes

New addresses:

Brian Bird, 1 Bryn-y-berth, Garth Road, LLANGOLLEN, LL20 7UY
Tel.: 01978 821394

Phil Looby, 22 Ivygreen Road, Chorlton, M21 9ET.

Treasurer's Note

The ABC is owed £306 in unpaid subs from 12 members. Please, we need your continuing support and money now. £15 is good value especially if you take advantage of the CTC insurance.

Chris Edwards

Autumn Tints Weekend 26-28 October

The Tints this year will be based at the Talbot Hotel, West Street LEOMINSTER, Herefordshire for delectable cycling amongst black and white villages and cider apple orchards. The hotel is in the Best Western Group, has a 3 star rating and is CTC recommended. It looks comfortable and promises good food. So definitely not Kington then. £23 B+B (sharing). Dinner (special rate) £10.50 per person

**To book? Phone Tecwyn Williams: 01829 271091, (fax 01829 270899)
Your £10 deposit (Anfield BC) is needed now – to Tecwyn at 65 High Street,
Farndon, Chester, CH3 6PT**

Peter Colligan's Bike Auction

We would like to sincerely thank all those of you that showed interest in the items belonging to the late Pete Colligan. The majority have now gone to new owners and hopefully at the next committee meeting we can decide which charities will benefit from the £200+ that has been raised. I'm sure his family will be very pleased with the outcome. Thank you once again.

Stan Cave and Alf Howarth

On 13 June a small group of aging cyclists gathered at the Dickin Arms, Loppington for lunch. The reason for the gathering was the scattering of Stan Cave's ashes on the day he would have been 90 years old. Bill Graham and Ben Griffiths represented the Anfield. George Blain, Stan Budd, Ray Wilkinson, Paul Samuels, Graham Ashbrook, Derek Johnson – all old friends of Stan's and a lady friend Nell made up the party. His ashes were scattered on the roadside in the peaceful countryside between Hanmer and Bettisfield.

We were also very sorry to hear that ex-Anfielder **Dr Alfred Howarth**, Crewe Clarion Wheelers, died on 3 June while cycling through Tarvin. Alf collided with a car and was taken to the Countess of Chester Hospital. He was found to have suffered a brain hemorrhage before the accident. He was 73. We believe his ashes are to be scattered on Chelford Island.

Ben Griffiths

Racing Notes - Mark Livingstone

Club '14' 24th March 2001

ANFIELD B. C.

25 MILES ROAD RIDE FOR MEMBERS

SATURDAY, 17TH, MARCH 1951 at 4.30 p. m.

COURSE. Start opposite T. P. 706 on exst. side of Chester-Whitchurch Rd, approx. ¼ mile south of the milestone 'Chester 3'. Proceed towards Whitchurch to Turn at T. P. 745 on east side of Rd, approx. 1 mile south of the milestone 'Chester 15', and ½ mile north of Tushingham Church. Return and finish opposite starting point.

COMPETITORS

1.	F. PALMER	10	Min.
2.	W. THORPE	21	
3.	G. JONES	41	
4.	B. E. JONES	1	
5.	L. WALLS	41	
6.	A. GORMAN	Scratch	
7.	J. J. SALT	4	
8.	J. FLITTER	1	
9.	D. STEWART	31	
10.	A. HOWARTH	11	
11.	W. JACKSON	5	
12.	R. GRIFFITHS	1	

H. Q.: 'RED LION', CHRISTLETON.

50 years ago

I won! I won! Na,na,na,na,nah! Sorry, I lost it there for a second, I'm OK now though - The opening Club event was run on a shortened course due to the now traditional traffic lights at Carden Park. This stretch of road must be the most dug-up tarmac in the country, so much so that I am thinking of renaming the season opener as the "McAlpine 11-and-a-bit-mile time trial" (perhaps not). Anyway, we were not to be put off by the activities of Cheshire County Council - I suppose they've got to dig up somewhere.

I arrived at Broxton car park to see 3 unfamiliar faces warming up on turbo trainers...

Oh dear, this was getting serious. Altogether 9 riders (including three private trialists) collected their numbers and began their warm up. I admit to being quite pleased with the turn out, long may it continue. The rumours regarding Brian Bird were true after all, and he turned out together with new TT bike and looking raring to go. The other riders in attendance were Mark Livingstone, Martin Cartwright, Ben Griffiths, Geraint Catherall and Chris Edwards. Graham Thompson arrived to see us off, but was unable to ride due to work commitments.

I was off number 1 (well Tony wasn't riding!), and I managed to get up a decent head of steam down the A41, thanks to a tailwind. I spotted Mike Twigg at the turning for Bruera and made the sharp left turn with his shouts of encouragement ringing in my ears (thanks Mike, I needed it). Next it was a quick dash to Aldford bridge and then the long slog up to Churton (if my 84" gear was too low on the A41, it was more than enough on this long drag). Brian Bird later told me how he "took it easy" on this stretch due to his heart-rate monitor "going off the scale". Wise man. A couple of left turns later and I was pleased to see Dave Birchall, with the timekeeper's watch, in the lay-by just before the hill up to the Cock-o-Barton. That was it then: 11.2 miles instead of the planned 14. I can't say I was sorry to miss out on the climb up Clutton-Bank hill (84" gear)..... Mmmmmmm, I think I would have made it!

Back at the Calveley Arms Handley, the post race analysis began. It was then that I realised I was second on the day, but unbelievably, fastest of the Anfielders. I was quite pleased to say the least. OK, most of the other guys were on their training bikes, and as Ben quite rightly pointed out, "Geraint would probably have caught you if it had been the full 14 miles". But who cares - I won! I won! Na,na,na,na,nah!

Result:

Mark Livingstone 30-58; Geraint Catherall 31-10; Martin Cartwright 31-29
Ben Griffiths 32-01; Chris Edwards 32-31; Brian Bird 36-41
Rik Waddon 28-10 (PT) Mike Burke 31-24 (PT) Frank Newton-Adair 33-08 (PT)

Handicap Standings after first event (Times are for 14 miles)

Chris Edwards 34-50; Geraint Catherall 35-08; Brian Bird 36-04;
Ben Griffiths 36-13; Martin Cartwright 37-32

Thanks once again to the marshals and timekeepers, what would we do without you? There will be 3 medals this year for the 14-mile races (as in the last Circular). These will be the 2 race winners and the fastest handicap ride from the 2 races. However, the handicap competition has been somewhat complicated by the first race being shortened to 11.2 miles. In order to be able to make a comparison between the two 14 mile races I have done the following: Each rider's average mph was used to calculate a theoretical 14 mile time, and then their individual 14 mile handicap was applied to this. The upshot is that Chris Edwards is leading the 14-mile handicap competition so far. If you want to take his medal off him, or get your hands on a race winner's medal, then you only have one more chance (September 15th). SEE YOU THERE!

Club '7' 14th April

Not much interest in this one! Probably something to do with it being on a Bank Holiday weekend when people tend to go away (more care needed when setting dates for Club events from now on Mr. Racing Secretary!). Attendance was definitely hit by a few people holidaying (both myself and Dikki), and also some over-enthusiastic gardeners with bad backs (Martin and Tony) - leave those paving slabs alone till the off-season lads.

The riders were Ben Griffiths, Stuart Twigg and Geraint Catherall. Geraint has started to show some good form of late and put in a fine ride on a poor day to win the event. Ben Griffiths was second and rode 84" fixed. I wonder who he had in his sights for this one? Stuart Twigg also rode well and is now well placed in the 7 mile handicap competition.

Result: Geraint Catherall 18-39; Ben Griffiths 19-23; Stuart Twigg 21-38

Handicap standings after 1 event:

Stuart Twigg 16-38; Geraint Catherall 16-39; Ben Griffiths 17-23

Club '7' 5th May

It's amazing the difference a few weeks and a few degrees can make. Nine riders including eight Anfielders, NICE ONE! Geraint Catherall almost claimed his second successive "7" win of the season, but it was not to be. He was just edged into second place by Rob Burrows who took 8 seconds out of him on a blustery but bright morning. Surprise of the day definitely went to John Stinton who put in a superb ride considering he hasn't raced for ?*!!*? years, so good in fact that he now tops the handicap standings after 2 events (see results). The handicap competition is already hotting up with just 36 seconds separating the top three. I think we might see some changes in the times as the weather warms up, and I did spy Bill Graham studying the form in the pub (might see him in action before long). It was great to see Lee Nichols putting in a good ride on a borrowed TT bike. I think he might be one to keep an eye on in the rest of the events. All in all a good turn out, and some good close racing to enjoy. I can't wait for the next one. Thanks again to the marshals and time keepers who turned out and gave their time so generously.

Result: Rob Burrows 18-22; Geraint Catherall 18-30; John Stinton 19-02

Martin Cartwright 19-04; Mark Livingstone 19-24; Ben Griffiths 19-25

Lee Nichols 19-59; Tony Pickles 21-59; Andy Hughes (PT) 19-06

Handicap standings after 2 events:

John Stinton 16-02; Geraint Catherall 16-30; Stuart Twigg 16-38; Rob Burrows 17-22

Ben Griffiths 17-23; Mark Livingstone 17-24; Lee Nichols 17-59; Tony Pickles 17-59

Martin Cartwright 18-04

Open Races

Birkenhead Vics CC 2-UP 4 March

Ben Griffiths & Graham Thompson 1-2-37 (1st on standard)

Chester RC Hilly '28' 11 March Ben Griffiths 1-24-36; Geraint Catherall 1-22-48

<u>M'side Ladies '10' 1 April</u>	Ben Griffiths	26-52 (95");	Mark Livingstone	27-12 (83")	
	Geraint Catherall	27-40			
<u>WCTTCA '25' 8 April</u>	Ben Griffiths	1-8-59;	Geraint Catherall	1-10-04	
<u>WCTTCA '30' 29 April</u>	Ben Griffiths	1-29-41;	G'nt Catherall	1-22-30 (PB)	
<u>M'side VTTA '10' 5 May</u>	Ben Griffiths	27-53			
<u>WCTTCA '50' 13 May</u>					
Graham Thompson	2-2-05 (PB);	G'nt Catherall	2-21-25 (PB);	Ben Griffiths	2-22-16

Anfield BC '100' 28th May:

Graham Thompson showed his versatility in this event and proved he is not only a short distance specialist. Graham put in a really impressive ride in his first ever '100' to finish with 4-22-48, a respectable time for seasoned '100' riders, let alone a first timer. This result, together with his recent PB '50' bodes well for the rest of the season. Well-done Graham! (What about a 12hr?).

North Shropshire Wheelers '25' 1st July 2001 Ben Griffiths 1-7-27

Merseyside Wheelers '25' 3rd June 2001 Ben Griffiths 1-8-51

Geraint Catherall is having a bit of a purple patch at the moment and seems to be putting in a "PB" every other race or so. Keep it up Geraint. Ben is complaining of poor form, but tells me he is using the tried and tested "lottery" method of training (i.e. "maybe next week"). Yeah, I've used that myself on many occasions. Keep plugging away Ben, otherwise I will have nothing to report!

Thanks again to everyone who has turned out to support the Club events so far. If you haven't made it to an event yet, then 20 June is as good a time as any to start (don't forget it's a 7.0pm start). I can guarantee you a friendly atmosphere and some racing with the emphasis on fun. See you all there!

The ABC Gloucestershire Racing Section: 2001 has seen John Thompson and Mike Hallgarth in regular action since March. John has kept to three wheels and managed 24-53, 1-1-35, 2-11-07 and 4-41-57 for the standard distances 10, 25, 50 and 100 miles. Of these, the 25 gave the most satisfaction. It is his best since 1976! His lifetime's ambition of beating the hour has been rekindled. Mike ("Mr 54") is now a regular under the hour man - beating this mark no less than five times. Indeed, the only occasion when he was outside was for his trip up to the West Cheshire. No spectaculars yet, with best times of 23-47, 58-37 and 2-11-57, but our spies report talk of him adopting a training programme specially designed for a 100. If Graham Thompson wants the Club record, he should not procrastinate.

* * * * *

Santiago de Cuba to Havana – January 2001- John Thompson

The idea was to pedal from Santiago on the south coast up the length of Cuba to Havana. The weather could be expected to be warm and dry, and the prevailing winds would be behind us. With this, and a promise of 'not too many hills', Maggie signed up to stoke our new Longstaff tandem on this Caribbean 'end to end'. Getting there was not straightforward. Three airlines turned us down once they had the dimensions of the tandem, but eventually we got fixed up with British Airways. The plan was to take a train from Havana, but the answer was again 'no' to such a long machine, at least if it were to travel with us. There was nothing else to do but pedal back to the airport and take a ride on a rickety Soviet YAK jet, care of Cubana airlines.

The first days of our tour took us west. The road runs right along the coast, with beaches, bays and coves on one side, and views up to Sierra Maesta on the other. As everywhere in Cuba, the vegetation is luxurious, and we saw our first banana trees growing outdoors. Severn roader Graham Smith visited Cuba in 1994, and then they had difficulty buying food. No such problems

now. Delicious freshly baked bread direct from bakeries, salad and fruit from roadside stallholders, provided for our lunchtime picnics. Our first stop was on a deserted beach by the road, or it was when we arrived. We were soon joined by four children who, though they took an initial interest in us, soon got on with their games – swimming, jumping off sand dunes and climbing trees. Though she was not the oldest, the little girl seemed to have the ideas, and she organised the boys to collect berries, which they called ‘uvas’, or grapes, to give to us as a present.

Later that day we met Bob and Gwen, two adventurous Americans breaking their Government’s embargo with a cycle tour. Riding mountain bikes they were much more heavily loaded than us, having decided to take camping gear in case they failed to find a place to stay. I recalled the warnings of the travel agent – about the scarcity of accommodation. Had I made a mistake in travelling light? That night we made it to Motel Guama, which ‘lonely planet’ described as ‘used mostly by Cubans’. This meant it was very cheap, a little dilapidated, and had somewhat unreliable plumbing, but the view! We had a cabin with a veranda jutting out of the hillside overlooking a lagoon. Nothing to do but sit back, enjoy a beer, and watch the flamingos. Later we joined our American friends for a dinner of salad, fish, rice and beans in ‘cyclist’ proportions. Things seemed to be working out.

And so we made our way down to Cabo Cruz, the ‘Lands End’ of Cuba, and then up to Bayamo. So far, so good, we had had no problems finding accommodation. I reckoned that Guaimaro, about eighty miles up the road, looked a good place to head for next. It was hot day, and when we reached Hotel Guaimaro we were ready to stop. I sat outside with the tandem whilst Maggie made the arrangements. She did seem to be taking a long time. ‘Anything up’, I asked? They were full. This was bad news since ‘lonely planet’ had nothing else for miles. Still there was plenty of activity, and therefore some hope. Perhaps they might find a vacant room after all. No, the receptionist had some friends who ran a registered B&B and was trying to find out if they had space. They did. She decided it was too complicated to explain how to get there so she got out her bike and escorted us the mile or so to where we were to stay. What a meal we had that night. Our hosts had their own small farm and, despite returning from a long day slaughtering and curing a pig, Maritza gave us a banquet that was all home produce – right down to the coffee.

So, once they get the hang of it, cycle tourists can find all they need. People are friendly and helpful, and the only real discomfort is the enormous disparity between our wealth and that of most Cubans. (Though, of course, they have things that we have lost, like roads that are safe for children to go out on.) Even on the main central highway, the traffic is still light, and on the approaches to towns there is the fun of ‘mixing it’ with the local pedalers. The two most common steeds are the Chinese ‘Flying Pigeon’, and the Raleigh ‘Light Roadster’. Many of these are in bad repair, which is not surprising when a tyre can cost most of a month’s wages. But they ride them with style, often leaning on the bars with their forearms and with hands clasped – rolling along at near evens, or faster.

We made our way up through to the historic town of Trinidad, and on up the coast, crossing the Bay of Cienfuegos on a packed ancient ferry. All too soon we were back in Havana and our two weeks of sunshine was over.

Maggie’s account – One Memorable Day

The Cienfuegos ferry dropped us off across the wide bay early. We sped along in the morning chill past the almost-completed nuclear power station, abandoned when Soviet funds ran out, looking for our coastal route to Playa Giron. We had two island maps. One was half-correct and the other was half-correct too. Only one showed a road. We couldn’t find it, so turned into Juragua, a small village, to seek directions, tomatoes and water, to supplement yesterday’s bread. A dollar store had bottled water but nothing else - it was Sunday...Our enquiries sent one man

speeding off to get tomatoes. An admiring crowd formed round the tandem, and we waited – and waited. Maybe he was cultivating the tomatoes for us. In the meantime a debate developed about our plan to follow the coast: “Don’t be daft, you can’t send them up there!” “Yes you can, there is a way through.” “But there are too many branches, they’ll get lost.” “Not if they keep to the main track.” “It’s too far!” “Yes, it’s much better by the main road.” At times it was more an argument than a discussion.

Finally someone offered himself as a guide. We explained we couldn’t proceed without tomatoes. All the while a nervous-looking woman had been standing at a distance, going “Psst!” at intervals. We tried to ignore her. Eventually she plucked up the courage to approach and surreptitiously showed us the contents of a heavy plastic bag: several kilos of green tomatoes! All was set for the expedition. But did she have any connection with the original tomato man? We’ll never know.

Our guide became two, and we set off apace back the way we’d come. The turn-off was to all intents a rutted sandy farm track. Could this really be the way back to Havana? We could only just keep up with our guides as they rattled their way round potholes and ruts. Our way was crossed by others similar – we would never find our way back if this was wrong. They finally came to a halt at a more marked junction of tracks, pointed our way ahead, and then seemed preoccupied with a large faded warning sign about the power station. Surely they’d passed this sign before...? Did they really know the way?

The track now ran parallel to the coastline, with 20 metres of mangrove between the sea and us. It was beautiful pedalling our way through the low saplings in the cool dappled light. But this terrain was not going to save us time, only miles, so we had to keep up a fair pace, and before long John’s over-confidence at rut-riding landed us in a muddy puddle.

We emerged from the mangrove cover for our feast of bread and tomatoes into clear light onto a strip of white sand by a turquoise sea. We could see either way along the coast for miles with nothing else in sight. A few hours later our final stop was for a dip in one of several tiny bays – paradise! We were closer to Playa Giron by then, and a few families had driven out in battered trucks for a Sunday picnic. They offered us a swig of rum from an old plastic water bottle – not for the dehydrated. We reached Playa Giron around 5pm. Our guides had been right – pity they’ll never be able to prove it!

* * * * *

e-Clips

- With his new address, Phil Looby mentioned that he is working in Edinburgh for a while: “I really like Edinburgh - relatively cycle friendly. I’ve brought my MTB up and went on my first ride last night. I’m living fairly central (by Hayfield Station). However there is a cycle path just behind the flat which I rode along and using a map of the cycle network I managed to ride out to Port Edgar and over the bridge to Fife, just for the hell of it. I hardly used any tarmac all the way - brilliant.”
- Chris Vessey sends the current 24 Hour Fellowship Magazine which contains the BAR result for 2000. Chris is first-claim Hounslow, but has been a 2nd claim member of the ABC for quite a few years now. Anyway, one way or another we have two Anfielders in the Senior Long Distance BAR – with Chris at 20th place (average speed 16.614mph), and Geraint Catherall, fractionally slower (16.257). Chris comments, “Unfortunately we’re both on the bottom”. On the other hand we think it a credit to both Chris and Geraint that they’ve got what it takes to feature on the chart.

- Once an Anfielder, always The ABC is that sort of Club. This time, out of the blue, Martin received a letter from Brian Threlfall who lives at Chedworth near Cheltenham. In the letter were two ABC Standard medals, awarded to Brian's father William. The smaller, is for our 12hr event on 11 June 1921; while the larger, 5 May 1923, is for a 50 miles handicap. William was born on 4 January 1898, so would have been 23 and 25 on the dates of these races: "he taught me to enjoy cycling as I grew up. I used to have a YHA card with hostels marked from the Roman Wall to Hampshire where I'd stayed". Circular 615 (Jan 1958) records that William Threlfall joined the ABC in 1919. He rode in a number of Club events and partnered Frank Chandler on many tandem rides. During WW1 he was a prisoner of war, and spent some time in the salt mines with serious effects on his health. He died in December 1957, in his 59th year. We very much appreciate the gift of the medals, which have been placed in the archive; and we hope that Brian enjoys reading the copy of the **Black Anfielders**, which we've sent him by way of thanks.
- The Northern Road Records Association's most recent Newsletter announces that they now have their own website: <http://www.nrta.freemove.co.uk>. Well worth visiting. The ABC features very strongly – with vintage photographs and information about many of the ABC's great names.
- Stan Wild writes that he and Jo hope to visit the UK again this year and would like to attend the ABC run on Saturday 8 September. Stan suggests the Goshawk Mouldsworth, and it goes without saying that we're delighted to oblige.

* * * * *

Clubruns Round-up

The unpronounceable **Llew Coch**, at the equally difficult **Ffrwd**, was the venue on 7 April. Allegedly this was Ben's work's local. It is a mile up the Nant-y-Ffrith from Cefn-y-bedd on the road that some know as the 39 Steps which climbs to Minera. Rain and cold kept the numbers down to Ben Griffiths, Mike Twigg, Duncan Rees, Craig Clewley, John Futter and President Pickles with David and Mary Birchall snatching lunch out while really visiting Chester.

In contrast, for the **Buck at Bangor-on-Dee** it was as lovely a spring day as could be wished - warm sunshine and not a breath of wind. A walk round Whitchurch filled most of my morning, making notes for the 100 Start Card sketch. And the truth is that while doing so, I discovered Whitchurch has passed me by. It is a town with lots of character and a wealth of 18th century buildings, too many neglected perhaps, but with the feel of a "real" town still. Don't we need a campaign for real market towns like that for real ale. At the Buck a big crowd of Anfielders settled in the mugs lounge. Hundreds hang from the beams, but not one from the Anfield. I think we should donate them our Centenary version. ABC members (splendid athletes, non-mugs all) included Johns Stinton and Futter, Ben, Craig, Mike Twigg and Pat Duncan and son, Lee Nichols, and Chris Edwards.

On 28 April, to the **Swan at Marbury** we were riding through short sharp blustery showers which swept across the beautiful pastoral countryside of this part of south Cheshire. The medieval church is Marbury's jewel. Thanks to the wealth brought by salt it is exquisitely decorated, but that same salt is also undermining it – with walls and tower distinctly wonky. In the Swan, Tecwyn, Dikki, Mike Twigg, Duncan Rees, Bill Graham, Lee Nichols, Craig Clewley, Martin Cartwright, Ben Griffiths, John Futter and David and Mary Birchall met for lunch.

The Runs List for 19 May had us at the **Miners Arms, Minera**. Except it is not the Miners Arms nor in Minera. It's really the City Arms (after a nearby lead mine); and a mile south-east of Minera. The plan for Messrs Orum, Sharp and Birchall was a ride to the infamous landslip that

closed the Horseshoe Pass (and almost swept away the Britannia Inn), returning for lunch. But we started late. Then the road to World's End was closed. So we headed to the Llangollen Canal for a ride over the Pont Cysyllte aquaduct. It's eight miles of lovely towpath cycling to the Chain Bridge Hotel by the Horseshoe Falls. The Vale of Llangollen was at its best with the sun on the hills, May in blossom, wild garlic, bluebell woods, and lambs in the fields. Even grey Llangollen looked almost warm in the sunlight. We reached the refurbished Britannia in time for lunch. With no chance of meeting the Club at the City Arms, there we stayed for an hour. The landslip is impressive- a wide chunk of hill has sheered down to the valley floor. Climbing the Horseshoe my heartrate monitor topped 170. Too high. Keith registered 125. Retirement suits him (and Geoff too). Both are very fit, as Neil France found out at the 100 (they worked him over). And so we returned to the City Arms well after the others had given up awaiting our arrival. Sorry.

The **Yewtree, Spurstow** was the venue for 26 May. Adam Birchall, Stuart Twigg and Neil France, all "home" for the 100, augmented the regulars. On our last visit (at Easter), the all-day big breakfast didn't defeat Adam, but evidently had almost done for the chef who could still remember the cooking. This time it was telling that only sandwiches were ordered. We learned Stuart had a folding Brompton which he would sell Mary. And Neil France was the bearer of good news. The Eureka Café at Two Mills, home from home to tens of thousands of Merseyside cyclists for the last 50 years, will not, after all, close. It will be sold as a going concern. Well we'll see.

Three weeks later at the **Bull, Clotton**, the Brompton changed hands. Talk was of the successful running of this year's 100, and prospects for the MRC24. House moves were very much the preoccupation of Dikki Bird, and Stuart Twigg's plans for the Scope sponsored walk in Peru looked very tempting. He needs more help and will be delighted if you can assist. So give him a ring on 01442 60334.

* * * * *

100 years ago

HANDICAP.

1 H. N. Cox, Bath Road Club	.....	British
2 E. E. Fisher, North Road C.C.	.....	10
3 H. L. E. Rolfe, Anfield B.C.	.....	20
4 W. H. Sells, North Road C.C.	.....	30
5 J. H. Banks, Crompton C.C.	.....	40
6 H. W. Jenson, Spurstow B.C.	.....	5 miles
7 F. Minster, North Road C.C.	.....	6
8 K. Kayman, Manchester Wheelers	.....	7
9 W. R. Vignall, Anfield B.C.	.....	8
10 G. Evers, North Road C.C.	.....	10
11 W. K. Day, Manchester Wheelers C.C.	.....	10
12 H. Wheeler, Leeds Road Club	.....	10
13 R. Lovelace, Liverpool C.C.	.....	14
14 T. R. Gayer, Manchester Wheelers	.....	20
15 A. Irving, Anfield B.C.	.....	20
16 W. Tolson, Stockport C.C.	.....	20
17 W. H. Owen, Anfield B.C.	.....	20
18 R. E. Fitzhugh, Anfield B.C.	.....	20
19 A. Telf, Manchester Wheelers C.C.	.....	20
20 L. Lightfoot, North Liverpool B.C.	.....	20
21 H. W. Smith, Anfield B.C.	.....	21
22 F. Wicks, Anfield B.C.	.....	25
23 W. Waind, Anfield B.C.	.....	25
24 J. Brady, Manchester and District Cyclists C.A.	.....	30
25 H. H. Dook, Anfield B.C.	.....	30
26 J. Johnson, North Liverpool B.C.	.....	30
27 E. Fulford, Stockport C.C.	.....	30
28 C. G. Hunt, Liverpool C.C.	.....	35
29 W. Jessell, Cheshire C.C.	.....	45

You will start at a.m.

PRIVATE AND CONFIDENTIAL

ANFIELD BICYCLE CLUB.

(Formed 1870.)

Official Route Card OF THE 100 MILES Invitation Unpaced Handicap

TIME TRIAL.

TO BE RIDDEN BY

WHIT-MONDAY, MAY 27th, 1901,
STARTING AT 10 A.M.

RULES.

Competitors must start at the times given, or will not be allowed to compete.

To be fixed, accompanied or followed is entirely prohibited.

To "hang on" to follow competitors is forbidden and liable to disqualification.

No competitor may be led by taking position alongside, every one leading lead by competitors must be in lock.

There will be "checkers" at all points as marked on Route Card, and competitors must call out the name as he passes these officials.

Any competitor riding on the footpath will be disqualified.

Competitors are particularly requested to be as quietly dressed as possible, to dispense with prominently displayed Time Schedules, to carry bells on their machines, and to avoid all appearance of racing through villages.

PRIZES.

First Prize, value five guineas, to be chosen by the winner.

Second Prize, value three guineas,

Third Prize, value two guineas,

A total of 100 guineas to be distributed in the order named.

Several Prizes to best placed Amateur and standard machine in the hands of the Club.

HEAD-QUARTERS BEFORE RIDE—LION HOTEL, SHREWSBURY.

.....

"Thanks" from the Event Secretary

Well thank the Lord that's all over with for another year! My first time in charge of the hundred turned into a complete baptism of fire due to the combined efforts (or more appropriately the lack of them) of Her Majesties postal workers. The last minute rush of entries that previous organisers warned me of turned into a deluge as people left their entry options open up till the last minute (possibly due to foot and mouth putting paid to their training plans). I was getting decidedly worried with only two weeks to go before the closing date and a mere handful of entries but much to my great relief a final total of 72 entry forms landed on my doormat.

All was going smoothly and the start sheets were printed and posted in almost record time thanks to the fabulous efforts of Joe Pilling of the Cheshire Roads Club, but then the fun started. By Wednesday the first of the phone calls had started as people enquired about their entry status. By the Friday evening it became clear that the majority were not going to get their entries in time and I ended up making the best part of fifty phone calls in about four hours with the marshalling and other officials being of particular concern. Frenetic doesn't come close to describing the entire bank holiday weekend.

Thankfully I needn't have worried as everybody made a tremendous effort on the day and turned out in force to lend a welcome hand. I cannot thank my fellow Anfielders enough for the show of support for our major event of the year and thanks to your efforts the event went without a hitch. A particular pleasure for me was to meet some of our longer standing members that I had not previously met despite having been Captain for nearly four years now. It's nice to be able to put a face to those names on the membership lists.

Martin Cartwright

When you're the Event Sec a genuine "thank you", rather than carping, makes up for all the tribulations. So, Martin was delighted to receive the following from one of the competitors, Terry Coging (Stafford RC). "Terry's letter sums up the atmosphere of the hundred quite nicely" was Martin's comment:

"Once again the 'Anfield' lived up to its reputation for being HARD - and extremely well organised. This letter is to thank you and your helpers for putting in so much effort to ensure that this historic event continues to run so efficiently. Your club mate (Graham Thompson) really did give it everything for his 4.22.48. He caught me for a minute at about 8 miles. I was not surprised because I am a slow starter and remembering that he had 25 minutes more handicap than myself I was confident that I would pass him again shortly and be on my way. Getting into my stride I passed Graham 5 miles later and confidently thanked him for waking me up. Graham had other ideas though and I was surprised when he passed me again at 20 miles. And so the battle ensued, with us see-sawing 5 - 20 seconds apart until he was just too strong for me and dwindled off into the distance at 70 miles. And then came the graveyard leg out to Battlefield for the second time. I realised how hard it was when I glanced at my computer - 13mph as I sped past someone. About 5 miles from the aptly named Battlefield, riding my usual steady pace I once again caught Graham. 'He must have "hit-the-wall"', I thought. Anyway, he seemed to perk up a bit and he was half a minute behind me at the turn but obviously riding on his guts. Please pass on my congratulation to him for doing a super ride."
(Terry finished 12th overall with a time of 4.20.38.)

And from Ben Griffiths:

"Congratulations Martin on your first Anfield '100' promotion. It was one of the best events it has been my pleasure to attend. How you did it under very difficult conditions I don't know. How it could be done better I cannot imagine. Maybe it will be a bit easier next year without the postal strike."

102nd Anfield 100 – Ken Matthews

Keith Murray (Steve Goff Frames) fulfilled his rating as hot favourite to win the 102nd Anfield 100 and his forecast at the start of “something sub-four hours” turned out as 3hrs 53mins 38secs. It gave him the third best time ever since the event was first run in 1889 when PC Wilson of Catford CC rode his penny-farthing, paced of course, to complete in 7hrs 11mins!

Only Andy Wilkinson of Port Sunlight Whs and Dave Lloyd have gone faster – have gone faster – Wilko in 1991 (3.53.22) and again in 1992 (3.50.24) part of seven successive wins between 1990, when he broke the End to End record and 1996. Andy was out this time, helping Lynne Taylor. But the record still stands to Dave Lloyd in 1982 with 3.47.10 which Lloyd says is his “best ride ever in a long list of best rides”. That effort was done on a far tougher course than year’s which was a new one and started in Prees village on the A49 and covered two laps of a three legged circuit to avoid any hold-ups at the traffic lights in Shawbury.

At the 25 miles point Murray was already clear leader on 56.34 with nearest challenger Chris Hopkinson (Matlock CC) who some thought has started a bit fast on 58.03 as an unseeded rider. Third here was first time visitor David Johnson on 1.59.35 and Hopkinson still hanging in, 2.00.40. The final check at 77 miles saw Murray with time to give a thumbs up sign as he passed in 2.59.20. Next came Johnson (3.05.35) and Tony McFayden (Harlech Whs) on 3.07.32 with Hopkinson still in contention on 3.07.46.

A brisk breeze blew but otherwise it was not a bad day on some stretches and Murray completed in good shape with 3.53 38. Close challenger was David Johnson who was just 24 seconds outside four hours on roads he had only seen when he rode on them the night before. Tony McFayden, Harlech Whs, came good in the latter stages to finish third in 4.04.19 and surprise packet Chris Hopkinson Matlock CC did 4.04.38 to give him a boost for the Mersey Roads 24 in which he has keen ambitions on the same roads.

What looked on the cards as a safe bet for Steve Goff Frames to lift the team award was wiped out when Blair Buss sent his apologies (“called in to work”) and their newest signing, Steve Edwards, the Welsh BAR, retired. It left Congleton CC to pick up the Ernie Davies Cup with Karl Austin, John Hodgkinson and Graham Whalley pipping Crew Clarions Whs Nick Barker, Duncan Mackenzie and Phil Lee by a margin of 7mins 24secs to leave them with the silver medals.

Lynne Taylor, Walsall Roads CC, improved on her last year’s Anfield time with 4.31.04, improved on her last year’s Anfield time with 4.31.04, knocking off nearly 12 minutes. The timekeepers had to wait a long time before the arrival of Mike Gowers, Ford CC, who trundled his trike round in 6hrs 51mins after starting first man off and finishing well last. Should there be a time limit for entry or what?

Of the 71 entries, 9 failed to start and a further 10 did not finish. Well marshalled. As they say in ANFIELD – you’ll never ride alone.

Results Summary

1 Keith Murray	Steve Goff Frames	3.53.38;	2 D Johnson	High Wycombe CC	4.00.24	
3 T McFayden	Harlech Whs	4.04.19;	4 C Hopkinson	Matlock CC	4.04.38	
5 N Barker	Crew Clarion Whs	4.05.13;	6 J Moore	Birkenhead NECC	4.11.17	
7 K Austin	Congleton CC	4.13.32;	8 R Booth	Team Velo Sport	4.15.00	
9 D White	Wrexham RC	4.17.50;	10 S Butterworth	Warrington RC	4.19.55	
Teams: 1	Congleton CC	13.25.30	Austin (4.14.32), Hodgkinson (4.23.41), Whalley (4.47.07)			
2	Crew Clarion Whs	13.32.44	N Barker, D MacKenzie, P Lee			
Fastest Woman:	Lynne Taylor	Walsall Roads CC	4.31.04	Fastest Trike:	Cliff Tremaine	5.19.33
Fastest 50 miles:	Keith Murray		1.55.16			



Whitchurch

Tour D'Anglesey 11/12 August

On the weekend of 11th/12th August I propose visiting Anglesey for a "round the island" tour. I intend to keep this as informal as possible but any one who wishes to join me is more than welcome and I will do my level best to get suitable accomodation arranged. I intend to travel to Anglesey early on the Saturday morning and hopefully be saddled up and riding by 9am. I will then proceed along the highways and byways of the island that pass as close to the coastline as possible with the aim of completely encircling the island by the end of the day. I estimate the total journey to be in the region of 90 to 100 miles which should make for quite an energetic day's ride, with a lunch stop at some convenient spot along the way. Hopefully if all goes to plan we will be sitting down for dinner by 8pm and have enough time (and energy) to spend a few hours at a watering hole. On the Sunday there could be a few more miles cycling or heading straight home, whichever people choose. I've spoken to Mark and Tony and both are interested so we might well have a sort of impromptu captain's weekend after all.

Martin Cartwright

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Captain: Martin Cartwright (Tel: 01244 539979)
Hon Secretary: Craig Clewley
92 Victoria Road, SALTNEY, Flintshire, CH4 8SZ
(Tel: 01244 683022; e-mail: craig.clewley@virgin.net)

September 2001

No.898

CLUBRUNS (lunch 1230hrs)

September	29	The Raven	Llanarmon-yn-Ial (Hill Climb Eryrys 1200hrs)
October	6	The Goshawk	Mouldsworth
	13	Sportsman's Arms	Tattenhall
		Annual General Meeting - Tattenhall Cricket Club 1400hrs	
	20	Golden Grove	Rossett
	26-28	Talbot Hotel	Leominster
		Autumn Tints Weekend	
November	3	Rose and Crown	Graianrhyd
	10	Th'ouse at Top	Kelsall
	17	City Arms	Minera
	24	Sportsman's Arms	Tattenhall Committee 1130hrs
December	1	The Ffrwd	Cefn-y-Bedd
	8	Fox and Hounds	Tilston
	15	Cross Keys	Llanfynydd
	22	Beeston Hotel	Tiverton
	29	The Bull	Shocklach

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.50
Hon Treasurer: Chris Edwards, Old Orchard, Darmond's Green, West Kirby,
WIRRAL CH48 5DT Tel: 0151 625 8982
Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, WA16 9BA
Tel/fax: 01565 651593; e-mail: david@birchall39.freeserve.co.uk

CLOSING DATE FOR NEXT ISSUE - 24 November 2001

A Quick Treasurers note

I sent out 10 self-addressed envelopes to the club members who owe outstanding subscription fees. To date I have received 4 back with a total of £135 for outstanding club subs. This is less than half the total amount owed. If the members who have not paid their subs so far would like to use the sae's to return their overdue subs they might also include for 2001-2002 at the same time. It seems very unfair that the majority of the club should continue to subsidise the few who receive their Circulars and/or third party insurance cover from the CTC but choose not to pay their subscriptions. Next step will be black balling I think.

Chris Edwards

Racing Notes – Mark Livingstone

Club '7' 20th June

From time to time you need to try an experiment or two, just to test the water so to speak. The Club race on 20th June had a 7.0pm start, and was just such an experiment. There was a poor turn out with just 2 riders signing on, and it seems that evening events don't suit the Anfield. I would, however, like to say a big thankyou to the marshals who turned out to see me (painfully slowly) round the course. The plan at the moment is to drop this evening event if favour of another Saturday morning '7' instead. Please let me know as soon as possible if you feel that one evening event is worth keeping on our racing calendar. Otherwise it's gone.

Race Result: Martin Cartwright 17-50 Mark Livingstone 20-30

Handicap standings after 3 events: John Stinton 16-02; Geraint Catherall 16-30; Stuart Twigg 16-38; Martin Cartwright 16-50; Rob Burrows 17-22; Ben Griffiths 17-23; Mark Livingstone 17-24; Lee Nichols 17-59; Tony Pickles 17-59.

Club '7' 14th July

Another good turn out for the Anfield. Martin seems to be finding some good form of late and is peaking just in time for his trip to Germany to represent Airbus UK in the 20km time-trial. Good luck Martin, I know you won't let us down. It is also good to see Keith Orum and Geoff Sharp appearing on the result sheet. Their times suggest they are getting a few miles in (watch out for them next season). Thanks once again to everyone who turned out, and especially the marshals and helpers.

Race Result: Martin Cartwright 17-34; Ben Griffiths 19-01; Lee Nichols 19-12; Keith Orum 19-31; Bill Graham 19-51; Geoff Sharp 20-54; Tony Pickles 24-11.

Handicap standings after 4 events: John Stinton 16-02; Geraint Catherall 16-30; Martin Cartwright 16-34; Stuart Twigg 16-38; Bill Graham 16-51; Ben Griffiths 17-01; Lee Nichols 17-12; Rob Burrows 17-22; Mark Livingstone 17-24; Keith Orum 17-31; Geoff Sharp 17-54; T Pickles 17-59.

Club '7' 20th June

Geraint is back! And I have an apology to make to him. If you want to put someone off their bike for 8 weeks or so, then the best way to do it is to say how well they are going in the Circular! Talk about the curse of the commentator! Anyway, I can stop feeling so guilty now that he is back racing. I could say that his "comeback 7" was a cracking ride for someone who has been kept off his bike for so long. Or that I have a feeling he is in

for a good finish to the season. I could, but I'm not going to tempt fate a second time.
Break a leg Geraint!

Race Result: Martin Cartwright 17-25; Geraint Catherall 18-31; Ben Griffiths 19-31; Bill Graham 19-45; Janet Hassall (PT) 17-53

Handicap standings after 5 events: John Stinton 16-02; Martin Cartwright 16-25; Geraint Catherall 16-30; Stuart Twigg 16-38; Bill Graham 16-45; Ben Griffiths 17-01; Lee Nichols 17-12; Rob Burrows 17-22; M Livingstone 17-24; Keith Orum 17-31; Geoff Sharp 17-54; Tony Pickles 17-59.

Well that concludes the "7 series" for this year and we have some lucky winners. Congratulations to John Stinton for winning the 7 mile Handicap medal. And to Martin Cartwright for winning the 7 mile Series medal. (Full results and next years handicap times to appear in next Circular).

Open races: Ben Griffiths seems to be the only Anfielder currently riding open events. He has improved his form considerably over that of early season and is hoping for a good finish to the year. Good luck Ben. Here are his recent results:

Chester RC '25' 10 June - 1-09-14; Birkenhead CC '30' 17 June - 1-21-18; Rhyd CC '25' 24 June - 1-06-19; Birkenhead Vics '25' 1 July - 1-04-13; Birkenhead Vics '10' 7 July - 25-38; Prescot Eagle '10' 14 July -26-28; WCTTCA '10' 18 July - 25-24; East Liverpool Whl's '50' 29 July - 2-23-05; Team Velo Sport '10' 1 August - 25-15.

Look out for Ben in the Chester RC '50' on 2/9, WCTTCA '25' on 9/9, Birkenhead Vics' 2up '25' on 16/9 and the Merseyside Ladies CC '10' on 22/9. Have only good rides Ben, and keep those results coming in. I promise to make an effort next season and give you an Anfielder to beat!

Club championship: Could I remind anyone who is eligible for the Club Championship competition to submit their best 25, 50 and 100 mile times to me at the end of the season. Thank you.

Medal baggers: I know there are a few of you out there who would love to own a nice new shiny Anfield BC Club TT medal. Well, you've only got 2 chances left: The 14 miler on 15th September and the Hill-Climb on 29th September. Roll-up, roll-up, only 2 left and they're going fast!

SW racing report: There have been mixed fortunes down in the South West. Though a regular under the hour performer, Mike Hallgarth has not been meeting his new high standards. A bad wisdom tooth is the likely cause, and now that it is out, the way should be clear for him to get back on track. John Thompson has trimmed his 25, 50 and 100 times down to 1-0-05, 2-9-25 and 4-37-37. The 25 time is an improvement on his 1976 personal best, and might be the excuse for some celebrations had he not missed his goal by such a small margin: "With a mile to go I was confident of getting under, with 500 yards I was certain, but a final junction caused me to slow to a near stop into a final climb over the last 50 yards". He tells us that the rest of the season will be taken with competition rather than time chasing, so cracking the hour will have to wait for another year.

Clubruns round-up

Forest View, Oakmere

-

7 July 2001

Unfortunately due to having had a hernia repaired a few weeks earlier on the 20th of June (yes whilst you were all slogging your way around the seven course I was in the company of lots of nurses, being pampered to!), I was unable to cycle to the club run (doctor ordered six weeks no cycling). Having arrived by car I was joined by Mike by car and later Martin arrived on his cycle. No other members arrived, on what was a pleasant warm day. After chatting about various topics including my hospital stay we all set off on our way back.

Geraint Catherall

The Swan, Marbury

-

28 July 2001

What are your favourite Cheshire lanes? How about those from Kelsall to Willington, Clotton and Beeston? They meander through quiet country southward across the heart of the county. Starting in Kelsall in a tunnel of tree-shaded lanes, you keep just high enough above the Cheshire Plain for marvellous views to the Welsh Hills westward beyond a distant unseen Dee. On this lovely summer's day the countryside shimmered in heat. Beyond the hamlet of Huxley, the lane crossed the Shropshire Union Canal by the Shady Oak, and skirted the pine woods at the base of Beeston Castle. Then it was along the south side of the Peckforton Hills past black and white farms and cottages. The distant view here changes from the Welsh Hills to the Staffordshire Pennines stretching eastward as far as the eye can see. From Bickerton, the lane goes through the wooded grounds of the Cholmondeley estate. So to Marbury, for lunch round a sunshaded table in the garden of the Swan with Bill Graham, Mike and Pat Twigg.

Bill was certain that his homeward route would prove the equal of my outward ride, as we put his theory to the test in the lanes through No Man's Heath, Malpas and Tilston to the MRC24 start at Farndon. We were a minute too late to cheer Chris Vessey on his way, but found John Futter, Craig, Geraint and Ben representing the ABC.

DDB

The Yew Tree, Spurstow

-

25 August 2001

Today the heavily wooded Peckforton Hills drowsed in foliage of almost tropical density. With swallows gathering and buzzards over Harthill, there was a feeling of late summer in the air for this ride. At the Yew Tree were John Futter, Craig Clewley, Ben Griffiths, Mike and Stuart Twigg. John Williamson had been spied near Beeston on his new aluminium Carlton and we were pleased that he joined us too. Finally, there was President Pickles, also on a new bike. Without a map Tony had set off from Tilston. In 3 miles he reached Malpas safely; but then found himself lost in unfamiliar lanes. He arrived at Spurstow very late indeed, in his hand a brand new OS map. He promised to write up the run. But since he hasn't, in revenge we can say the only place to buy a map like his would have been Nantwich, many miles off route. But was he admitting that? No. Oh and he got a lift home by car.

DDB

Like all Anfield Clubruns, the gathering was informal and hearty. Nevertheless members and admirers of the ABC came from far and wide on this special occasion to greet Stan Wild, the Club's New South Wales ambassador, and his wife Jo, over here on vacation from Australia. It is two years since the couple were last in England and attended a Clubrun, and we looked forward to this reunion.

Since 1924 through to 1998 when Stan stopped riding a bicycle in favour of walking, he has amassed some 618,000 miles on a bicycle, an average of 8,000 miles per annum: an enormous achievement for this very likeable gentleman of 93 years. My memory recalls many a 1960's tea-time Clubrun with Stan at such venues as Highwayside, Birch Hill and of course the early morning Whit Mondays of Anfield 100s.

I have tried to recall all those present this day, so forgive me if your name is not listed, for I am sure you enjoyed the occasion through the banter which ranged from Sunbeam bicycles, Hetchins curly stays, and memorable tours, to the following day's West Cheshire TTCA 25, the last of the season.

Ben Griffiths, John Futter, Tony Pickles, Craig Clewley, Tecwyn Williams, Bill Graham, Dave Edwards, Geoff and Vivienne Sharp, Flo Hill, Keith and Pippa Orum, and Cheshire Roads Club and friends Christine Harby, Elizabeth Nolan, Raymond McCarthy and Bob Grainger, Bert and Dorothy Mathieu, Len and Marie Leary, Tommy Nolan, and Denis Spearing, Joe Pilling, Fred Nightingale and Richard Thompson.

Keith Orum

While in Anfieldland, Stan and Jo stayed in Alderley Edge with CRC member Joe Pilling. Unable to attend the Mouldsworth get-together, David Birchall made the short journey from Knutsford to Alderley Edge for a cuppa and chinwag, armed with some old photos of Percy Williamson, Bert Green and Percy's son John as a teenager.

Jo said that Stan's mileage is about equal to 24 times round the world, which puts the End to End challenge in context. Now 93 years young, Stan complains that his legs are not as strong as they used to be. But we all know that feeling. And I noticed that the only concession to old father-time was a walking stick.

Both Stan and Jo look marvellously fit. Australia's warm climate seems to suit them well. Apart from the cycling, Stan puts it down to tea, with plenty of sugar, and his pipe. No smoking on the long flights to Anfieldland must have been a trial.

e-Clips

* Early in the summer, Geoff Sharp travelled to Scotland for some cycling with John Farrington. Top priority was a ride along the canal towpath from Linlithgow to inspect the Millennium Wheel under construction at Falkirk. This amazing piece of engineering will lift boats between the Forth and Clyde Canal and the Union Canal. Towpath riding is now possible all the way from Edinburgh to Glasgow – which provided a ride for another day. And they joined the Scottish V-CC on a ride in Glen Clova, north of Dundee.

* A few weeks after the 100 Neil France bumped into Keith Orum in Liverpool at the start of a charity ride to Chester and back:

“The ride was advertised in the Liverpool Echo and on the spur of the moment I decided to do it. Keith was of course playing down his fitness but Geoff Sharp spilt the beans that they had been out a lot!! We stayed together all of the way there and on the way back until Ness when two lads from a Welsh mountain bike club overtook us. We were now in a group of about 15 or so and as I was on the front I gradually wound up the pace to catch the mtb'ers. I caught them but had dropped the rest and so I just sat on until the tunnels when they really went for it. I managed to stay with one of them who turned round to me when we got to Liverpool and said “I am in the Anfield too”. It was Rob Burrows. I had not met him before so it was quite a coincidence. Keith and Geoff arrived after about 10 minutes with the rest of the group. I felt this made the honours even after the working over Keith gave me when we were at the 100.”

Neil is getting so fit that he started racing again in July with a 27.41 in a Shaftesbury CC evening “10”. Since then holidays (and work) have got in the way, although we think his holiday falls into the category of training:

“We had an interesting time during our second week as we discovered the Giro D'Umbria was on. This is an event open to all levels of rider. Whilst they all compete together you have a series of categories to go for including Cadetti (Espoirs) Dillitante (Elite) Gentlemen (Vets) and Super Gentlemen (Older vets). It was a seven-day race centred round Umbertide. At each event points could be won and then an overall race winner declared. Local interest came in the form of Joey Williams (PSW) and Gordon 'The Clock' Johnson. There were about thirty British riders and the Italian tactics included their supporters only giving drinks / water to their fellow Italians. Now when you consider that the races were run in temperatures of 38-40 deg C water becomes quite important. So with the family spread along the road we set up a British drinks station complete with Union Jack flag.

“The children and Heather really enjoyed the experience especially meeting the riders afterwards and hearing their tales...for example when Gordon Johnson having broken away with three Italians at the end of one race was physically pushed into a ditch! Holly (10yrs) met a real life heroine and got the autograph of Cherry Pridham who was riding. She had been due to ride the Tour de France Feminin (she has already competed in it 7 times) but a wrist operation meant that she was winding down her season. She gave most of the men a severe kicking and won the womens' prize each day. At the last count she had won 6 huge Parma Hams each the size of a suitcase.

“After Italy we went on to Switzerland and I made it up the Susten 2540m the Grimsel 2210m and the Brunig 1200m passes on my mornings off. So it's back to some serious training as I have just fitted some tri-bars to see what impact they will have.”

* Chris Edwards is working too hard, currently 3 to 4 days per week in France, Germany and Italy:

“I met Dave Bettaney on one of my flights from Frankfurt. He was on his way back from Turkey at the time and went to some lengths to explain to me that he had been misquoted over the Boxing Day run as he had meant to say that club-runs were dead for him and not the Anfield. I have a feeling he maybe pursuing a career in politics next. But he still hasn't cleared his subs arrears and you know what the tabloids will make of that when he becomes the honourable member for Flintshire South.”

(e-Clips staff are happy to admit mistakes, and to put the record straight – but what if we all take Dave's view about Clubruns? What future for the ABC then? - Ed.)

In addition to work Chris has just exchanged contracts on the sale of his house – but has no house yet to move to. With a cry from the heart he adds: “It's another very long story and I am trying my best to keep on top of club business but as you can imagine it is on a fire-fighting basis at present.”

* Chris Vessey on the MRC24:

“Unfortunately I missed John Futter and Co at the start, but Marj didn't. I did hear a voice in the crowd calling “Chris” so perhaps that was John. The event went very well, Saturday being tolerable with the warmth during the afternoon and cooler temps in the evening. Overnight, we did not really need any night-clothes.

“During Sunday morning it remained quite fresh and cool right up until approx 11.00 a.m. I stopped for a toe massage at Prees and then was bombing on up to the finishing course. During this hour the temperature soared, and I was forced to stop again just before Waverton for water and further attention to my toes. But after that I could not get going again. The heat had really got to me and I packed at Churton on 338m with 2 hours still to go. It's unfortunate really because I discovered later that I was 3 miles short of a PB. No doubt had it been cooler at the finish 360-370 perhaps. Still that's cycling and I don't want to get into the “if only” syndrome... there's always next year. It's such a marvellous event, I can't resist it!”

Fortunately Chris was on the finishing course when he packed so was credited with his distance - and it's a result that counts towards the Long Distance BAR. He also receives a finisher's medal and plaque. The Icknield 12hr is next on Chris's list and if he manages to complete he will have his BBAR for the 1st time and also the long distance BAR, “so things are coming along and I am still learning”.

* John Thompson and Maggie took advantage of the new Go flights from Bristol to Nice to get in a short tour of the Southern Alps. By leaving straight from work on Friday night, and returning on the following Sunday night, they got 9 days touring in for the price of 5 days leave: “The route was pretty much all up and down with the highest

point at the Col de Bonnette (2860m), though the hardest day ended with a circuit of the Verdon Gorge which almost led to mutiny from the stoker”.

* Chris Shorter promises us the secret of how to win the Anfield 100 the easy way, to inspire the Club's current heroes in their winter training.....

* **And finally**, a talented lot the Anfield (as if you didn't know):

- With several CDs to his credit, John Williamson is an accomplished pianist and respected composer. He was recently looking for someone to help him play through a sonatina for piano and violin he was putting the finishing touches to. Cue for the principal violin of the Wrexham Symphony Orchestra to step forward, fiddle at the ready, to assist. Non other than our own Hon Sec Craig Clewley.
- It might be difficult to get a quorum for Committee meetings these days, but in June, five of those present were left-handers – and that's impressive. The right-handed lot were in the minority.
- What is it about super-sportsmen and Hawarden. First our own star Ben Griffiths lives there; and now we hear there is someone else in the village - an England striker called Michael Owen.

350 miles for the St Kentigern Hospice at St Asaph – John Williamson

A team of 25 cyclists, led by the Vicar of Prestatyn, loaded on to a coach on Saturday April 21st for Glasgow, the bikes having been previously transported there the night before by the army cadet force. Accompanied by a van and two minibuses, carrying beds and personal equipment, we made a start after a long ceremony including a prayer by the Catholic Priest.

We were all strangers but not for long. I soon discovered I was distinguished by being the oldest, having topped 70. That added some respect amongst a motley gang, mainly of younger people and with a majority of ladies. On Sunday morning we were faced with heavy rain which persisted for a day and a half. After morning service at Glasgow Cathedral, we were not ready to go until 1 p.m.

We were off to Troon in a crocodile. I had no map and no phone. Inevitably the party began to split up, some getting ahead too fast. Following cycle trails, the mud on my nice clean bike was dreadful. In fact it was a dreadful day with punctures galore. I ended up with two Irish ladies lost somewhere around Irvine. The rain persisted. I was worried. The only way to find Troon was to stop passing motorists. It was a long haul and I was really anxious as darkness came on. But we made it, like nervous wrecks, by 8 p.m.

Next morning it was still raining as we made for Barhill via Ayr. The weather gradually improved and I began to enjoy things. Each night we were to camp down on church hall floors, but I had a decent camp bed and sleeping bag and so was quite comfortable.

Evenings with a pint at the local and sometimes showers at a nearby leisure centre cheered us all up. And I must say the company was great, and a lot of fun.

Day three we pedalled on via Newton Stewart and New Galloway (a charming little town) to make our beds at Crockenford. The rain was so bad next morning that we all piled into mini-buses to Brampton for the journey south through Cumbria. This stage was one of the finest days riding, through many villages to Lazonby and Langworthy. Avoiding all main roads we headed for Soulby near Kirkby Stephen, where again the evening was passed pubbing and showering.

Next came Morecambe - via the Dales, Sedburgh, Kirkby Lonsdale and Carnforth: a good day's riding. From Morecambe, after photos by the Eric Morecambe statue, we were bound for Stockton Heath near Warrington. We had to spend a little time on the A6 and while haring it through Preston got on the wrong road for a while. In the end we were saved by a ride in the mini-bus through the worst of the traffic complex. In contrast, from Stockton Heath to Shotton was more like it especially since there was a good cycle-track from Hoole. For the last day, we were back to St Asaph with a special procession from Rhuddlan.

We were all heroes - given medals and laminated certificates and a champagne reception. The final total for St Kentigern was about £40,000!

Lands End to John o'Groats or a Sloggi End to End - Chris Vessey

A group of four cyclists accompanied by two drivers set out in May last year to ride the mainland from End to End. We gathered at St Just youth hostel by Lands End on Saturday 6th May for this epic journey to John o'Groats. In appalling conditions we were wondering just what we had let ourselves in for. But having really studied the weather forecast we knew high pressure over Scotland and Northern England was spreading and so as we rode north we were assured of near perfect riding conditions.

The country lanes of Cornwall were a taste of things to come. Cornwall and Devon must be two of the hilliest counties in mainland Britain. Redruth beckoned for elevenses and, with the sun now beating down, we pressed on through Truro, St Austell and Liskeard. After the roller coaster roads of Cornwall we finally arrived in Tavistock after some 102 miles, for a deserved rest and even more food in readiness for the climb over Dartmoor.

The following day took us past HM Prison at Princetown, in brilliant sunshine, however scaling higher and higher found us shrouded in thick mist before descending to Moretonhampstead for a bite to eat and drinks. Re-routing through Tedbury St Mary to Crediton entailed climbing hills so steep, the Romans must have laid down these roads, straight up and over, incredibly steep! We all had to get off and push and even that was difficult. We continued to Bickleigh Steam Museum for lunch, where we were much amused by banter with the ladies about sloggis.

Through Tiverton it was onwards to the more populated areas of Wellington, Taunton and Bridgwater, where we were entertained to a guided tour of St John Street Cycles whilst pedals on one of the bikes were replaced. We finally came to rest in farmhouse

accommodation at Mark Causeway in Somerset where Mrs Puddy with her wonderful fruity Somerset accent had pots of tea awaiting us.

Eating good food and plenty of it is essential during such an event and we were guided to the Packhorse Inn a mile or two up the road in a place called Mark, for dinner. Next day took us into Herefordshire. However finding the cycle path over the River Avon proved a great obstacle. We wasted almost two hours before finally locating it via Easton-in-Gordano. Crossing both the Avon and Severn bridges afforded marvellous views over both estuaries. Descending onto the Welsh side of the Severn we arrived in Chepstow for lunch.

Next came the Wye valley to Monmouth via Tintern Abbey amongst a blanket of wooded hills, vivid greens in the brilliant sunshine. Passing through Hereford we then headed north for Wigmore. We stayed at Gotherment House, a farmhouse overlooked by Wigmore Castle which dates back to Domesday. What puzzled us most was the tank trap in the back garden!

Keeping to our schedule of 100 miles daily on Wednesday we rode down through the Hope Valley to Wem and onwards to Whitchurch and Warrington over the rolling Cheshire plains stopping off at the small village of Tiverton by the Shropshire Union Canal to slake our thirst and more grub. We eventually reached our destination for the night arriving at the Cranberry Hotel in Ashton-in-Makerfield. It was a well-chosen B&B since the landlord cum head chef was an ardent cyclist – with a very cleverly negotiated all in price of £60 for the six of us. What's more this cycling chef cooked us the most enormous breakfast the following day which more than filled our fuel tanks.

Weighed down by our enormous breakfasts we set off on what was to be one of the most memorable days of the ride. Passing though Warrington and Wigan we reached Carnforth where we had lunch in preparation for the climb up Shap. By Kendal the headwind we had fought against for some days now was steadily increasing and the ascent of Shap was becoming very laboured. Some wonderful views were to be seen, but the wind was so fierce, holding balance was a problem. Nevertheless we reached the summit and it was with great relief we descended into the village where we sought refuge in a shop for warmth and sustenance. This was the most arduous part of the ride so far.

Lazonby was our destination and an outstanding B&B about half a mile from the Carlisle to Settle railway line. Dinner was taken in the Midland Hotel where we tucked in and enjoyed the culinary delights to everyone's satisfaction. Next day the journey took us through picturesque hills to Brampton, Longtown and eventually over the border to Scotland and Gretna. We had elevenses at Gretna Green and photo-call outside the Old Forge; no weddings tho' but very nearly a funeral...chuckle, chuckle! The Solway Firth has a beautiful coastline as we continued on to Annan and Dumfries. The terrain was now flatter and easy riding to Thornhill where we stopped for lunch in blazing sunshine. Heading now for Kilmarnock we cycled though Sanquhar which boasts the oldest Post Office in the world (circa 1712). All downhill to Mauchlin and Kilmarnock we stayed the night in the local Travelodge. Although this might sound rather unexciting the rooms were quite comfy and with good beds. In any case we were all well knackered, but not before enjoying the gastronomic delights at a local hostelry in nearby Symington.

The following morning, we aimed in the direction of Largs on a most enjoyable coastal route. Our main preoccupation was locating the ferry from Gourrock to Dunoon. Crossing the River Clyde, sparkling in the sunshine, offered us a welcome rest and respite from the constant pedalling. Ahead lay a ride around Lochs Eck and Fyne before descending into Inverary. With a backdrop of mountains and sea, Inverary has a beautiful setting while Inverary Castle has a magical Hollywood appearance, most rare.

Gathering beneath the arch of the Inverary Hotel for a photo-call we were now beginning our eighth day on the road. Clearly our aim was to sustain the 100 miles a day schedule and also to enjoy the magnificent scenery that Scotland has to offer. Northwards we rode around Loch Awe, through the Pass of Brander by Ben Cruachan to Connell, over the Falls of Lora, and Benderloch via the Strath of Appin to the shores of Loch Linnhe and so to South Ballachulish where we had lunch at the Ballachulish Hotel. The Hotel's claim to fame is that Queen Victoria had stayed there. I reckon it must have been the night before she died because the food was bloody awful!

On arrival in Fort William a lone piper playing his bagpipes greeted us. Only Scotland could give you this welcome! With Loch Lochy in our sights and dying of thirst (a direct result of the salty soup at Ballachulish) we stopped at Spean Bridge to take on water. On reaching Fort Augustus we decided to call it a day and booked in at the Caledonian Hotel by which point we had covered about 822 miles and were going well.

Not far now. Setting off from Fort Augustus with the express intention of meeting up with Roger (Sewell) at Drumnadrochit we cycled by the side of Loch Ness for sometime looking over the Loch for signs of - guess who - Nessie! North of Inverness, we were warned of the 1 in 6 hill we were about to climb up towards Beauly. At least two of us had to dismount and walk - again! We recovered in a delightful cafe in the Muir of Ord before continuing on via Dingwall to Altnaharra for the night having ridden through some desolate country from Lairg. Altnaharra is quite a remarkable place being surrounded by hills and mountains. The previous week it had been the hottest place in Europe and yet it can be as cold as Moscow in winter.

So to the final day of riding: Bettyhill on the north coast and the hills to Melvich. On this stretch we experienced the first spots of rain since Lands End, and by Thurso, where we stopped for lunch, a short sharp shower. Seventeen miles to go and a photo-call at the "Dunnet" signpost - and then John o'Groats having cycled 1014 miles. We all signed the register in the John o'Groats pub and asked to see the old registers dating back 100 years only to be told "Sorry they're not kept here anymore, they're at Lands End".

And that was it, well nearly; one more rest day island hopping on Orkney and then HOME to a wonderful Welcome Home Cake and Champagne. As for the sloggis

First World War Photographs

Have any members (or friends), got cycling photographs dating from the First World War? We know that Peter Stephenson's father, George, a life-long Anfielder, served in the Denbighshire Bicycle Regiment in WW1. My request to Peter resulted in him spending an absorbing time amongst old, very old, photos, but with no luck. John Williamson fared slightly better with photos of his father from both wars, and several from post war tours. The Anfield, possibly uniquely, maintained very close contact with members serving in the armed forces. We regularly sent gifts – from tobacco (and pipes) and chocolate to tinned food, and practical things like writing material. And in return we received tales back which were reported in the Circular – many thousands of words over the period 1914 - 1919. The contributions are still very special, difficult to summarise, but often too lengthy for the current circular. Entirely missing are photographs. With such a wealth of photographic material in our archive that is a big omission. If anyone can fill the gap, please let the Editor know

100 Years ago from the 1901 Anfield BC Yearbook

Easter found 34 Members and 5 Friends at our old resort, the Glan Aber, Bettws-y-Coed, showing that this fixture well maintains its popularity. We were rather more favoured by the weather than has usually been the case, for those going down on the Thursday and Friday had absolutely perfect conditions. It is true Saturday and Sunday were rather wet, preventing some other Members joining us on those days, but the Saturday trip to Conway, Bangor, Bethesda, and back by Pass of Nant Francon and Capel Curig was carried out by several of the Members, and those who did not join in this excursion missed a grand ride, for, as is often the case, the weather was quite fine on the coast; while a similar riding party visited Dolwydellan on the Sunday. The usual Socials were held, and we were favoured with extra good talent. The Monday was another glorious day, and with a strong wind astern some very fast work was accomplished on the home journey, and all felt that the outing had been most successful.

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Captain: Martin Cartwright (Tel: 01244 539979)
Hon Secretary: Craig Clewley
 92 Victoria Road, SALTNEY, Flintshire, CH4 8SZ
 (Tel: 01244 683022; e-mail: craig.clewley@virgin.net)

December 2001

No.899

CLUBRUNS

(lunch 1230hrs)

December	15	The Raven	Llanarmon-yn-Ial * <u>NB VENUE CHANGE</u> *
	22	Beeston Hotel	Tiverton
	29	The Bull	Shocklach
January	5	Carriages	New Russia Hall, Gatesheath (GR: 470603) Committee 1130hrs
	12	Miners Arms	Maeshafn
	19	The Buck	Bangor-on-Dee
	26	Golden Lion	Ashton
February	2	The Ffrwd	Cefn-y-Bedd
	9	Yew Tree	Spurstow
	16	Carriages	New Russia Hall, Gatesheath Committee 1130hrs
	23	Golden Grove	Rossett
March	2	The Liver	Llandegla
	9	The Greyhound	Farndon
	15-17	Captain's Weekend (Bala or Betws-y-Coed tbc: phone M'tn Cartwright)	
	23	Club "14"	Broxton (Start 1130hrs)
	30	Calveley Arms	Handley
		Carriages	New Russia Hall, Gatesheath Committee 1130hrs

CLUB SUBSCRIPTIONS

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

Hon Treasurer: Chris Edwards, 4 Beach Road, Hoylake,
 WIRRAL CH47 1HT Tel: 0151 632 3462

Editor: David Birchall, 53 Beggarmans Lane, KNUTSFORD, WA16 9BA
 Tel/fax: 01565 651593; e-mail: david@birchall39.freeserve.co.uk

CLOSING DATE FOR NEXT ISSUE - 23 February 2002

Committee Notes

Changes of address:

- Hugh Dauncey:** 136 Addycombe Terrace, Heaton, NEWCASTLE-UPON-TYNE, NE6 5SQ
☎0191 265 0448 / 07960 109384
- Chris Edwards:** 4 Beach Road, HOYLAK, Wirral, CH47 1HT
☎0151 632 3462
- Mike and James Kimpton:** 29 Sheridan Avenue, St David's Park, Ewloe, Flintshire, CH5 3UN

Obituary: Jim Cranshaw

With the passing of Jim Cranshaw at the age of 97 a link with the Club's early years has been broken. Jim was our oldest and longest serving member. No other Anfielder has achieved 81 years membership.

When he was elected to the Anfield in 1920 (followed by his father a year or so later), the Club was returning to normality following the end of WW1. Membership was growing rapidly. We numbered over 200 in the early 20s. Jim came to the ABC through our Manchester section, which in those days was a very active group. It was so strong that its own "meets" were arranged (a tradition that lasted until 1987). Often, the keenest members would ride from one side of the county to join the Liverpool section. In those days "meets" were formal with a set meal arranged for 6.00pm; and woe betide anyone late. With the meal over, a leisurely chat followed over a pint or two. In the winter season there were musical soirees. For most, the run finished with a leisurely evening ride home. But others would continue further afield: Manchester frequently joined Liverpool to weekend in Shropshire or Wales, a regular feature being the Sunday evening homeward dash across Cheshire. There were also regular "meets" in central Cheshire. Some, like the annual photograph run to Stretton, attracted 60 members or more. And there were the summer races. For these, Manchester and Liverpool combined to run a programme at all distances from 25 miles to 24 hours. Reports in the Circular show that they were keenly fought. Remarkably, it is the sense of unity and camaraderie *without rivalry* that impresses. The Club spirit went deep. When Jim Cranshaw joined the Anfield he stepped into the heart of this lively throng, and made friendships that lasted the rest of his long lifetime.

Jim raced in the seasons 1922 to 1924. At 50 miles, he improved his times from 2.53.47 (29th April 1922) to 2.36.56 (24th May 1924), earning bronze, silver and gold standard medals. In July 1923, he was one of *nineteen* of our own members competing in our own 12 hour event. He recorded a distance of 188½ miles, not including 1½ off course.

My own personal recollections of Jim are recent by comparison. In the 1970s, he was the Manchester Vice-Captain. The runs he organised in the east of Cheshire were enriched by a contingent of very robust characters like Hubert Buckley, Bob Poole, Stan Bradley, Rex Austin, Harold Catling and Stan Wild. Jim's geniality, friendliness and dry sense of humour added much to those get-togethers, and his move to Sutton Coldfield in 1976 was our loss. Happily the Anfield 100 was within striking distance of his new home and so he was able to keep in touch with his Anfield friends, latterly with the help of his daughter. We last saw him at the 100 two years ago. To Joan and family, condolences.

Racing Notes - Mark Livingstone

Hello again and Merry Christmas. As we are in the season of giving, lets get straight down to business and announce this years prize winners:

2001 Club Prize Winners

Graham Thompson	Club Champion	(59-21, 2-2-05, 4-22-48)
Martin Cartwright	'7' Series Winner	(Average time over best 3 events 17-36)
John Stinton	'7' Series Handicap Winner	(16-02 on handicap)
Geraint Catherall	'14' mile Winner 15 th September	(40-39)
Mark Livingstone	'14' mile Winner 24 th March	(30-58 short course)
Chris Edwards	'14' mile Handicap Winner	(34-50 calc time)
Chris Edwards	Hill Climb Winner	(5-44)

Congratulations to everyone and well done. The Prizes will be given out at a Club Run (date to fixed). Meanwhile congratulations to all the winners.

Before we move on to the detailed analysis of how we let Chris Edwards bag TWO Club medals, let's take a look at the last 2 races of the season.

Club '14' 15th September: Geraint Catherall 40-39

A big thank you to Geraint for riding this event on his own. He may not have had any competition on the day, but he was going well enough at the end of the season to have been a favourite anyway!

Club Hill Climb 29th September: Chris Edwards 5-44; Lee Nicholls 6-03

Well done to everyone who raced this season – no matter how many events you rode. I hope you enjoyed yourself and will ride again next year. Thanks once again to all the marshals and helpers who turned out for the Anfield.

14 mile events

The 14 mile events produced some interesting results this year – particularly in the handicap competition. Chris Edwards had a fine ride to win the handicap medal, but notice Mr Brian Bird popping up there in second place. Not bad for a man who is just easing himself back into racing again.

2001 14 Mile Handicap Results (All times are from the first event which was on short course)

Chris Edwards 34-50; Brian Bird 36-04; Ben Griffiths 36-13; Martin Cartwright 37-32

Rides by Mark Livingstone & Geraint Catherall have been omitted from the results. As outright winners of a 14 mile event each, they are thereby ineligible for the handicap competition.

The numbers don't lie! Where were you? If you want to know how you fared over the year in the '7' series, or just want to keep an eye on the competition for 2002, then take a look at the results table below (try not to laugh out loud when you see my efforts though).

2001 '7' Series Results table (in no particular order!)

Date	5 th April	14 th April	20 th June	14 th July	18 th Aug	Handicap Ride
G Catherall	18-39	18-30	-	-	18-31	16-31
Ben Griffiths	19-23	19-25	-	19-01	19-31	17-01
Stuart Twigg	21-38	-	-	-	-	16-38
Rob Burrows	-	18-22	-	-	-	17-02
John Stinton	-	19-02	-	-	-	16-02
M Cartwright	-	19-04	17-50	17-34	17-25	16-25
M Livingstone	-	19-24	20-30	-	-	17-24
Lee Nichols	-	19-59	-	19-12	-	17-12
Tony Pickles	-	21-59	-	24-11	-	17-59
Keith Orum	-	-	-	19-31	-	17-31
Bill Graham	-	-	-	19-51	19-45	16-45
Geoff Sharp	-	-	-	20-54	-	17-54

It's OK, I know how it goes. You are not happy with your rides last season, and you know you can DEFINITELY do better than that. So what are you going to do about it? Here's a good idea to ponder over the Christmas holidays – why not put in a few extra miles this winter and get down to the 2002 Club Races and put that **??XX!!! Racing Secretary in his place! (looking at last years results it wont take much effort!). With that thought in mind, here are the 2002 dates to put in your diary.

2002 Club events (Subject to approval by RTTC)

23/03/02	14 miles Course: D1/14	(Broxton)	Start time: 11.30am
13/04/02	7 miles Course: D2/7	(Huntington)	Start time: 11.30am
04/05/02	7 miles Course: D2/7	(Huntington)	Start time: 11.30am
13/07/02	7 miles Course: D2/7	(Huntington)	Start time: 11.30am
17/08/02	7 miles Course: D2/7	(Huntington)	Start time: 11.30am
14/09/02	14 miles Course: D1/14	(Broxton)	Start time: 11.30am
28/09/02	Hill Climb Course: D9/0	(Eryrys)	Start time: 12 noon.

And this is the prize list to drool over:

14 Mile Winner (23/3/02); 14 Mile Winner (14/9/02); 14 Mile Handicap Winner (Best ride on Handicap from 2 events); 7 Series Winner (Best average time from 3 events); 7 Series Handicap Winner (Best ride on Handicap from 4 events); Hill-Climb Winner; Club Champion (Best average speed at 25, 50 & 100 miles).

I know what you lot really want! OK, I've kept you waiting long enough – here they are:

2002 Handicap Times

The times quoted are in minutes and for 7 miles (just double your time for the 14 mile events).

Graham Thompson SCR; Mike Hallgarth SCR; Martin Cartwright 1-0; John Thompson 1-0; Rob Burrows 1-30; Geraint Catherall 2-0; Chris Edwards 2-0; Mark Livingstone 2-0; Lee Nicholls 2-30; John Stinton 2-30; Phil Looby 2-30; Ben Griffiths 3-0; Keith Orum 3-0; Bill Graham 3-0; Geoff Sharp 4-0; Tony Pickles 4-0; Craig Clewley 4-0; Colin Werner 4-0; Stuart Twigg 4-0; Brian Bird 4-0.

Anfield BC Open 25 Time Trial: Sunday 23 September 2001

Out of a field of 76, 1 rider was recorded 'DNF', 12 'DNS', leaving 63 for Timekeeper Bob McNamee. Results: 1st John Moore, B'head NECC 55.39; 2nd Peter Ware, St Helens CRC 56.05; 3rd John Bunting, West Pennine RC 56.09. Of ours, only Graham Thompson rode and finished 15th overall with a time of 59.21.

The West Cheshire Points Series 2002

Following the success of the first year of the competition, the West Cheshire TTCA has announced an improved series for 2002. As before, the series will be based on existing events promoted by clubs affiliated to the Association. The competition is open to all riders, not just West Cheshire members.

The ten events selected for 2002 include a variety of standard distance events and a number of circuit-type and hilly events. To qualify for the competition, six events must be completed, and must include: at least 2 West Cheshire events, and at least 2 "Hilly" events. Your six best performances overall will count. Points will be awarded to all finishers in events, with 120 to the winner, 119 to second place, etc, down to 1 point for 120th place. All points are awarded on actual times – vets' standard performances are not taken into account. All qualifiers will receive a certificate, and category and team winners will receive West Cheshire plaques and medals and cash prizes. A splendid trophy, donated by Alyson France of **Bikeline**, will be awarded to the Series Winner.

Interim result tables will be displayed at the Eureka Cafe at Two Mills after each event through the season and will be available on the North Shropshire Wheelers website - www.nsw.org.uk. It is also hoped, where possible, to send interim tables with result sheets for individual events.

Awards will be made for different categories and will be presented at the West Cheshire Annual Lunch in December 2002. There are a number of categories: Senior, Junior, Lady, Veteran 40-49, 50-59, 60-69, 70+ (age at 1 Jan will count)

The nominated events for 2002 are:

1	Chester RC Hilly 28	March 10	D14/2
2	BNECC Easter Hilly 22	March 29	D22/1
3	West Cheshire 25	April 7	D25/8
4	West Cheshire 30	April 21	D30/7
5	Wrexham RC Hilly 32	April 28	D45/1
6	North Shropshire Whs 25	June 1	D25/8
7	Birkenhead Vics 25	July 7	D25/6
8	West Cheshire 10	July 17	D10/19
9	West Cheshire 25	September 8	D25/6
10	Wrexham RC Hill climb	October 13	Horseshoe

Events will be identified in the RTTC Handbook by the words "WCTTA Series 1" etc.

Entries should be made in the normal way to individual event secretaries. The overall classification will be co-ordinated by the West Cheshire, who will be pleased to receive any questions or comments you may have. Please send them to Phil Guy, on 01939210569 or Keith Orum as West Cheshire delegate.

e-Clips

* What a thought. Tommo's mug shot world wide across the web, thanks to the Tricycle Association (www.tricycle-association.org.uk) who awarded him the Bruce Kingsford Trophy for winning the National 50 championship. They also presented him a special prize for being the most aerodynamic rider. Yes, John, like many of us, has less on top than 40 years back. And what was the prize? Looked awfully like a Cadbury's Aero.

* An article on the racing cyclist Percy Stallard's life recently appeared in *Cycling Weekly*. The item was of more than passing interest to Chris Vessey. He realised that his uncle (our own Jack Salt who died at the tender age of 52, in 1960) and Percy Stallard were competing in the same era. The article mentioned the very first World Selection trial held at Brooklands in 1933 and an "unknown rider from the Midlands". Chris recalled that Jack Salt actually won the trial, going on to be chosen to ride at Montlhery in the World Championships where he came 21st. Chris was certain that the missing name was Jack Salt, since Jack had Midlands connections, with his two sisters Kitty and Enid living most of their early lives in Matlock in Derbyshire. As *Cycling Weekly* readers now know.

* As promised, Chris Shorter has provided an article "*How to win the Anfield 100 the easy way*" (see next issue of the Circular), and asks: "Does Hallgarth really win 25s these days?" It's a question that we think Mike should answer, also in the next issue.....

Chris has been working on a climbing guide to the sea-cliffs at Filey Brigg, near Scarborough. His routes will be included in a book for publication in the spring. He says the climbs aren't very long but they are hugely overhanging; as confirmed in the photos he e-mailed. One shows Chris on the first ascent of 'The Last Hurrah':

"Climbing has a tradition where the first ascentionists of routes have the honour of giving them a name. We thought that we had exhausted the possibilities for good

new routes at Filey, so the name seemed appropriate at the time. We've since found at least another 15 routes so this proved to be a bit premature. The start is pretty desperate but there is considerably more excitement out of sight above. It's now generally recognised as a regional classic. The other two show local climbers on another of my routes called 'Watkin's Ale'. This overhangs by about 50 degrees but, fortunately, the holds are mainly excellent and so the route isn't too difficult by modern standards. Again this is now recognised as a classic of the area."

Scary stuff a Chris Shorter route. Think I'll stick to cycling.

* The Circulars published between 1914 and 1919 provide insights into the impact of the Great War on the Club and our members. Sadly, the plea (Circular 898) for photographs to illustrate the written material, so far has drawn a blank.

But, thanks to a chat with Hugh Dauncey at the AGM, a start has been made on how we might make the archive more accessible to members and others interested in the social history of cycling. We now have an outline inventory of what's in the archive (contact David Birchall for a copy). Also, some of the most precious photographs from the 1880s have been copied to 35mm film and others scanned. But to do much more will be a mammoth task. We wonder if grants might be available to help catalogue and conserve the documents? There are substantial numbers of photos, a complete set of Circulars, Year Books, Committee Books and other documents like start-cards / results sheets (for the 100, 12hr and 24hr events), handwritten letters from founder members etc. The aim might be to enable the Archive to be accessed for research via a website.

In the short-term, one project might be an article on the ABC and WW1- the food parcels, the letters in the Circular from members in the war etc. It all culminated in the Cyclists' War Memorial at Meriden, for which the most formidable Anfielder of all, W P Cook, seems to have been instrumental, through the CTC, in fund raising.

* * * * *

Clubruns round-up

**The Sportsman's Arms, Tattenhall
Annual General Meeting**

13 October 2001

As something of a detached member, it is not very frequently that I make an appearance at runs or events - usual constraints on time, compounded by living in Newcastle upon Tyne for the last eleven years mean that on the rare occasions when I do actually manage to attend, pleasure in seeing old friends is matched by that of meeting members about whom I have only read in the Circular. However, the AGM finally forced me to make an effort to come South (after abandoning a half-formed idea to enter the Hill-Climb a fortnight earlier and push someone else's bike up it as a time to beat next year after some training).

So on Saturday 13 October I made it to the Sportsman's Arms with a quarter of an hour or so to spare before the AGM. As reward for being the member who had apparently travelled furthest on two wheels to attend I was invited to write my (rather one-sided) view of the

run. If anyone feels that they came further on two wheels, then they should be writing this now... Present were David Birchall, Ben Griffiths, Chris Edwards, Mike Twigg, Mike Hallgarth, Craig Clewley, Tecwyn Williams, John Futter, John Williamson, Geraint Catherall, Martin Cartwright, and Lee Nicholls. How they got to and from Tattenhall I'm afraid I did not catch, but most were on bikes and all happily seemed fit in to the snug.

The AGM itself was held in the function room of the almost luxuriously-appointed Tattenhall Cricket Club, where matters were discussed in a courteously efficient and good-humoured manner. The Meeting concluded at 3.20 and after more chat and backchat, members started the return legs of another very pleasant ABC run.

For those intrigued by my two-wheeled route to Tattenhall, the pilgrimage necessitated an early start from Newcastle, a short stretch on the A69 just south of Hadrian's Wall and then a move into the hills from Hexham, picking my way through the epicentre of the major foot-and-mouth outbreak around Allendale and avoiding collisions with suicidal pheasants before climbing up and down to Alston and then up again to Hartside, where the celebrated café was surrounded in clammy mist. Tea and toast helped stave off the cold, and the poster on the wall inside the café asking cyclists to refrain from applying Deep Heat until they leave reminded me of how Hartside sits on the C2C route from Cumbria to Wallsend. The descent from the mists was rapid, taking me through hairpins to Melmerby, Langwathby and a side-road to Culgaith, then Appleby-in-Westmorland. From Appleby, mist was very thick, forcing a slow pace over the fells to Orton and eventually Tebay. At this point in my journey and narrative, the fact that the next part of my 220 mile journey involved the M6, M56 and M53 requires me, in all honesty, to reveal that the two wheels were driven by 100bhp of Honda engineering rather than by my own rather more modest power output.

The only cycling I do now is a three-mile commute to work on an APB Moulton on the days when I don't take the bus. Maybe next year, if I can find time to acquire a training bike and use it, I'll try to make it to the AGM without the motorbike. Yeh, sure. The Hill-Climb 2002 is an objective I can aim for as well (if someone is prepared to lend me that bike to push), and I have two colleagues whose talk about their cycling exploits is irritating and pushing me to enter them for next year's '100' in equal measure. I'll help marshall and do a lot of shouting at them. Semi-seriously, however, the only proper frame-builder up here - Dave Yates/Joe Waugh - has an 8-12 week waiting list for any frame, which effectively deters me from ordering one, so if anyone has any recommendations about frames from Anfieldland they would be very welcome. I quite fancy starting back by riding fixed, or is that just perverse? I'd hardly call it a threatened comeback, but I do need some exercise.

Hugh Dauncey

Golden Grove, Rossett,

-

20 October 2001

Blame torrential rain and flooded roads for a disappointing turnout of three. Still, three are more than enough for a clubrun, and a chatty hour or so passed quickly. Alongside the pub runs a stream. We noticed sandbags at the ready, but happily, by the time we left, the stream was still where it should be. And the rain clouds had rolled away leaving the autumn sun shining tentatively on the afternoon. Alas, the better weather arrived too late for the stay-at-homes, so the company comprised just Mike and Stuart Twigg plus the Ed.

At one time the Captain would note attendance at clubruns, points would be awarded, totalled, and duly reported at the end of the year. As far as I can recall, any attendance qualified: no distinction was made between those who pedalled and those who arrived simply for the company, although clubrun reports almost always noted the mode of transport. Well, on this occasion, though I rode out, I met Maggie, and Jean, my Mum, for the lunch and took a lift back. (Best to get that confession out of the way first!)

From the Mills my route followed those back lanes that skirt Chester and, perhaps because of the infrequency of my visits to "inner Anfieldland", it proved to be a trip down memory lane. I recalled following the line of schoolboys behind Les Bennett, and then, later, the unsuccessful attempts to find our way through the maze unescorted. Soon I was beginning the climb towards Manley, where I had hit the tarmac returning from Hatchmere back in the winter of '63 - '64. Keith Orum later told me I how lucky I was. Riding fixed, and struggling to maintain control, there was nothing he could do, and it was just my good fortune that his pedal went over my head rather than through it. After that I bought a trike.

I dropped down to Th'ouse at Top just after the appointed 12-30, to find my escorts had arrived, catching up with Pat and Mike Twigg, along with David Birchall, Ben Griffiths, Craig Clewley, Geriant Catherall and Lee Nicholls. Of the 10 attendees 4.5 were cycling. Answers on a postcard . . .

Tommo

World's End, the Horseshoe Falls and the Conquering Hero were in our sights for a morning ride from the City Arms. It's 20 miles round and feasible before lunch with a 10a.m. start. Geoff Sharp, Keith Orum and David Birchall set off on the road to World's End. For the last year it has been partially blocked by a landslip: not enough to deter cyclists, though it looks very unstable, and I for one wouldn't want to live downhill. But we saw not a car.

The first part of the ride leads across the rolling moorland of Esclusham Mountain, reached with little effort from Minera. Then came a wheel-locking drop through golden larch woods to the ford where the road hairpins across the Eglwyseg River at World's End. Limestone crags and steep sided hills rim the deep valley, which, this grey morning, was filled with the bronzes, yellows, and russets of autumn foliage. World's End at its best.

On roller-coaster lanes between banks of enclosing hedges, we sped down to Llangollen. Then followed the Llangollen Canal to its start at the Horseshoe Falls on the River Dee. The placid water above the weir perfectly mirrored the surrounding hills. We were making for Rhewl, where the Conquering Hero sets off over Llantysilio mountain. It's years since I last explored this old drove route. And it came as a surprise. The climb out of the Dee Valley springs upward so steep it's hardly rideable, even on a mountain bike. In a mile, beyond a gate, tarmac gives way to grass, with easier gradients. But oh how muddy. The track shelves high above the Dee finally reaching a pass below Moel y Gamelin. From here, on soft ground, the way drops gently to the Bryneglwys road.

The muddy track and a many-gated lane had slowed progress, making us late for lunch, but at least, this time, we reached the City Arms before the others left. There we found John Stinton, Ben Griffiths, John Futter, Dikki Bird, Mike and Stuart Twigg, Chris Edwards, Geraint Catherall, Craig Clewley and Martin Cartwright – a turnout of thirteen in all.

Sportsman's Arms, Tattenhall

24 November 2001

Possibly the end of an era: at 11.30 a.m. the doors of the Sportsman's Arms remained bolted. The new landlord cares not about the Anfield's Committee Meetings. So we moved to the less cosy surroundings of the Letters Inn and held forth there instead. It was a shame the Letters landlord, likewise, didn't know his ABC better. Unfortunately he deemed master Christopher Pickles, at the age of eight and a half, too young for the meeting. So father and son were obliged to depart. Otherwise those present were Tecwyn, Dikki, Mike Twigg, Keith Orum, Geoff Sharp, Craig Clewley, Geraint Catherall, Martin Cartwright and Chris Edwards with David Birchall co-opted to the Chair in the President's absence. Once the official business was over, the sausage sandwiches and egg and chips on the pub's menu board were well supported and redeemed the place slightly. And sunshine warmed the autumnal countryside for our homeward ride through the lanes.

Autumn Tints Weekend *The Talbot Hotel Leominster – 26-28 October*

To set the scene: Friday started dreadfully. From a leaden sky, heavy rain hammered down. Roads were awash. Surely no one would ride? But five big hitters did: Graham Thompson, Martin, Geriant and Ben (the latter for the day only). Braving the weather they completed century rides each. Graham made an early start, riding the fifty miles from Leominster to Westbury where he aimed to meet the Captain's party for a return in company. But alas the best laid plans... The chosen rendezvous was closed, so he had a solo ride back as well.

What is it about our President that he can charm away rain? Must be righteous. Whatever, he reached Leominster mid afternoon by car straight from work – and on cue the clouds rolled away. So he and Colin Werner hopped on their bikes for a ride to Kingsland. David Birchall was next. The sun low in the sky, he snatched a thoroughly enjoyable 16 miles at dusk amongst the apple orchards of Dilwyn and Kings Pyon. With the cider harvest in full swing, the air was heady with the smell of ripe apples. The lanes were awash with mud, and, after all the rain, the meadows by the brimming River Arrow were flooding too.

The ABC has an unerring instinct to winkle out the best pubs in town in next to no time thanks to our big hitters in the bar. This year the discovery (the Grapes Tavern) was made with lightning speed. By the time the rest of us found it, the landlady knew all about the "cycling" party. The beer must have been good. Late in the evening, one of the party revealed that for him the ABC is like a Victorian refuge from modern life. A nice thought which probably makes us as a national treasure, but with wheels in C21 too I hope.

The Talbot's staff, like Basil Faulty, thought guests should be at the hotel's beck. When we queried this, they left us in no doubt the attitude problem was ours. But we thought the problem was all theirs. We won't be back. The moral; beware Best Western Hotels.

Saturday's Cider and Sunshine Ride – Mike Hallgarth

Leominster lies in the centre of idyllic cycling country with a myriad of quiet lanes in every direction, and in the absence of an organised mountain bike ride this year we knew we were in good hands when Dave produced a large-scale map of the area.

After torrential rain from Thursday night through to mid Friday afternoon it was certainly a pleasant surprise to find Saturday morning in almost perfect conditions. Mike Twigg, Tecwyn and Brian Bird elected to stay in Leominster in search of a rugby match whilst nine of us set off south west from the town on what was to be an anti-clockwise route around Hereford. After just 9 miles we arrived in Weobley at the tearooms just a little too early so we carried on hoping to find another but as luck would have it none was found. 2 pubs advertising morning coffee were not yet open and it took until Tram Inn for a very late elevenses.

Bridge Sollers is the only crossing of the River Wye for some 20 miles west of Hereford and here we were glad to get away from a brief trip along the A438. It was noticeable that the main roads were very busy with half term traffic in marked contrast to the quiet lanes we were using. Had we continued along the A road we would shortly have passed an almost deserted S.A.S. Headquarters ("away on a job"!).

Our long descent to lunch in Hoarwithy at the New Harp saw us part company with President Tony and Colin and when this was realised a number of mobile phones suddenly appeared in an attempt to find them! Yet all this high tech equipment failed to work as no signal was found so low in the Wye valley. Graham was dispatched to find them and soon we were all together again for a fine meal. My ongoing amazement with modern technology was stretched even further when a photo of the club outside the New Harp appeared by e-mail 2 days later.

Yet with all these wonders it was noted that George Elkington had made only a partial leap into the high-tech age with just one clipless pedal and Chris had such badly dressed handlebars that Florence Nightingale would have turned in her grave!

Our departure after lunch saw us cross a heavily swollen River Wye with some local flooding which was more noticeable than at Bridge Sollers, and we followed the river upstream for some miles. From Fownhope to Mordiford on a busy "B" road the group split with Colin, Dave, Geraint and myself turning off correctly to go north of Hereford while the others blindly carried on towards the city. We eventually waved to them and regrouped after realising that they had no maps between them and we had three!

Our superb route back took us through Bodenham Moor and Stoke Prior at a leisurely pace, the better to enjoy Herefordshire's scenery at its most glorious in the autumn sunshine. I later failed to trace the route in its entirety on a large scale map and put this down to my full confidence in Dave's route-finding — either that or amnesia!

An excellent day out in good company and scenery in some of the best Tints weather we have seen for a long time.

Rainy Day Roller - Martin Cartwright

As has become the norm in more recent times the number of Anfielders either willing or able to accompany their Captain on the ride to the Tints venue was minimal. Happily however, Ben Griffiths kindly offered to escort Geraint Catherall and myself as far as lunch in Westbury. So it was that three intrepid cyclists set out from Broughton on a surprisingly calm but gloomy autumnal Friday morning.

The initial pace was sedate through Holt and Is-y-Coed on the western side of the Dee. Little did we know that the most significant event of the day was just around the corner. As we crossed the bridge over the Clywedog and climbed the short rise on the other side, our conversation was cut short by the sound of tyres sliding on the wet road ahead. I looked in the direction of the sound and was presented with the alarming sight of a car ploughing through the very dense hedgerow and rolling heavily over onto its roof. The car came to rest on its side in the field. We rushed to the now very large gap in the hedge to offer assistance. Thankfully the young man driving the car was able to scramble out relatively unscathed, so after helping to roll the car back onto its wheels we left him to contemplate the extent of his costly off-road foray. After that our conversation remained rather limited for a while as each of us considered what we had just witnessed (not least had we been 30 seconds faster the story could well have been grimmer).

We continued through Overton to St Martins where Ben had designs on a small café called 'Kathleen's' for a welcome spot of breakfast and a cuppa. Warmed and refuelled we then headed towards Whittington, fine rain by now falling constantly. The roads were very quiet and our progress steady despite rapidly worsening conditions. Visibility was becoming limited and, approaching Crewe Green, one of the few crossing places of the Severn in the area, even the familiar landmark of Rodney's 'knob' atop Breidden hill was completely hidden in the low cloud.

Once across the Severn, Ben took the front with the thought of lunch driving him to Halfway House and Westbury. To our disappointment, the pub was closed with not even a glimmer of light from within. We pondered our options but concluded this was where we would part company, Ben returning home as planned. Geraint and I pressed on with the intention of stopping at the first place open. To our great relief we didn't have too long to wait, finding refuge from the downpour in Worthen. The pub floor was completely tiled wall to wall so thankfully the appearance of two very wet and dripping cyclists merely provided some mild amusement for the landlady and locals.

We rested and discussed the route ahead, while our jackets steamed on a hot radiator. Over the past couple of years I have ridden this road to Chirbury a number of times as it offers the least hilly, if slightly longer, route to Bishop's Castle. This time I think a little excess rain had leaked in and was clouding my judgement. In a moment of madness I persuaded Geraint that a quick 'dash' up the 'small' hill opposite the pub would put us on the A488 Minsterley to Bishop's Castle road and save us no end of time. The route was on very minor roads, not detailed too clearly on my small pocket map, so a few 'educated' guesses were needed to keep us in the right direction. But whichever road we took the going got steeper and steeper. Geraint was by now making serious use of his third 'granny' ring but eventually even with 24 gears to choose from he ran out of cogs and the pair of us had to

take to foot. The worst part of the hill was less than 500 yards and soon we were rolling down to the main road. The climb took 15 minutes and saved a couple of miles, but at what price later on in the day had we expended too much energy in that moment of madness?

Once on the main road we picked up the pace and in no time were descending towards Bishop's Castle with some very welcome breaks in the cloud now affording us a clear view of the Long Mynd over to our left. By the time we turned onto the B4385 for Lydbury North the sun was making a serious attempt to break through the cloud. By now we had broken the 70 mile barrier which was easily the longest distance I had done on the bike since late spring. I was beginning to suffer. By the time we reached Leintwardine I had to steel myself for another 20 miles or so to our final destination. The sun was now shining warmly and any hills to speak of were behind us. Then, to our joy, we passed a sign for Leominster a mere 12 miles to go. I could almost feel the warm water of my bath already!

The final miles took us through Mortimer's Cross, a place I remember well when I rode on my own to Kington a couple of years ago, and Kingsland before the final approach to our journey's end. 2 miles from Leominster, who should we see approaching but President Pickles and Colin Werner. For a brief moment I considered stopping for a chat but decided that they looked far too bright and fresh. So I mustered up my brightest, most cheery greeting and continued into town where we eventually found our hotel and the welcoming smile of David Birchall in the car park confirming the end of a hard day's work.

In the bar later that evening Tony confirmed that we had looked absolutely knackered when they passed us, so I think we made the right decision to get to the hotel as there was a lot of pedalling yet to be done over the remainder of the weekend. And so yet another memorable Anfield ride is consigned to memory and the pain of a century ride in some awful conditions quickly forgotten. The ride home on Sunday was another story entirely.....

* * * * *



Bunbury

With best wishes for Christmas and good Cycling in 2002