Mr Lawrence Fletcher

Business called us on Friday last to that handsome edifice in Lichfield and Colombo Streets, Christchurch, the premises of the Austral Cycle Agency Limited, and whilst there Mr Lawrence Fletcher, accompanied by Mr E. H. C. Burley, local manager of the Dunlop Pneumatic Tyre Company Ltd, came upon the scene. The visit of Mr Fletcher. who is the greatest cycling celebrity that has yet visited this country, has been icoked-for for some time. It may here be remarked that Mr Fletcher holds the responsible position of manag-ing director in England of the Austral Cycle Agency Limited; and is also managing director of that mammoth English . concern, the Griffiths Cycle Corporation Limited. Mr J. O. Shorland, manager of the Christchurch depôt, performed the ceremony of intro-ducing us to Mr Fletcher. The meeting was all the more cordial, as the name of Mr Fletcher was familiar to us, as it will be to most of our readers, and THE NEW ZEALAND WHERLMAN was well-known to Mr Fletcher, as he read it regularly in England. After the conventional "How do you do's," "Pleased to meet you's," etc., we lost no time in requesting the great wheel luminary of England to grant us an interview. This, Mr Fletcher readily consented to do, and the time was arranged for noon the next day at the same place.

Twelve o'clock on Saturday found Mr Fletcher and Mr Shorland up to the eyes in business. They were right in the thick of trade records and the many documents which are a necessary accompaniment of a business of such magnitude. Although thus engaged our victim came to the attention and handing us a monster advertisemen which had just been fixed up, and which will shortly astonish the natives, as it offers "something for nothing," as will be seen by referring to another page Our opinion was asked concerning it.
Our "valuable opinion" having been
expressed, Mr Fletcher remarked:—

The why R. & work the work the

You want to interview me, do you? "Yes, that's it."

"Yes, that's it.
"Well, I suppose I must submit to
the ordeal. What do you want to know?"

"All about yourself, and your business; how old you are; what your fighting weight is; what you are; what you have been ; what your great achievements—and you have accomplished some great feats—on the wheel have been; your opinion of the cycle industry; what you think of trade prospects, slumps, cycle shows, amateurism, professionalism, racing men; your impressions of the

"Well," broke in Mr Fletcher good naturedly, "let me tell you that I want to catch the express on Monday for Dunedin-I am 36 years of age. I am not here solely on business, though I shall not neglect it. I am travelling by doctors' orders, as I am run down through over work. Yes, my health has been greatly benefited by the trip. I like the New Zealand climate. Melbourne dad not suit me at all."

Being a married man you of course are travelling with your family?"

"Irs Fletcher, who I must say is an ardent cycles, and our son Lawrence

accompanied me as far as Sydney, where they await my return."

who will play have with the record, of his Duniop cycle

Well, at anyrate he is commencing early. He is only ten years of age and early. He is only ton years of age and rides an Ariel juvenile bicycle 'fitted with Dunlop tyres,' and for his age has done some good work."

"Your health has not suffered from over-cycling, has it, Mr Fletcher?"

" Not at all; in fact I consider that the training I have had on the bicycle has enabled me to stand the strain of business much better than I otherwise would have

"You have done some good riding in

your time, have you not?"

"Well, yes, I have done a little riding and have held some records, having been a wheelman since 1875, though I have only been in the cycle trade for five years. Previously I was in the rubber and gold-dust trade on the Gold Coast in Africa, and my knowledge about rubber then gained is very useful, as you

may well understand."

"Oh, yes, I can give you some of my records, In 1885 I rode a tricycle from Land's End to John o' Groats in 8 days In 1892, on a 23 hours 55 min. safety bicycle, with Dunlop tyres, I got over the same ground under four days. This record was lowered in '94, first by R. H. Carlisle, to 3 days 14 hours 15 minutes and then by the present holder G. P. Mills, 3 days, 5 hours 49 minutes. As far back as 1879 I lowered the world's read regard on an ordinary for twenty-four hours, doing 227 miles, but in '93 an a Humber with 227 miles; but in '93 on a Humber, with Dunlops of course (this with a smile), did 329 miles in the same time. In 1893 I seenred the world's record for 1000 miles in 4 days 2½ bours, and this was not beaten till '96, when T. A. Edge did it in 12 hours less, but when I rode from Lands End to Inverness and back to Stirling, while Edge was on picked roads. I have won the three forty-four hour scratch races of the Anfield Club, and have ridden in I may say hundreds of twenty-four hour races. I rode on the average about 15,000 miles a year, about the distance I am now from Old England

I can only give you my general impressions of the colonies, as I only arrived in Melbourne by the Orizaba early in August, and since have been to Adelaide and Sydney. I consider Melbourne the best cycling city I have seen anywhere, with its wood pavements and broad

Our interviewer ventured to interject a remark, when Mr Fletcher, with a amila retorted-

"Well, you know the saying, "present company excepted," but truly I only arrived yesterday, and although I have had a walk round the city I have, so to speak, not yet seen Christchurch; but I can fully believe that it is a grand cycling

city."

Do you see much of THE NEW ZEALAND WHEELMAN On your travels?"

Yes, even when at home I always read
it with the greatest interest. It is a it with the greatest interest. It is a grand paper, and it surprises me how such a limited population as there is in New Zealand can keep such a paper going. For the amount of news it contains and the way it is got up, one penny seems a ridiculously small charge. I like its outspoken articles, and I am assured on all hands that THE NEW ZEALAND WHEELMAN has done and immense amount of good in all branches of cycling during the five years—five years is it not, or six?—it has been in existence.

"Do you find as many cyclists in proportion to the population in the

" More. I look upon Melbourne as greatest cycling population of any-

'Have you rtravelled a great deal?" Yee, all over Europe and in Africa. No. I have not been to America and have October 20, 1897 no ambition to go there. There seems to me a great scope for business in Ausme a great scape for business in Asstralasis; more even than in England Yes, I am very well satisfied with our usiness here. We intend sending out some novelties and new lines, such as the Dunlop bicycle. It was on this machine that J. W. Stocks did 32 miles 448 yards in the hour, and the Catford Gold Vase value £800, has been won every time since its inception, on the same machine. Twice Stocks wen, and this year it was a question which should ride the machine. Somehow it was arranged that A. E. Walters should, and as you know, he won. Another novelty is the Dunlop puncture stop. It consists of a viscous fluid containing molecules held in suspension by a secret chemical

When a tyre receives a puncture the out-rush of air carries these molecules into the puncture and closes it up, and it stops even considerable cuts. It only adds two ounces to the weight of the tyre, and is an absolute preventative

of porosity."
"What do you think of the fall in

"It will not affect the highest grade English machines. There can be no possibility of a corresponding reduction until reduction is made in the component parts and the price of labor. As for the latter coming down, the men at the Humber works are on strike for higher wages, but the Humber

people will make a hard fight."
"What do you think of the New Zealand Metropolitan Cycle Show?"
"It must be a good thing and give an impetus to the trade, as it did in Melbourne. Shows have been overdone in England, but here it is a novely that must do good. We shall have a large exhibit and we intend making it an interesting one. The idea of a relay ride is a very good one and I hope it will be successfully carried out, and I wish the show every success." You have not always devoted your-

self solely to the cycling trade?"

"No, I have dabbled a bit in literature and have written three novels-one lentitled 'Into the Unknown.'"

"Oh, theological?"
"No, nothing of the sort. The other two are 'Zero the Slaver' and 'The Shadow of Death. I am pleased to say that all have received a considerable amount of popularity. I have another novel 'Legend of the Land's End' now running through the Bristol Times and the Irish Independent."

"Whom do you consider the best English rider."
"Oh, J. W. Stocks is certainly the best all-round man in England at the

present time." Will your stay here be long?

Monday "No; too short. I leave on for Dunedin and return on Wednesday (to-day). I shall start for home about the end of the month, going by way of Queensland."

"Is there anything else you would ike mentioned?"
"No. I think you have got mough."
"No. I think you, Mr. Fletcher, for the information you have given:
"Don't mention it. I feel it a "Don't mention it. I feel paper,

pleasure to do anything for your paper, and hope to see you again, and have a further chat on my return."

After using up an hour and a half of his time we took our leave of Mr. Fletcher, with the promise that he should visit THE WHEELMAN office in the evening, which he did, when a couple hours were spent in talking and looking over the works, in which our visitor was greatly interested. We found our friend a genial, enthusiastic, unassuming gentleman, with all information as cycling at his finger's ends and willing to answer any questions asked.



ride in the "British Sport" hundred. He is still the same quiet, unassuming rider, and wears the same steed cap. No case of swelled head there. As Artie Bennett use? to say, "Good Old Docton." [Not so old.—Ed. B. S.] We trust that Lawrence Fletcher's migra-tion to "Paddyland" will have no bad effect upon the club he has done so much effect upon the club he has done so much for, but certainly since he left Liverpool the Anfield runs have not been so well attended. On Saturday week there was a very poor muster—for Anfielders—and last Saturday, the run to Holmes Chaple was not much better attended. A mongat those who participated were Sid Keeling, on a G.O. Keizer, Harry Saunders, who seemed

THE VERY FIRST IVEL.

We have been fortunate to obtain possession of a photo of the very first Ivel Safety turned out by Dan Albone, at Biggleswade, in 1886, and upon which G. P. Mills made his sterling rides in that year.

MORE "TIMEKEEPING" POLICEMEN.

The Chester police have now adopted the idea at making gus a stretch of road, and in a rounde way marking gus a stretch of road, and in a rounde way marking gus a stretch of road, and in a rounde way the stretch of affair of a county Petry Sessions on Standay, bester Castle County Petry Sessions on Standay and the state of a standard county of the state of a stope of a party from Liverpool. — Folice-constable Raddliff deposed to being on duty at four ciclock on Saturday afternoon, the 14th grant of the standard county of the standard c A Stretch of Road Marked Out.

Golong Duamber 1893

G. P. MILLS, ON THE HUMBER TRICYCLE

which he beat the Land's End to John o' Groat's Record, riding the distance

days 16 hrs 47 mins. One of the most phenomenal long-distance riders extan

Mr. W. P. Cook, the Anfield hon. sec., is to be heartily congratulated on the success of the "21." He worked like a Trojan, and there was not a single hitch in the

as the officers had stated.—The Magistrates said there had undoubtedly been "scorching" on the road. They did not think

100 Yards in Ten Seconds

avoided this whisper. Fortunately, how-ever, the men in black have never yet been driven to that method of bolstering up their

played splendidly, as did also Templeton and W. Thompson. The tea at the Aigburth Hotel was much enjoyed, after which the evening was devoted to billiards and singing.

That famous road rider, Mr. R. L. L. Knipe, of the Andleld B.C., and who, it will be remembered, recently beat the northern 12 hours and 24 hours road record, was married last week. Mr. and Mrs. Knipe are honeymooning in Lakeland.

cycle Club

CYCLE CLUBS AND THEIR STORY.

CYCLE CLUBS AND THEIR STORY.

V.-THE ANFIELD B.C.

By W. H. STONIER.

To give anything approaching a gentleman occupied the post of subestablished and flourishing northern of captain for eight years. He was organisation would more than fill a subsequently made president; the club complete number of THE CYCLE very wisely deciding to have an active MAGAZINE, and as a few pages only cyclist at their head, and a man chosen can be devoted to the subject, it follows that but a very brief resumé of the general custom of electing an outthe doings of the "premier road club" since its formation in Liverpool, a or for what he might bequeath in the decade and a half ago, can be squeezed shape of prizes, etc. Mr.G.B. Mercer, into that amount of space.

most energetic cycling clubs in exist- treasurer, ranks as the next oldest ence, and containing in its ranks many member, and, along with Mr. Bell, of the most active and best known shares the distinction of having reroad-fliers living, the name of the tained an unbroken connection with the pages of the general cycling press to nearly the same extent as do those of many smaller and less influential Road was taken for the use of organisations, the main reason for this members and their friends, and many being due to a general dislike on the were the high jinks there indulged in

or self-advertisement; and, however good the performances accomplished by Anfielders, it is very seldom that anything beyond the barest particulars are sent by them direct to the press. The majority of the members cycle simply from a love for the pastime and sport, and not merely for the sake of notoriety, or for what they can make out of the game—a state of affairs satisfactory in the extreme.

"eleven boys," and one of the eleven, Mr. D. J. Bell, now president, remains an active member to this day. This and in addition to containing a room

complete history of this old- captain for the first two years, and that from their ranks, rather than follow sider simply for the sake of his name who joined the club a few months after Although one of the largest and its formation, and was the first hon.

Shortly after the club came existence lock-up room in Oak Road was taken for the use of part of the members to club-booming, by the youthful Anfielders. The room was in close proximity to a Methodist Chapel-room, and it is with feelings of remorse that many of the old-time members recall their efforts-too often successful - to drown the sounds of prayer and singing which frequently issued from the chapel. A couple of years later found the club with a house to themselves in Lower Breck Road, which two years afterwards was abandoned in favour of a more pretentious And now for a few statistics. The and commodious building in Bedford club was formed in March, 1879, by Street North. This house, which was taken on a lease for three years, was furnished throughout in first-class style, fitted up as a gymnasium, there were frequently referred to as the "men in reading, smoking, committee, and con- black." The first Anfield captain was cert rooms. Here some of the very best cyclists' "smokers" ever held in giant, who surveyed the surrounding Liverpool took place, and as refresh- country from the giddy heights of a ments and tobacco were provided free, 62-inch ordinary; whilst an energetic and the concerts high-class ones-paid young man of the name of P.C. Redprofessionals from a distance frequently man held the important office of hon. appearing—it is not surprising these sec. In 1882 a 24-hours' challenge affairs invariably

given in the clubhouse, with the late Doctor Parsons as one of the lecturers, proved very successful, and a large number of members gained certificates. About the year 1888, a number of the older members leaving the neighbourhood, and the membership becoming more scattered, the club-house was abandoned, and the meetings and social fixturesthe last named few and far between-are now held at local

hotels. recognised as a speed one, the members sobriquets of the "Flying Crows" and performances of Anfielders during the "Black Anfielders," and, despite the following twelve years are recorded fact that very few of the men now upon it, it follows that very little blank sport the braided black, they are still space remains. The shield, which is

one Michael J. Whitty, a youthful

tion, the first being D. R. Fell, of Liverpool to London fame, this rider accomplishing 139 miles in the stipulated time, in April, 1882. Then followed I. C. Robinson, with 142 miles, in August of the same year: Lawrence Fletcher, 1592 miles, in August, 1883, and G. B. Mercer, 200 miles in September, 1883. The medal was then withdrawn from competition, and in 1884 gold stars for riding 200 miles

medal was

in 24 hours were Almost from the first the club was substituted, the first rider to win one of these being Lawrence Fletcher; the second star falling to G. B. Mercer. A silver challenge smeld was purchased by the club in this year, and as the best



A Group of Anfielders. TAKEN AT BETTWYS-Y-COED, IN 1888

C Anfield Bicycle C

sound condition; and with such men a very appropriate one too.

event, the remaining fixtures consisting of the annual 100-miles, invitation handicap, and the 24 and 12 hours' W. R. Toft, H. B. Saunders, E. Buckley, A. N. Deakin, C.W. Schafer, In conclusion, it may be stated that F. Watkiss, W. M. Owen, J. R. the old cluh is as strong and healthy as Thompson, and many other good men ever it was. The number of actual in their ranks, the Anfield star bids fair riding members is eighty odd, whilst to continue in the ascendant. The financially the club is in a thoroughly club's motto is "Hic et ubique," and

Anfield Bicycle Club

Congratutions.

That famous road rider, Mr. R. L. L. Knips, of the Anfeld B.C., and who, it will be remembered, recently best the northern 13 hours and 24 hours road record, was married last week. Mr. and Mrs. Knips are huner-mooning in Lakeland.

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CYCLE CLUBS AND THEIR STORY.

heart shaped, is surmounted by the figure of a man on an ordinary bicycle, who is depicted as morching along the

comicality of the figure.

To the Anfielders belongs the credit of introducing annual all-day club 1st, 1887, and the first 100 miles ra e 'grinds." Their first "twenty-four

hold another. It rained cat and dogs the whole of the time, and what with of these was run off in 1880, when a big the heavy solid tyred machines then in entry was secured, amongst the comvogue, coupled with an entire absence of pacemakers, and all the other aids to speed and comfort now considered indispensable to the twenty-four hour man, it goes without saying that the men who took part in that never-to-beforgotten jaunt had a decidedly rough time of it. Amongst the competitors were Lawrence Fletcher, G. B. Mercer, C. E. Stoker, D. J. Bell, J. C. Robinson, T. Smythe Hughes, W. H. Hillyer, of the London Scottish B.C., and others, the course being from Liverpool to Coventry and back, but owing to the dreadful weather none of the men completed the full distance. Mercer Fletcher and Stoker were the only men to reach the turning point at Coventry and on the way back Fletcher was dropped somewhere about Rugely, Mercer and Stoker retiring at Stone at 5 p.m. Mercer, with 161 miles to his credit, was adjudged the winner, and he was the recipient of the first gold medal awarded for an Anfield twenty-

not keep to the course, turning short at Tamworth, and finishing at Warrington, he was of course, ineligible for a

Thus ended the first 24 hours, a fixture which the Anfielders have held annually since. In 1300 the highway, with ducks and fowl flying first gold medal offered for riding 250 to right and left of him. A jockey cap, miles in 24 hours was won by Lawwith an enormous peak, adds to the rence Fletcher, the second one being carried off by G. B. Mercer. The first 50 miles handicap was held on October won by H. W. B. Russell, on White

Whit Mondays ever since. The first petitors being quite a small army of members of the Catford Club. L. Fletcher was on scratch, but the Southerners prov d too speedy for him, Holbein gaining considerably, until he was unfortunately thrown out of the race through colliding with a drunken man, after passing through Holmes Chapel. The winner turned up in P. C Wilson (12 mins.), who covered the distance in 7 h. 11 min., breaking local record.





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In conclusion, it may be stated that the old club is as strong and healthy as sound condition; and with such men

event, the remaining fixtures consisting of the annual 100-miles, invitation handicap, and the 24 and 12 hours' W. R. Toft, H. B. Saunders, E. Buckley, A. N. Deakin, C.W. Schafer, F. Watkiss, W. M. Owen, J. R. Thompson, and many other good men ever it was. The number of actual in their ranks, the Anfield star bids fair riding members is eighty odd, whilst to continue in the ascendant. The financially the club is in a thoroughly club's motto is "Hic et ubique," and a very appropriate one too.

Anfield Bicycle Club

That famous road rider, Mr. R. L. L. Knipe, of the Andeld B.C., and who, it will be remembered, recently beat the northern 12 hours and 24 hours road record, was married last week. Mr. and Mrs. Knipe are honeymooning in Lakeland.

Anfield Bicycle Club

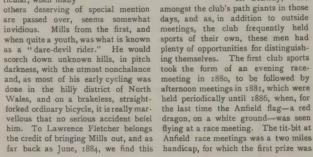
THE CYCLE MAGAZINE.

and J. F. McNab (Sefton and Dingle),

As is well known to cyclists the proved themselves veritable demons on mances and records accomplished by o' Groat's, Liverpool-London, Edinburgh - London, London - Brighton, Bordeaux - Paris, and other classic doing 259 miles, and beating record. routes, in open competition, and in

club events, in the space at our disposal, is simply out of the question; and interesting as this subject of long distance riding, record-making and record-breaking undoubtedly is, it must now perforce be left.

A few lines about that marvellous ader G. P. Mills must be squeezed in however, although to refer to one man in particular, when many



A. N. Deakin (Anfield), was second, pair carrying out a jaunt of 160 miles, over Welsh roads, in 24 hours. Even at the commencement of his racing career, Mills invariably rode with his world over, the Anfielders have ever head, one of his earliest ruses being to cover the back and side lights of the road, and to attempt to enumerate his hub lamp, when taking part in club even a tithe of the meritorous perfor- road events at night-time, so as to keep his whereabouts as secret as possible. them over the Land's End - John He adopted this dodge when competing in his first 24-hours' race in 1885, which event he won, by-the-bye;

Although at the present time the members do not

shine to any great extent as short distance path men, such was not always the case, the Anfield colours being frequently carried to victory at Northern race meetings, and on the old E. Stoker, G. B. Mercer, Alf. Fletcher, and J.

K. Conway, were held periodically until 1886, when, for the last time the Anfield flag-a red flying at a race meeting. The tit-bit at

invariably a bicycl in turn by Sanders Sellers (a dark horse, and on a long mark then) A. Mc-Millan, and one of the Pickerings. A track performance of which the Anfielders are justifiably somewhat proud was their win in the interclub race promoted by the West Lancashire Bicycle Club, in 1884, and open to Lancashire, Cheshire, and York-

race, a one mile scratch, took place on bandment of the first Liverpool Centre shire clubs. This the College Grounds grass track, and resulted in the Anfield team, consisting of D. J. Bell, C. E. Stoker, G. B. Mercer, and J. C. Robinson, winning the challenge shield, and gold medals, despite the fact that at the start of the race, Robinson, in his anxiety to get well

away, pushed off a crank. The runners up were the West Lancashire Bioyele Club team, consisting of outner Watts, Charles Lucas, R. Williams and G. A. Pennington, who gained the silver medals. At the time of the local trouble with the A.A.A., the Anfield

Bicycle Club came to the rescue of local racing men with several meetings confined to cycling events-a riskier proceeding in those days by far than now-and by making up programmes containing such novel features as "pro." races, tricycle, and tandem-tricycle races, the plucky "men in black" contrived to run the meetings at a slight profit, despite opposition from

CYCLE CLUBS AND THEIR STORY.

the A.A.A.

an institution which has not now the support of the premier Northern road club Such was not always the case, however, the An fielders at one time being enthusiastic National Cyclists' Unionites, and at the time when Lawrence Fletcher was hon. sec. of the Liverpool branch, the Centre was one of the most flourishing and go-

One of the Anfield Captains-Norman Grooks. ahead. The dis-



An old Anfield man-G. B. Mercer

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A speedy Anfield trutyclist-H. Hellier.

the old club is as strong and healthy as sound condition; and with such men a very appropriate one too.

event, the remaining fixtures consisting of the annual 100-miles, invitation handicap, and the 24 and 12 hours' races.

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Ahfield Bicycle Club

und tricycle "end to end" records are ones, ned. George Mills, although he bined the North Road Club some years qo, has ever oven regarded as an Anfelder efore all else, and we imazine ever will be

was as a ma any such den claim to fame LOVEN

Several of the men wend out by train. They looked vary fine in their new football dress. The writer is not a whale on football, not having played since his school days, so that any little discrepancies in this account will be prhaps be overlooked. He gathers from the report sent him that A. N. Deakin cap-

That famous road rider, Mr. R. L. L.
Knipe, of the Anfield B.C., and who, is will
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THE CYCLE MAGAZINE.

afterwards, with the result that that too became disbanded. Since then the Anfielders have not dabbled in local Centre work, and beyond carrying off some of the Centre Championship prizes, have left National Cyclists' Union affairs severely alone.

In addition to being est dve, the Anfielders

are keen mudpluggers, and from the turning up twenty strong, the Waverley commencement of the club it has always one, and the Speedwell-whisper it been their custom to ride right through low-none.

in February, 1885, was brought about chase taking place on January 24th, through the Anfielders upholding 1885, when C. E. Stoker and D. I. their right to attend and vote at a Bell acted as hares. These hunts general meeting, which was considered became very popular in the district, not open to them by the gentlemen and several local clubs followed the then at the head of affairs, and at a Anfielders' lead by holding similar mass meeting of Liverpool cyclists in fixtures in the winter months. A time-Rodney Hall, in March of the same honoured institution with the Anfield year, a new Centre, with Lawrence Bicycle Club is the Easter tour. The Fletcher as hon. sec., and G. H. Rutter first tour took place in 1880, when the as chairman, was formed. Owing to holidays were spent at the Glan Aber the Londoners' method of treating Hotel, Bettws-y-Coed, and every Easter provincial centres—treatment which since then the club has toured to the the high-spirited Anfielders would not same place, and put up at the same put up with-they withdrew their house. Day tours to distant places support from the new Centre shortly such as Oxford, Peterborough, York,

etc., form a portion of each year's programme, and it speaks well for the enthusiasm of the members when we state that these jaunts are invariably well attended. On June 17th, 1892, the elab toured to York to meet the North Road, Waverley, and Speed-well clubs, and they

scored the largest scorchers of the deep- The Anfield Hon. Sec .- H. Percy Spence. muster with twentytwo, the North Road

the winter, and, strange as it may seem, Road riding being the Anfielders' their club runs are frequently better forte, it is not surprising to see them attended in the winter time than they still carrying out their club races on are in the height of the riding season the highway, although, did a track suitable for long distance work exist in The average attendance at runs is Liverpool, or near to, it is more than very high, and in 1892, when the probable that they, in common with captain, W. R. Toft, put in an appear- many other local clubs, would now be ance at every run-fifty-one in all-the deciding their races on the path. average attendance reached twenty- Their short distance events-50 mile five. The famous "Kangaroo Hunts" handicaps—have been considerably (paper-chases on wheels) were started reduced in number however, the 1895 by the Anfield Bicycle Club, the first racing list containing but one such

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EDITED BY T. A. EDGE.

TUESDAY, MARCH 15, 1892.

Tone Penny.

BH SPORT ONE PENNY

(Ninth Year of)

rates of subscription to British Sport aree Months (post free)

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BADEDS AND CORRESPONDENTS

rary communications to be addressed to , 6, Pall Mall, Manchester; those relating siness Department of the paper to the

has one death with the test of the second of ALL ACCEPTED CONTRIBU-

Imagination is real good

Imagination is real good
URELY business until it gets the
AGINARY better of reason, as instance
RALOUS. the case of our friend Adolplus Medicority, Esquire,
I, Cheap Suburban Villas, Small Beer
d, Olympus Park, near — (any large
a you please). Adolphus is the wellwed aon of a retired pork butcher, and has Medicerity, Esquire, learning to the Manchester Medicerity and the well-wed son of a retired pork butcher, and doubt if his pedigree were known it do be found to be just as distinguished hat of any other man. Unfortunately, is not known; hence there are evil-aid, not to say low, persons who will tell—But there, never mind what they itall you. It does Adolphus Medicerity, no harm whatever he being fortuny, possessed of an sungination and gla-sounding name, is firmly obvinced the is of the caste of Vere de Vere. He as sattof the earth, and indeed it is doubtif that undane planet would ever been ast a rolling on its axis had it not for the convenience of Mr. Medicority, unch still "ofer young to marry," half female world is prepared to bow down worship him, and when the time does he, he will follow the order of natural setting the marry in himself to Missus Montmorency Corkeye, the hero

of a hundred and one bogus companies, in the lively expectation of producing small gods that shall put to the blush the old proverb, "You cannot make silken purses out of sow's cars." This is the sort of imagination that does nobody any harm a nay, ather does it minister to the shase of the riddenlans, without which life would indeed be a "weary desait." But there is another style of imagination—a cussed and prayerse in a cination—the investigation. and perverse imagination—that, inventing ills where none exist, breeds trouble on its course, until it eventually reaches strife and warfare. And of such, it may at once be said, is the imagination that has recently said, is the imagination that has recently prompted certain journals, popularly supposed to be devoted to the interests of the sport and pastime of cycling, to bleat about the jealousy that exist between Manchester and Liverpool wheelmen. We are quite prepared to allow that such jealousy may exist, but having regard to the fact that it crist, but having regard to the fact that it probably lives only in the imaginations of these vain scribblers, it is a pity that so much cry should be raised about it. Even allowing it to exist elsewhere, there can be no question that it is, like dirty linen, unfit to be paraded before the public. Between the decent cyclers of Liverpool and fair-minded Manchester men, a very friendly spirit indeed prevails. We have seen Manchester riders turn out at all sorts of inconvenient hours to give their fellow sportsmen of Liverpool a lift in breaking those records which they, the Manchester men, certainly covet. Difference of opinion exists, tistrue; but we would remark that it is only among the most paltry of men that Manchester who hate the Anfield and all its works; but the same may be said of certain Liverpool wheelmen with equal truth. We venture to think, however, with all due deference to our contemporaries, it is not by the feelings of men who would be classed as "rank outsiders" in any decent community that the relations of the wheeling fraternities of the two towns should be judged.

A Chat with J. A. Bennett, the Speedy Anfielder.

It was at Messrs. Robinson and Price's place, at 100, Pembroke-place, that we found J. A. Bennett, the popular young Mills secundus of the acrack. North of England club. He was busy taking an order for one of the mounts of the firm, sendered amounts of the secure of the mounts of the secure of the mounts of the secure of t in days long ago, when such met as George P. Mills, D. J. Bell, G. B. Mercer, and other hard riders of the Anfield were wont to swear by their R. and P.'s. Rather than disturb him the writer spent the waiting



Artic, as his club mates fove to all pun, is of medium height, and though well setup, is by no means a Sandow nor yet a
Holbein. There is the making of a very fine
fellow, however. When early young manhood is passed—he is but two and twenty—
he will no doubt begin to fill out and
blossom into blossom into

A FINE SPECIMEN OF HIS RACE.

time in looking over certain R. and P. safeties, to quickly learn that, in spite of the wast difference between the old bicycle and the mount of to-day, the Liverpool firm have been able to bring that cunning to bear which years ago placed their ordinary in the very forefront of cycle manufactures. Their inducer followed the movements of the youth who was should to be further ordinary in the very forefront of cycle manufactures. Their inducer followed the movements of the youth who was should to be further only the mill they effect produced being a pleasant open after the control of the world with the control of t

Modesty, if not indeed positive bashfulness, seems to have marked him for its own,

CYCLE CLUBS AND THEIR STORY. BY STORY.

sound condition; and with such men a very appropriate one too.

event, the remaining fixtures consisting of the annual 100-miles, invitation Carlisle, W. J. Neason, H. Hellier, handicap, and the 24 and 12 hours' W. R. Toft, H. B. Saunders, E. Buckley, A. N. Deakin, C.W. Schafer, In conclusion, it may be stated that F. Watkiss, W. M. Owen, J. R. the old club is as strong and healthy as Thompson, and many other good men ever it was. The number of actual in their ranks, the Anfield star bids fair riding members is eighty odd, whilst to continue in the ascendant. The financially the club is in a thoroughly club's motto is "Hic et ubique," and

ANFIELDERS AT BETTWS-Y-COED Photo by C. J. Conway

210 miles. A. J. Jack holds all the northern ordinary records; II. B. Saunders, the 12 hours' sofety (201 miles); W. J. Neason, the 24 hours' safety Saunders, the 12 nours sorety (201 mines); W. J. Neason, (maga nours satety (358 miles); W. R. Toft, the 50 miles' tricycle (2 hrs. 31 mins. 38 secs.), and the 100 miles' tricycle (5 hrs. 34 mins. 48 secs.); H. Hellier, the 12 hours' tricycle (189 miles), and the 24 hours' tricycle (328½ miles). H. B. Saunders and W. J. Neason, A. J. Jack and W. Adams, and H. Hellier and H. P.

From its inception the Anfield Bicycle Club has been essentially a roadriding organisation, and it has invariably been the custom of Annel lers to hold club runs the year through, and, strange though it may seem, the winter fixtures are frequently better attended than are the summer runs. They started the famous "Kangaroo Hunts"—paper-chases on wheels—which at one time were so popular with northern clubs. In the summer time, in addition to their road-racing fixtures, and ordinary Saturday club runs, the Club frequently

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Here may be seen the famous New Howe

nachines, Mar-iottand Cooper, Hadley, Mo-Hadley, Mo-Hadley, Mo-Zenith,

hawk, Zenna, Westminster, etc. The

etc., etc. The New Howe is a

great favourite with the An-fielders, and

nearly every the club and every holder of a northern re-

a northern record rides one of
these machines. The New Howe for 1893
is a perfect gem. A Hudley tricycle we saw,
built for H. Hellier, of the Anfield, weighed
only 37-lb., and althoung so light, it was
very rigid. The M. and C. safety, with
Carter gear case, mudguards and brake, and
Dunlops, just turned the scale at 35-lb. It
looked all over a goer. Mr. Saunders has
several orders on hand for the Westminster
apped tandem, and is cheap machines he is
doing well with "King of Diamonds,
which, with the latest Dunlops, sells at 12
guiness net. He expects to have a very
busy season, and has already booked orders
for over 70 machines.

Antield B.C.

The "Doctor," as he is almost invariably

The "Doctor," as he is almost invariably called by his fellow-members of the Anfield

B.C., is one of those young bloods whose chief aim and endeavour seems to be to uphold the glory of that club rendered famous even in

lead him to suppose.
"You are not a very old rider, Mr. Ben-

lead him to suppose.

"You are not a very old rider, Mr. Bennett?"

"No. I began to ride an ordinary about May, 1887, and at that time I was very fond of hanging on to Arthur Thompson's back wheel. He it was who really brought me to the idea that I could shift a bit. I have followed him for miles and miles, and when he went a bust I used to tear my heart out almost in order to be there at the finish. Its capital training that sort of thing, you know. It was not until very late in 1898 that I rode in a race, the event being the open 'fifty' promoted by the Sefton and Dingle BC. In that event I rode an ordinary with 20 minutes' etart, and ran into second place in 4hrs. Ilmin. The following year I still stuck to the ordinary until late in the season, when having run a second and a third in the club 'fifties, and doing 3hrs. 43min in the latter, I argued that if I could get so close upon a bicycle I might improve by changing mounts. Accordingly I rode a safety in the last handicap of the season, but garin I was only placed second, although I had the patiging. Accordingly I rode a safety in the last handicap of the season, but again I was only placed second, although I had the estisfaction of doing fastest time—Shrs. 39min Early in 1890 I went for a 24 hours gried, and succeeded in doing 218 miles. In the fair month of May I again ran second in a club 'fifty', Alf. Deakin 'pipping' me by Imin, he doing 3hrs. Smin. 10sec. On the last day of the same month we rode the match against the S and D.—you remember it—when I ran third to J. C. Wright and A. N. Deakin, being less than 3min, behind the Deakin, being less than 3min. behind the then invincible Wright. In the July Handithen invincible Wright. In the July Handicap I again ran second only, but in doing so managed to break the North of England record by 91min, doing 2hrs. 57min. 30sec. In the following month of August I accompanied Lawrence Fletcher on a 24 hours ride, travelling side by side with him throughout the day, and finishing up with him at 264 miles. In the following month, Lloyd and I went South to compete in the Catiord 'Fifty.' Lloyd won the event, my share in it being third place and fastest time—2hrs. 59min. 45sec. time-2hrs. 59mip. 45sec.

RIDING RECORD FOR SOUTH OF ENGLAND

RIDING RECORD FOR SOUTH OF ENGLAND MOADS

"In October I was again on the long distance game, as in doing from Liverpool to London I accomplished the journey of 202 miles in 18brs. 54min., with the record well beaten by 3brs. 25min. The days later I captured the 100 miles Northern teer I captured the 100 miles Northern record, doing 6hrs. 40min., and thus brought my season to a close. I was on the road early in 1891, as in April I paced Lawrence Fietcher a matter of 2365 miles, he riding for the tricycle record, while I bestrode a safety. In May I improved my 100 miles time in my club's Invitation 100 Miles Race, doing 6hrs. 25min. 64sec. In June, Lloyd doing 6hrs. 25 min. 54 sec. In June, Lloyd and I ran to a dead heat in the 'fifty,' breaking Carligle's record of 2hrs. 54 min.

10sec by 1min. 5sec. In the July fifty I reduced it yet another 6min, and sgain it went still lower in the September face, Harry Saunders doing 2hrs. 45min. 55sec. and beating me on the spurt. A few days later, however, I set about the business of regaining my lost record, and being thoroughly well paced and in good form too, I did 2hrs. 38min. 57sec., which now stands as the

stands as the WORLD'S RECORD FOR AN OUT-AND-HOME

world's record for an out-and-home world's records and succeeded in beating both Fletcher's 12 hours' and our joint 24 hours' record, and succeeded in beating both Fletcher's 12 hours' and our joint 24 hours records doing 167 and 289½ miles respectively. In August I had a shot at the North-road Club's 24 hours' race, but although up with Mills and Shorland at 100 miles, I then fell away through lack of attention. At mid day I had done 184½ miles, but at 5 40 pm. I chucked it along with J. M. James, having done 253½ miles. In our own 24 hours' race I led Lawrence Fletcher at the 12 hours, again doing 167 miles, but in the end I was beaten by him by a couple of miles."

"Having done a little work on the North Road you will no doubt by able to compare that world-famous course with our Cheshire and Salopian routes."

"Well, yes; of course we can never hope to get year them. Take our fifty courses:

that world-famous course with our Chesaire and Salopian routes."

"Well, yes; of course we can never hope to get near them. Take our fifty courses; instead of a straight run, such as they get, ours is necessarily an out-and-home route, which means no such assistance from the wind as they can get. Again, the hills on our Cheshire route make a lot of difference, and this applies particularly in a 94 hours ride. Personally, I believe that 370 miles can be done on the North Rhad, as against about 330 over our route. For our men to do any good down there, it is about the property of the strength of the s

on a safety."

"By the way, what do you think of our local riders in Manchester and Liverpool?"

"Oh, of course, at his own particular game, long distance riding, Lawrence Fletcher is quite the best. My old friend, 'Bob' Lloyd, too, is no duffer at the game. Indeed, I believe had he kept up in the North-road 'twenty-four' he would have done a fine performance, for he had been on the road a week or two, and was in capital training. But, then, if he hadn't fallen his tyre would have surely punctured, for

LLOTD IS BORN TO ILL-LUCK.

Carlisle has, of course, proved himself a good man at fifty miles, but I fancy his beat distance will turn out to be the century.

Harry Saunders, too, can shift when he likes, and then there's All. Deakin. He talks of riding on the road again this assam. likes, and then there's Alf. Deakin. He talks of riding on the road again this season. Of your Manchester men, both Reilly and Gastall have rendered me good service. I have ridden along with both of them on more than one occasion, and I have no hesitation in saying that if Gastall could but find time to train for a race he would astonish a few by his pace. Reilly has done

"Is it true that you live on sausages when

"Well, a fellow must eat if he is to liv And then I don't eat much when I'm riding in competition. On a 'twenty-lour'l live mostly on Holbein's jelly—rare stuff, Holbein's jelly!—and milk puddings, and stewer fruit. You haven't time to wait while har fruit. and eggs are being cooked for breakfast. Besides, ham makes you thirsty, and that is fatal."

"Do you do much work in training?".

"Do you do much work in training?"

"No, not a great deal. I don't believe in overdoing it. For 'twenty-fours' I generally have a few evening spins in the week, and when the week-end comes I go the club run, it may be to Warrington, and then apend the night at High Leigh, or at the Angel at Knutsford. Bob Lloyd and I have had many a good time at the week-end in this way. On Sunday we do a little round, finishing up with about 70 miles knocked off. For 'fifties' I generally do about 15 or 20 miles three nights a week. "Prizes? Wall, you a e the thing is

"Prizes? Wall, you see the thing is, done very nicely in the Anfield. Instead of giving a fellow

A LA OF USELESS MEDALS,

we choose after our own fancy. Thus one year I massed my prizzs and received a handsome gold watch value £25. Last year I got a few useful and ornamental sinies, auch as a 10-guinea gold watch guard and a diamond ring of a like value. They to diamond ring of a like value. They better business than medals - even N.C.U. medal.

"Shatbyou try to best your fifty mile or midshis year."

No. I bandly think so. To tell you treth I think it arabbara hard out to crick elieve it is wall-night intra-sible to lower. believe it is will night impossible to lower in competition, nor will it be an easy tay under other conditions. You see, first yihave to get yourself 'fit,' then you war pacemakers who must also be 'fit,' while again there is a suitable day to be founding the condition of the c

"Good bye, old chap !"

MORE ABOUT favourable Press national ourserves. and letters of congratulating respecting the change circulation tells us paper. Increased circulation tells us have made a good move, and our reads appreciate our efforts. The East Lond Observer apeaks as follows:

We have previously had to make of morthern contemporary, Bernal is as ably edited by the well-known loss tance rider, Mr. T. A. Elge. The paper been altogether remodelled, and is saw quarto size, anclosed with a matter a with two pages of most interesting market in the new being set in three columnations. The maje is of the best, and being set of the page of the best and being contemporary this altogether one of the best pages.

SPORT BKRICHE

ing name of "realism," it may be mentioned that all that follows hereon was dragged, dentist-like, from our hero in a corner of the smoking room of the Victoria Hotel over a glaze of claret and a cigarette.

THUS SPAKE THE "DOCTOR."

At 33, Leece-street is to be found the anug little depôt belonging to Mr. Harry Saunders, the Anfield crack. CYCLERS' NEWS. EDITED BY T. A. EDGE.

days long ago. Not only is he well known on Cheshire roads, but in farther distant fields—in the Midlands, in bonny Scotland, and away down on the great North Road itself the long, straight figure of the "Doctor" has been rendered familiar, and, what is better still, it is respected as being "the onter case of a heart of the never say day out it is the straight figure of the never say day out for carriagher englitions that would coupe any but the best of good prucket unst to throw up the sponge. If any proof of the truth of such a statement were required, it could easily be adduced from three races in which he rode last season—the Bath Road Club's "unnored." the North Road Club's "unnored." the course. In the two latter races atmospheric conditions were so much against the competitors that all but the very gamest "chucked is," while 'in the first named the luck was so much essinate our friend that one can only wonder how ever he stuck up at all. The "Doctor," though particularly anxious not to be accused of being "the most modest and unassuming rides it has ever been our lottomest," is a quietgentleman (the last term is used in its proper rather than its buckneyed any, who has precious little to say for himself. You might meet him a dozen times with the crowd and be utterly unable to get any "forwarder" with him. Get him down a by lane, however, as the writer once did, and you will find him a pleasant companion, full of shrewd sense—ofttimes misnamed "common," and possessing the ability to talk other than excelling "shop." If "loaning is the game, Carlisle is as much there as he is in the wild mad career after Bennett and Saunders and roord.

Last week he was over in our lair city of Manchester, accompanied by his chum Strother, the chamipion of the Moscow B C., a goodnatu TUESDAY, MARCH 22, 1892.

(Registered for Transmission Abroad.)

[One Penny.

I did not belong to any club except the C. T. C., membership in which I gave up shortly after joining the Anfield. I need to find the big club useful in the old

Here the interviewer suggested that he might have had a much worse companies, and without waiting to notice the effect of such a remark, plunged the victim (why victim passeth understanding) up to the waist, as it were, in a full, true, and parti-

ACCOUNT OF HIS SPORTING CAREER.

"I joined the Anfield towards the end of 1887, chiefly through the agency of George Mercer. At that time I rode an 'R. and P. safety, and meeting Mercer on the Warrington-road, and that worthy passing me ata "bat," I tried to hang on, with a result that I found myself at Warrington, being introduced to the boys. From that day I rode in most of the clab 'fities,' but during 1888 my only luck was to go as hard as I wall could, for 20 miles, and then lie down in a dry ditch and groen. At that time I was unhappy even in the receipt of half-anhour's start, for do what I would I always went so fast from the first that I invariably ACCOUNT OF HIS SPORTING CAREER.

DEAD SETTLED MYSELF

"I began riding years ago on the good old ordinary, of which type of machine I had several specimens from time to time. No,

used to find the big club nseful in the old days, but we of the A. B. C. do not bear the organisation any special love, for reasons which you may be able to appreciate. At that time I was reading medicine in the Live peol School—hence no doubt, my nicknume.—and being found of knooling about and seeing the country I used to the country of the country

before half the course was run. Even the following season of 1899 it was much the same, but in 1890 I had acquired a little better judgment, with a result that in the S. and D. match I got home third for my club, the seventh in the race, in abres 17min. S. and D. match 1 got home third for my ciub, the seventh in the race, in 3hrs. Irmin. The one great source of surprise being that I had managed to ride through at all. In the following "fifty" I was pulled back to 7min, but managed to capture the third prize, doing 3hrs. 12min. on a solid tyre. In the next race I rode a pneumatic, with 5min. start, and doing 3hrs. 2min. was, neverthere, untraced. Not, I had never tried any distance oversthe 50 miles at that time. "In the next they," had never tried any distance oversthe 50 miles at that time. "In the next thirty," has year, handinged to show a little better form, as riding from scratch along with Bennett, Lloyd, and Alf Deakin, I did featest time in the race, 2hrs. 5 min. (Mem. By a sheer accident the writer has just at the time of writing ascertained that this time stood for Northern record.) "In June I tried the long distance game, but, truth to tell, was not quite enamoured of it. I didn't know the roads at all well, and

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years, and hat he is members. and for the held the b - captain. a foremost and many n northern

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210 miles. A. J. Jack holds all the northern ordinary records; Il. B. Saunders, the 12 hours' sofety (201 miles); W. J. Neason, the 24 hours' safety Saunders, the 12 W. R. Toft, the 50 miles' tricycle (2 hrs. 31 mina 38 secs.), and the roo miles' tricycle (5 hrs. 34 mins. 48 secs.); H. Heller, the 12 house tricycle (189 miles), and the 24 hours' tricycle (328% miles). H. Saunders and W. J. Neason, A. J. Jack and W. Adams, and H. Hellier and H. P. Spence also hold northern tandem records.

From its inception the Anfield Bicycle Club has been essentially a road riding organisation, and it has invariably been the custom of Anfielders to hold club runs the year through, and, strange though it may seem, the winter fixtures are frequently better attended than are the summer runs. They extures are trequently better attenued that are the sample which at one started the famous "Kangaroo Hunts"—paper-chases on wheels—which at one time were so popular with northern clubs. In the summer time, in addition to their road-racing fixtures, and ordinary Saturday club runs, the Club frequently

© Anfield Biove



ANFIELDERS AT BETTWS-Y-COED

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being alone for close upon 100 miles I twice lost my way, and what is yet more important, missed the feeding place. Nevertheless, I put in 152 miles in the 12 hours, lifting Lawrence Fletcher's record 13 miles. In the next two fitties I picked up an extended knowledge of the beauties of the pneumatic tyre, as I punctured on each occasion; but in the last fity of the season I had better luck, since, although upplaced, I was only beaten by a few yards by Saunders and Bennett, the former of whom beat the record. On the Whit Monday I had got up in our invitation "hundred," and starting with Bennett kept up with him for 70 miles, when he went away and let me. A little I ster, after Bennett had gone on his way, my saddle broke, but for which I might perhaps have done better than fhrs. 57min. Oh, yes, I'm coming to that," said the narrator, when prompted as to North Road and Midland doings. "I went South for a week or two, and at the end of August had a go in the Bath Road Club's 'hundred.' After shout ten miles had been done.

EDE WENT ONE OF HIS AWFUL BURSTERS, and I tried to hang on. It was during that cheerful process that my saddle slipped, axad I came a 'howler,' cutting my leg 'horrid, as S. F. Edge would say. However, I fixed my saddle up again, and rode through. After my sanole up gain, and routentuolist. Are the race I had my wounded leg stitched, and for a fortnight hobblet around Buckden as well as I could. The following week the North Road 'twenty-four' came off, and I arranged to see just a bit of the fun, as you will remember, if you will but carry yourself back to a certain. self back to a certain

MEMORABLE NIGHT AT HUNTINGDON.

I was anything but happy. Nevertheless managed to make myself a trifle useful by riding (save the mark !) over to Somersham in the early morning to look after George Mills's git. Then came that awful fasco, the North Rosal Club's 'century.' It was a boiling hot day, and Ede, 'Bath Road' Sunth, H. H. Spencer, and Ilsley all chucked it on account of the heat. At 60 miles, S. F. Edge and myself were all that were left of the safetyists. Almost that were left of the saletyiats. Almost needless to remark that such pace as there was was chiefly made by myself until getting off to dip my head in the water; Edge, more lucky, had friends ready to hand with a spouge, and so got away. For fifteen miles I had to ride alone until reaching Buckden. George Mills gave me a turn and pulled me out, so that we caught Edge ten miles from home, to which we paddled at a ten-mile pace. It was

MORE LIKE TOURING THAN RACING.

for neither of us would make the pace. Of course Edge spurted me in, but by our dailying Walsh, on an ordinary, beat us both

Here Carlisle showed an inclination to freeze, but mention of Mills's "End-to-End"

freese, but mention of Mille's "End-to-End" grud set him going again.

'The man who does his duty in pacing from Land's End to John o' Groat's gets a treat. He then learns what pacing resily is. I chipped in with Mills at Launceston at 5 a.m. on the Monday, and it was not until Thursday evening, at Kingussie, that I got to bed. The time was occupied in riding

and railway travelling chiefly. Yes, I went on right to the finish, and, make no mistake, Mills's ride was

A SPLENDID MONUMENT TO HIS ORIT and dogged determination. We had a lively time over Shap, and I, personally, did not appreciate that which followed directly time over Shap, and I, personally, did not appreciate that which followed directly after that painful bit of the journey. I was taking my turn at pacing between Penrith and Carlisle, when one of my pedals slipped off, and being unable to find the nut, I had to proceed on one leg to Carlisle. No; I did not visit Ecclefechan; indeed, no matter how great my admiration for the seer of that place, and whatever my opinion of the charming social qualities of my great namesake, I doubt whether any amount of hero-worship would have led me to grope around the early home of Thomas Carlyle, philosopher, historian, and curmudgeon. You don't have much time to think of such things on long-distance rides. When Mills landed at Kingussie he was in an awful state; his feet were swollen to a painful degree, and he was drenched to the skin. All the way to feet were swollen to a painful degree, and he was drenched to the skin. All the way to Inverness he keptgoing to sleep, and we had to shout and shout again to keep him up. I was not with him when he eventually refused to go on, having proceeded ahead to make preparation for his reception at Groat's. When the host of the celebrated house the disaster that had befallen our hero he drove over, although it was quite early morning, to do what he could for our clubmate. Of course it was no go, but

IT SERVED TO SHOW HOW POPULAR MILLS IS

at John o' Groat's. at John o' Groats.'
"And now what about training ?" chipped in the writer. "Having gone through a course of medicine, you eaght to be able to give a few tips, and doubtless you have some notion as to the after effects of training?"
"Well, you see, it's this way. At is hard

"Well, you see, it's table way. At is input to form any exact opinions on such a subject. The "faculty" understand next to nothing about it, for the very simple reason that cycling is so young a sport that historical data are hard, if not indeed impossible, to collect. For my part I believe impossible, to collect. For my part 1 believe in plenty of exercise, and an equal share of good, sound food. Then, again, when the time comes to throw up the sponge of competitive athletics, care should be taken to break away gradually, thus to avoid any sudden reaction. By that means the too sudden acquisition of flesh is avoided, and with it perhaps a few of the ills of life.

Thirty Anfielder's ran to Chester on Saturday. The Whitchurch-road was literally alive with scorching Anfielders on both two and three wheels, amongst them being good old superior Norman Crooke, knocking off the miles between Chester and Newport (Salop) quite in his old sweet way. Chester to Whitchurch is good after the first few

The Manchester Roads Club have thought over the matter of their invitation "fifty," and have wisely decided to abandon it. All the same, such an event in their hands, and with invitations limited, would not be so baneful as one of those matches of ten men aside over a "fifty" course which are now becoming so common.

"WHEELINGS " MANAGER



MR. PERCY LOW

zon as he did a few years back when sharing the editorial duties of that paper along with poor old McCandlish. As a cycling journalist, Percy Low was conspicuous chiefly in the old Wheel Life days, when under his nom-de-plume of "The Octopus," he used to delight us with many original efforts. At that time he also contributed to the same smart paper some sketches under the sobriquet of "Kosmos, Junior," which, for hard hitting and brilliant satire, have never been approached Those who know Low in Fleet street since. Those who know Low in Fiest-Street.

got up in the garb of respectability, silk hat, blue overcoat, and the inevitable bunch of sweet violets — would hardly recogbise our bero were is not that the partrait. since. our hero were it not that the partrait is a good one. Popular in one sense of the word—in the way that members of Parliament are popular. Low probably is not. He is too croired, and too full of satire for that. But one you get beneath is thin—it is thin—vener of cynicism you not him not only a delightful companion, but a right good fellow to boot. The writer is not given over to gush, nor is he ready in his a right good fellow to boot. Ine writer is not given over to gush, nor is he ready in his friendships, yet he would be sorry to miss the good will of "The Octopus" for the very simple reason that he is head and shoulders above even the many good fellows it is one's happy lot to know in connection with the wheel. At one time it looked as though we should miss for ever the for-some-time. should miss for ever the for-some-time vanished hand of our old friend. Forvanished hand of our old friend. For-tunately, however, the disaster that led to the regretted demise of dear McCandlish has served at least one turn, as, understudy-ing his friend, Percy Low once again began to wield the pen which caused us such delight in the days of long ago, and will con-tinue so to do under "Here and There" in Wheeling

The farm at Cranage was not quite crowded out on Sunday—but it was near it. The way in which men go out there Sunday after Sunday is a speaking testimony to Mrs. Rossen's catering.

The fillibustering, but at the same time deeply intellectual, Emperor of Germany has forbidden certain English papers to his family. Though Punch is excluded, we understand that British Sport will still be laid on the table in the Imperial real agroom of the Kaiser Wilhelm. Good!

AND CYCLERS' NEWS.

EDITED BY T. A. EDGE.

No. 416, Vol. IX.]

(Ninth Year of

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HADERS AND CORRESPONDENTS.

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litor is always pleased to receive literary tions, as well as sketches and photographs, annot be responsible for the return of any sketches not bearing the full mame and it the writer, and accompanied by stamped the writer, and accompanied by stamped

CYCLING. Except it might be in the matter of race reports, cycling was until quite recently blandly ignored by the outside press.

ignored by the outside press, ors—even sporting editors—have been g time in realising the importance of g, and even to-day we doubt whether y are prepared to go to those lengths in recognition which it undoubtedly tyes. All the same, the attitude of the rves. All the same, the attitude of the a towards cycling has undergone a ses ofdevelopment, which is none the less eciable because it has been very rapid comes somewhat late in the day in proof were required in support of our ry, it would only be necessary to point a few recent ntterances. For a year of the contraction of the recent nterances. a few recent utterances. For a year-off past the London dailies have evinced an rest in wheeling, while a few the evening papers have even gone length of devoting a portion beir valuable space to "cycling notes." s state of things has gradually been foled by the press of almost the whole atry. Needless to remark, on all leonducted journals these "notes" are tributed by cyclists themselves—calists who, having the love of their subtatheart, have done much to create a

at heart, have done much to create a

their own particular pastime. To-day, how-ever, we find that our favourite recreation is receiving even better attentions than these, since in full many cases we find the subject treated editorially, and hence receiving an enhanced value. During the
past week or two, in particular, has this
recognition of the value of cyaling heen
most marked. "A Transpy on the Road," the sensational heading to certain correspondence in a mighty organ than the Times itself, is mainly responsible for this happy state of things. Begun as an attack on cycling by a perfervid pedestrian, what was obviously intended to do have and produce repressive measures has not only signally failed in its intentions, but has even travelled wide in an opposite direction, since it has brought forth more defenders of cycling than ever cyclists credited themselves with. Only recently our own Manchester Guardian has recently our own Manchester Guardian has contained a couple of leaders in every sense favourable to the pastime, while the Evening News, too — that friend of all many sports—has several times taken up the cuigels in defence of cycling. These are pleasant signs of the times, and with such defenders of the rights of wheeling there is much room, for congratulation on the change from that old order of things when cyclists had to literally fight for each inch of the road they used, which some at least of us can well remember. Even the least of its can well remember. Even the Fie'd, a journal whose interests are almost exclusively those of the horse owner, admitted in a leader last week that cyclists are not all the "cade on castors" some of the Times correspondents vainly imagine them

Chat with Lawrence Fletcher.

ng to the non-arrigal of the portrait of Mr. Buerence

This old hero of many a long-distance ride required but little notice at our hands. His many stering performances are too well known for that, aince there is certainly no man in the North of England who is better known at his own particular game than Lawrence Fletcher. But to strength of wind and limb Mr. Fletcher adds weight of intellect, hence we venture to think that his

opinions of men and timings are worthly the very highest consideration.

Born in Liverpool in June, 1861, he first scored in the scratch race for the Road Championship of the Liverpool Amateur B.C., May, 1879, from Arrowe to Chester

and back, 32 miles, in 2h. 13min., on an ordinary, and in the same year, riding as a member of the Birkenhead B.C., he did 173 24 hours broycle record with 227 miles in North Wales, beating W. S. Britten's record. In 1884 he rode from London to Vork on american management of the Acheld long distance medical and took up troycling mentioning year, beating Mills bordern trike record of 201, doing 211 miles, while also doing 211 miles,

while also

BEATING THE RECORD FROM LAND'S END TO JOHN O'-GROAT'S

by 53 hours through beastly weather. He started again from Land's End at the fall of the year, but the weather proved hopeless, and after doing 500 miles in four days on a 651b. trike, through three days of rain, he had to chuck it, being then 7 hours behind record. trike, through three days of rain, he had to chuck it, being then 7 hours behind record. He has done about 30 rides of 200 miles and upwards, none wortby of special remark. In 1888 he won the Anfield open 24 hours' ride with 236 on a safety; 1891 was, of course, his best year, including the N.R.A. records for tricycle at 100 miles. I2 and 24 hours, and the safety records at 12 and 24 hours, and the safety records at 12 and 24 hours. By the way, we forgot to mention that in 1890 Mr. Fletcher beat the Liverpool to Edinburgh record (made per road and rail—see action of N.C.U. i), doing the 290 miles in 20 hours without a single pacemaker. As he started at the Liverpool Exchange and finished at the Bank of Sectland he may fairly claim to have ridden from one city to the other, but the R.R.A. would not give him a record, as he had not started and finished at the G.P.O's. They gave him, nevertheless, a certificate of the correctness of the checks and times. In 1891 he started from Land's End on a pacumatic safety, but experienced and times. It is not a search that have a fed on a pneumatic safety, but experienced his usual luck, the weather breaking after 17 hours. When he had ridden 26 hours, the last 9 through a downpour, he chucked being then 7 hours in front of the previous

Asked as to his future, he said: "I mean on have a good try this great (D.V.), and hope to get shrough in 3 days to hour, which, is quite possible if the weather is fine I think it is

THE MOST ENJOYABLE RECORD RIDE

one can have. Of course 24 hour nides are child's play to this, and none but a genuine long-distance man will ever score at the game, the country being so very varied, and the hills for 100 miles round the start, middle, and finish being simply appalling. The best roads on the route are in Somerset, and from the Border all the way to

tycle (lub is a club a lengthy one at we follows that but events in the Club's briefest manner

now President ember to this day. us occupied the of President con of the t eight years, and aying that he : with the members, ked hard for the me has held the and sub-captain. The same and sub-captain. in the foremost wision, and many ctory on northern Club believe in honour is due, Old Man "-for

P. Mills, R. H. 3. Saunders, and

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ers It

ements. The lomplished by affice it to say re Club at the er the Land's burgh snfety Edinburgh &

ret ran second, with 448 miles to his credit, in last year's Cuca Cup Race; and E. Buckley scored second place in the Northumberland County Cycling Club's 12 hours' path race, his distance being 210 miles. A. J. Jack holds all the northern ordinary records; II B. Saunders, the 12 hours' safety (201 miles); W. J. Neason, the 24 hours' safety (358 miles); W. R. Toft, the 50 miles' tricycle (2 hrs. 31 mins. 38 secs.), and the 100 miles' tricycle (5 hrs. 34 mins. 48 secs.); H. Hellier, the 12 hour tricycle (189 miles), and the 24 hours' tricycle (328½ mile.). H. B. Saunden and W. J. Neason, A. J. Jack and W. Adams, and H. Helller and H. P. Spence also hold northern tandem records.

From its inception the Anfield Bicycle Club has been riding organisation, and it has invariably been the custom of Antiel of hold club runs the year through, and, strange though it may been the winter fixtures are frequently better attended than are the summer runs. They started the famous "Kangaroo Hunts"-paper-chases on wheels-which at one time were so popular with northern clubs. In the summer time, it | Idition their road-racing fixture and ordinary Saturday club runs, the Clui frequently

© Anfield Biolock



ANFIELDERS AT BETTWS-Y-COED Photo by C. J. Conway

possible, in an

ever, is W. R. Toft, the Anfield capt

A 'BORN' LONG-DISTANCE RIDER,

The Anfield Bicycle Club is a club

a few of the chief events in the Club

honoured position of President con

tinuously for the last eight years, and

it goes without saying that he

ceedingly popular with the members.

with a history, and a lengthy one at that, and it therefore follows that but career can be touched upon here, and

He has always worked hard for the Club, and in his time has held the offices of captain and sub-captain. At one time he was in the foremost rank of the speed division, and many a time and oft has he carried the Anfield colours to victory on northern racing paths. The Club believe in rers It giving honour where honour is due, and in choosing Mr. Bell-locally known as the "Grand Olti Man"-for With such names as those of Lawrence Fletcher, G. P. Mills, R. H. Carlisle, J. A. Bennett, W. J. Neason, A. N. Deakin, H. B. Saunders, and

His his oct from had. him

free has save ing mar

PICNICING AT LAKE ELSIE W. R. Toft, amongst others, to conjure with, it is, of course, impossible, in an

article of the present description, to deal with individual achievements. The chronicling even of latter-day meritorious performances, accomplished by Anfielders would well nigh take up the space at our disposal. Suffice it to say, that the following are a few of the records held by members of the Club at the time of writing:—G. P. Mills, records for every type of cycle over the Land's End to John-o'-Groats route; H. B. Saunders, Liverpool-Edinburgh safety record; J. A. Bennett (with M. A. Holbein as partner), the 24 hours' safety road record; W. J. Neason, London to Bath and back, and Edinburgh to London safety records. In July last R. H. Carlisle won the North Road Club's 24 hours' path race; J. A. Bennett ran second, with 448 miles to his credit, in last year's Cuca Cup Race; and E. Buckley scored second place in the Morthumberland County Cycling Club's 12 hours' path race, his distance being 210 miles. A. J. Jack holds all the northern ordinary records; II. B. Saunders, the 12 hours' safety (201 miles); W. J. Neason, the 24 hours' safety (358 miles); W. R. Toft, the 50 miles' tricycle (2 hrs. 31 mins. 38 secs.), and (1350 miles), T. Avit, cue 5 miles they te tains 3 miles, 3 secs.); and the 100 miles' tricycle (5 hs. 34 miles, 48 secs.); H. Hellier, the 22 hours' tricycle (189 miles), and the 24 hours' tricycle (328½ miles). H. B. Seunders and W. J. Neason, A. J. Jack and W. Adams, and H. Hellier and H. P.

Photo by C. J. Conway

Spence also hold northern tandem records.

From its inception the Anfield Bicycle Club has been essentially a road riding organisation, and it has invariably been the custom of Antiel lers to hold club runs the year through, and, strange though it may seem, the winter fixtures are frequently better attended than are the summer runs. They started the famous "Kangaroo Hunts"—paper-chases on wheels—which at one time were so popular with northern clubs. In the summer time, in addition to their road-racing fixtures, and ordinary Saturday club runs, the Club frequently

THE CYCLING WORLD ILLUSTRATED

FAMOUS CYCLING CLUBS THE ANFIELD BICYCLE CLUB LIVERPOOL

THE GLAN ABER HOTEL, BETTWS-Y-COED

THE EASTER HEAD-QUARTERS OF THE ANFIELD CLUB

BY W. H. STONIER

HIC BT UBIQUE is the motto of the Anfield B.C., and a very appropriate motto too, the name of this famous northern organisation, reason of the roving propensities its members, and the numerous long distance records established

beaten by them since the formation of the Club seventeen years ago, beny known to cycling fame the world ov

The Club was founded in Liverpo in the year 1879, and from a very small beginning it has progressed until now it stands second to none in size and importance as a purely road club; and its right to the appellation of the "Premier Northern Road Club," bestowed upon it many years ago, is still fully maintained. Indeed, taking into consideration the facts that from the early eighties until the present day the Anfielders have ever been to the fore in road events, that they were the inaugurators of all day

club road races, and the holders of many important records a décade age many important records a decade ago—as they are still and that in their ranks they have always numbered many of the finest long distance riders of the day, it is an onen question whether the Anfield Bleyele Club is not patitled to be ranked as the "Themier Road Club," omitting the word Northern," and thereby adding considerably to the importance of the title.

Northern roads are well known to be greatly inferior in surface and heavier as they are still and that in their

as to gradient than are the roads available to Southern riders, and thus handi. capped it follows that world's records cannot frequently fall to the lot of the Anfielders, try they never so hard. Taking the difference of road surfaces into consideration, however, the times of many of the Northern records made over Lancashire, Cheshire and Shropshire roads, compare very favourably with world's records made on the Southern roads, and the number of place to place records which have from time to time been beaten by Anfielders proves their ability to score when competing upon equal terms. As an instance, W. J. Neason last year made an attack on the London to Bath and back record-considered by many to be the "thickest" standing on the books of the Road Records Association—and he succeeded in beating the old record by 24 mins.

10 secs. The year before W. R. Toft, the Anfield captain, travelled south. and knocked 1 hr. 3 mins. off the London to Brighton and back tricycle

The Anfielders, as a body, are very adverse t press booming, however, and as a consequence the press booming however, and as a consequence the period of the same thousand retiring organisations. Many of the best per the members, and the might be the members, and the might be the members of the children most the members. over almost unnoticed in the general cycling press, and it is not until one glances through the pages of the annual repo orts issued by the Club that an adequate idea of the variety and magnitude of Anfield fixtures is formed.



ANFIELDERS AT BETTWS-Y-COED Photo by C. J. Conway

ROAD BACING.

John o' Groat's, with the exception of that

12

John o' Groat's, with the exception of that been only Glen Garry.

"You ask me nor opinion of the value of the present N.R.R.A. records. The 50 miles safety is, I think, likely to remain undi-turbed. The 100 miles safety will be done just inside 6 hours. The 13 hours' safety (167) is much too low, and will go near 180, I think. The 24 hours' safety (315) should go up another 15 miles on a perfect day. The 100 miles' and 24 hours' trycle are a dead saip for auyone. The 24 hours' 224½ must go up to about 280 this year, and the 100 miles should be idone in 6brs. 40min. The 50 will also be beaten, though 3brs. 2min is fairly low. The ordinary records, with the exception of the 30 miles, will take some shifting, and the man who beats either the 12 hours' or 24 hours' records over Northern roads will have to be a demon." "The clubs have brought the magistrates and police upon themselves by their thoughtless and selfish conduct. I understand that the present seere is the outcome of the S. and D. v. Wheelers match, ou which occasion the daughter of a magistrate resident near the finishing point had a narrow escape of being thrown from her horse, which took fright at the crowd obstructing the road. The question is a difficult one. I suppose it must be admitted that we break the law and robustruct the road, but so do scores of other things of which no notice is taken. If road racing is put down it will mean an incalculable loss to the trade and the decadence of the clubs. You yourself will recollect culable loss to the trade and the decadence of the cubs. You yourself will recollect that when the long-distance boom died out before the clubs suffered heavily. Personally, I recollect that the Anfield active membership fell by about one half. If the clubs would but be reasonable and endeavour

for the present to find NEW AND SECLUDED COURSES,

NEW AND SECULIER COURSES, and avoid all crowds at the finish, I think we might live through the storm. We have done no harm and hurt no one, but we have produced a few thousand men who would probably provide our country in an emergency with the finest and hardiest volunteers the world could produce. Yet merely because we interier with the riding of improperly-broken colts, we are to be

TREATED 48 CRIMINALS.

TREATER *S CERMINALS.

Ine action of the magistrates is unpopular to a degree, and the whole country side, as represented by the hotels and farms, is crying out against their dictum."

Asked as to the Liverpool Local Centre of the N.C.U., Mr. Fletcher said: "I sm sick of this matter, and have come to the unavo d-ble c nelssion that no eyeling body virtu dly managed by London will ever work in the North Wr. are sired of over legislation. The Northern Counties Amateur Athletic Association is stronger than the Southern athletic body. Why should not a Northern Counties Cyclists' Association prove the same? prove the same?

AS TO TRAINING,

I never train, and practically never ride, except on a Saturday. My last year's riding ran to about 3000 miles, with an average of 65 miles per ride, and

I think I was only out on, perhaps, two evenings in the whole year, har Saturdays. My favourite machine is the pheumatic tricycle, and from choice I never ride any thing else, but from a 150 miles' run at Easter I formed an extremely high opinion of the Crypto geared ordinary. My opinion of the Crypto geared ordinary. My opinion of tyres is that the Dunlop is a street ahead of any other pneumatic tyre, both for pace, comfort, and durability. I may say I always pump my tyres as hard as I can get them, and find they wear best so.

"You ask me my opinion of O. P. MILUS AND J. A. BENNETT.

A 'BORN' LONG-DISTANCE RIDER, being very powerfully built, while he caura gear higher by 3in. or in. than I can with greatest ease, and has the blessed gift natural speed. His 12 hours 'troycle' in 154 miles, on northern roads, shows we manner of man he is, and as I did a godeal of pacing on the day in questio know what he had to do, and my recotions of the head wind that prevailed reverse of pleasant. I remember, too, for the last hour we were doing a 17-d gait, and that he finished up without Turning A hair; G. P. MILLS AND J. A. BENNETT. I think I may say I had a good deal to do with bringing both out as long-distance men, though more with Mills than Bennett; still, I took both of them for all of their first rides. Mills is a born long-distance man, whilst Bennett is only a manufactured one. This Bennett is only a manufactured one. This may sound strange, but my experience of men and matters bears out my theory. Perhaps you will forgive me for saying I am also one myself. My theory is this—that if a man in perfect training is constantly experiencing what Bennett drops in for and calls "bad times," he had best

LET LONG-DISTANCE WORK ALONE. Mills, unless clean out of form, never goes bad on long rides. I never do myself, and I know many men the same, whilst other good men, such as Tommy Edge, Bennett, Carlisle, and dozens more, only

KEEP GOING BY SHEER PLUCK.

The 'born' long-distance men have the slows during the day perhaps, but not always, slows during the day perhaps, but not always, and they don't experience an intense desire to "go into a field with the gate open and lie down to die." Bennett, properly trained, will make a champion on the road, for he has more pattral speed than Mills, though not so much strength and determination, and he has a weak stomach, whilst Mills has THE STOMACH OF AN OSTRICE.

You ask me about other Anneld men. Carlisle, the 'Doctor,' is about as fast a man as we have at 100 miles, but beyond that I think he will train off, whilst I consider Harry Saunders absolutely

sider Harry Saunders absolutely THE FASTEST MAN IN ENGLAND

THE FASTEST MAN IN ENGLAND
at 50 miles on a tricycle, whilst Norman
Crooke, if in training, would prove the
fastest long-distance rider we have, as he
has tremendous natural speed and perfect
ankle action. Dave Fell, if he had time to
train, would beat any of the existing placeto-place records. High gears, strength,
and determination are his forte. G. B.
Mercer would have made a crack longdistance rider but for his
MERCHIBANISM AT MIGHT.

NERVOUSNESS AT NIGHT.

whilst R. W. Lloyd, if he would but train, and if (oh, that if!) his tyres would stand, would startle everybody with his performances at 24 hours. A N. Deakin is also fast, but lacks staying power, and H. C. Siddeley, of Manchester, will be a demon when he is a little older. Crippen promises to be a long-distance man of the first water, and Shaw is already a perfect 50 miles man; indeed, Mills considers him about the best man we have. Strother, the Russian, is a good man, but Strother, the Russian, is a good man, but very deficient in his spurt, and W. Tomlin

VERY DANGEROUS at 50 miles. A. J. Jack is a splendid man,

is likely to prove

in fact, had he gone on, I believe he we have accomplished 300 miles in the 24 ho. He was, however, only out for the 12 he record. I should like to add that there record. I should like to and that there also two non-Antielders in Liverpool w naming at the long-distance game, and are J. C. Wright and J. H. Wright. A miles J. C. is very bad to beat, provide has pacemakers; but if it came to a finish, J. H. would run away with having a finer natural spurt than one I know, except Herbert Gaskell." one I know, except Herbert Gaskell."

WITHOUT TURNING A HAIR;

The Committee of the Trade Societe (Bradford) Sports have left the appoints of the sports secretary to the discretion the Saltaire CC. Mr. Unwin is the inman, and he hopes to have the support all racing cyclists.

Fourteen members of the Leets H bills C.C. ran over to Ilkley on Satur where the 'better haives' of some Benedicts joined them, together with members of the Leeds C.C. a wood was spent at the New Inn, after which homeward ann. homeward spin was commenced, being reached after a most enjoyable

The Wakefield Cycling Club have opening evening run on Wednesday, the inst., after which a tea will be done it to, the members being the guests president, J. Hartley, Esq. As the menumber 70, Mr. Hartley is evidently more than the control of the contro of the "purse-tied" order.

Atthemeeting of the West Riding Centre the Royal Hotel, Wakefield, last Tues the case of the Barnsley C.C., who had the expenses of a Nottingham rider to a second to the separate of the second to th the sports at Barnsley in 1890 and was severely dealt with, the Barnsley being suspended until the end of the year, and the rider in question losin amateur status altogether.

These sentences are without doubt and the Committee are to be common for the promptness with which they in the bad" this, what may be almost attempt at sharp practice. A proceed think, has been created by the above and clubs on the one hand, and ride the other, should take this fact into deration if they are ever tempted to no to anything that is illegal.

© Anfield Bicycle

© Anfield Bicvcle (Machester W

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indulges in week end tours, and all day rides.

Last June seventeen of the members ran to

York, where they were met by eleven of the

North Road Cycling Club, who had journeyed

lown from London. In August a tour in the

Lake District was carried out, whilst on other

occasions Denbigh, Buxton and Shrewsbury

were visited.

The Easter tour is the fixture par excellence with the "men in black," however, and to with the "men in black," however, and to attend this function every member strives his utmost. The first tour took place in 1880, and every Easter since then the Club has religiously made the Glan Aber Hotel, at Bettway-Coed, his head-quarters during the holidays. There high jinks are invariably indulged in by the younger members, and it is with genuine pleasure the natives look forward each Spring to the coming of the lively Anfielders, who are pleasure the natives look forward each Spring to the coming of the lively Anfielders, who are regarded by them as the heralders of Summer. It seems almost incredible, but it is a fact, nevertheless, that a new member recently had the audacity to suggest that the Easter venus should be charged. "The Glan Aber, without the Anfielders, at Easter!" cried the old timers, "Why the oldest inhabitant at Bettws would tump into the Swallow Falls, at the bare thought such a thing!!" And we believe he would, too.



THE CYCLING WORLD WESTRA

Photo by Medrington Liverpool





H. HELLIER (HON. SEC.) Photo by W. Berry, Liverpool

In the eighties the Club ran a very comfortable and well appointed club-house in Bedford Street North, where the members were in the habit of meeting regularly. Here ambulance lectures, concerts, and various other kinds of entertainments were given, and for some years the house was well supported, but the membership becoming scattered, the club-house was abandoned and the effects sold, some

seven or eight years ago,

A consurvative lot of fellows are the

Annielders, and it is very rarely they are to be annesteers, and it is very tactly they are to be met with in any numbers participating in the numerous feltivities annually held by local clubs. They take no active part on the local centre of the National Cyclists' Union, and the big cyclists' parade, held annually in Liverpool, in aid of charities, is never accorded the support of the "premier northern road club." Their own social fixtures are few and far between; the annual dinner sufficing them in this respect. This fixture is invariably a successful and enjoyable one, however, and although limited to members, the company is always a big one.
Formality is relegated to a back seat, and
speechifying is chiefly conspicuous by its absence; consequently the annual dinner is looked forward to with pleasure by the members, and is not regarded as a painful duty to be gone through for the good of the Club, as the attendance



D J. BELL (PRESIDENT) Photo by W. Berry, Liverpool



Photo by W. Berry, Liverpool



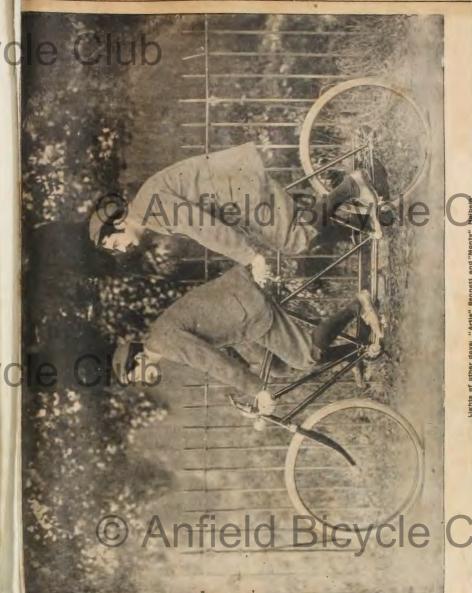
G. P. MILLS Photo by G. Pendry, Nottingham

affair, with a red dragon emblazoned on a white ground—once more flying at a race-meeting.

Men are not admitted wholesale to member-

ship in the Anfield Bicycle Club, and to be entitled to sport the neat little button badge of this select organisation, is esteemed no small honour in cycling circles. Should a man, unknown to the majority of the members, be proposed for membership, he is invited to attend one of the club runs, and if he passes muster on that occasion he then goes to ballot in the ordinary way. The annual subscription to the club is one guinea, with an entrance fee of 5s. and the membership is close upon one hundred The officers of the club are all well-known med

D. J. Bell; vice-presidents; D. R I'ell, and E. Edwards; captain, W. E. Edwards; captain, W. R. Toff subcaptains, H. Percy Spence, and E. Buckley
honorary treasurer, A. G. White. Committee, P. C. Beardwood, T. B. Conwey
W. H. Cottle, A. H. Cottle, G. B. Mercer
W. M. Owen, H. Poole, and E. G. Worth
honorary secretary, H. Hellier, and
honorary secretary, P. C. Beardwood.





The Anfield B.C.



A NORTHERN LONG-DISTANCE BIDER.

THE ANFIELD BICYCLE CLUB.

WE have published articles on the London, the Surrey, and the Hol-born Bicycle Club, which we are ghad to say have received approving comment from those Associations : and now we approach one of the leading clubs outside London. The Londoner does not make any difference between the Midlands or the North Country: he simply deals

Anfield Bicycle Club and not to the past history of Money's great port.

It was in 1879, that the Anfield North Country: he simply deals with the general matter of clubs outside his own particular sphere,

Liverpool, than even any member of their leading club, the Antield Bet' can. Be that as it may, it gives u very great pleasure to be able, after this long lapse of years, to write an article on the A. B. C. of Liverpool. In 1863, we could have written "The A. B. C. of Liverpool exceedingly well, but we refer now to the

Hievely Club was formed and its conflict captain was Michael J.

they were strengthened by the joining of several members of the Liverpool Amateur Bicycle Club and their first club house was at 8, Lower Breck Road, Anfield. In 1883, Mr. G. B. Mercer, a wellknown man in connection with wheeling in Liverpool became some retary, and Mr. D. J. Bell, now the president, succeeded Mr. Whitti as captain an office which he (Mr. Bell retained for six year ,



EASTER, 1896. THE ANTICIDERS ON THE BANKS OF THE LAKE ELSI OVER BETTWS-Y-COED.

and he is rather apt to consider. Whitty, a name well-known in conthat here can be no powerful Association outside that charmed eirole. This however, is of course, erroneous, and this week we deal with the Antield B.C., of Liverpool. As the writer was resident in Liverpool in the sixties, and actively engaged there in connection with the building of blockade runners, the American war being then in full tide: the Early (losing Act being unknown, and the Lime Street

daily papers. He rode a sixty inch machine and retained office till 1883. The first soundary was Mr. S. Green. The reason that the An-S. Greet. The reason that the An-field was called by its name, instead by that of Liverpool, which would now more properly represent its importance, was because all the early members were resident in Anfield, which is a suburb of Liverunknown, and the Lime Street Cafes in full swing all night, we may claim to know something more

Unknown, and the Lime Street pool. Now, the may member resident thin is the President, Mr. D.

J. Bell; in fact a humorist of the

There is not a person in the whole nection with one of the Liverpool of the eveling community who has taken the slightest interest in its prominent men, who does not know Lawrence Fletcher, at any rate by We first met him in his youth at the only Harrogate camp wo over attended; but, since then, he has written novels, managed things, besides our ing out splendid rides on the wheel. We remember many years ago receiving a letter from him, when people were talk-

ing about what a wonderful thing it

Close upon torty meatiers of the Annell B. C. which is discussed to the Glan Aber. B. C. which is discussed to the Glan Aber. B. C. which is discussed to the Glan Aber. B. C. which is discussed to the Glan Aber. B. C. which is discussed to the Glan Aber. B. C. which is discussed to the Glan Aber. The secretary of one of our meet famous road-riding clubs—the Anneld (Liverpool) writes as follows:—"Referring to the query contained in yours of yeaterday's date. I make the uncomfortableness of the weather. Seven members made the journey of Thursday night, and Good Friday witnessed the arrival of the man body. Huyalid Captala Toft turned up by train or Gasturday afternoon, and, needless to remark, he received a big ovation, it being the first club has not been fast crouble the National Caslists Union for upwards of tan years. Any expression of this club's opinion will doubless trouble the N.C.U., as little at the Union's action will affect the Anneld Club. This club, its officials, and committee believe that road-riding is the best and trues form of the sport. Whether dentily, D. R. Fell and E. Edwards (vice-president), E. G. Worth, Non. Sec."

Sport T. S. Fell and E. Edwards (vice-president), E. G. Worth, Hon. Sec."

SPORTS 1 16

was for a wellst to ride 100 mile in the try, in which letter he made use of the expression which has never faded from our memory. Why any one of our Black Anfielders think no more of dolars think no more of dolars think no more of dolars think and of uture he beat the West Lucashire L. men a unite race and won the Challenness. The designation "Black" referred to the uniform, which then, a at the local Liverpudhan circles. In 1885 the famous George Pilkington try in the early 80's. Then comes

nay be now, was a character for of the A. R. C

Other prominent worker were A. H. and T. P. Fletcher, J. B. Beazly a rider with whom we have ball considerable correspondence and whose favorrite trip was from Lon

C Antiel Bicylor and Worker and Considerable correspondence and whose favorrite trip was from Lon

C Antiel Bicylor and Worker and Considerable correspondence and whose favorrite trip was from Lon

C Antiel Bicylor and Constitution of the coning men. W. H. Cottle in ext, and G. A. Towning and the lawrange of June in the Captain nose. The matternan with the dor-



ANFIELD COUNTY QUARTERS OF BETTWS-Y-COED.

In 1883 the Anfield Bicycle Club at Easter, 1896 In 1883 the Anfield Bievele Club at Easter, 1896.

Let us describe the group if we hours ride in 1884 Mr. J. C. Robinson won the 24 hours rice prides, and in 1884 Mr. J. C. Robinson won the 24 hours rice prides and in 1884 Mr. J. C. Robinson won the 24 hours rice prides and in 1886—382 miles. The bottle is W. R. Toft, now, and in profile, so like Teddy Hale, holding the glass for the stout, is J. 5 years past mathin, and one of the best the club over had. He is a first class tricycle man. The figure

last, but not least, Mr. Sidney Chalk, Anfield, they have made an Easter whose pleasant and rubicon ten ares pilgrimage awheel to Bettw--)-coed left is C. Kelmin

picture represents a group pienicing

the white waist coated one on his we occasionally men to this day me and they still keep this up. Our pouring out stout is A. N. Deakin, for many years one of the scratch division. He was second in the 24

Anfield Bicycle Club

The Anfielders on Boxing Day.

The Anfielders on Boxing Day.

As is well known, the members of the famous Anfield B.C. always turn out well in the winter months, and latterly the musters have been particularly good. On Boxing Day no fewer than 20 members ran through the rain and mud to Chester, among the party being such well-known riders as A. G. White, W. B. Toft, E. Worth, Tom Conway, H. Hellier, E. Buckley, J. Conway, P. C. Beardwood, &c., &c. With the roads in such bad condition; it is not surprising to learn that side-slips and punctures were pretry numerous among the unfortunates being the brothers Bookell, C. Ketzer, and the veteran, Tom Conway, H. However, a spill or two are not of much account when Anfielders are concerned, and it was a right merry, though somewhat muddy, party that "surrounded" somewhat muddy, party that "surrounded the good things provided for them at the Bull and Stirrup. On Thursday next the club hadds its annual general mesting the contract of the state of the stat

teetotaler, known by his cup, is William Owen, who won the invita-tion 100 in 1895 and other road events; and the two men standing up with great coats on and forming

side views are H. P. Spence, hon.

sec. from August 1894 to April 1896, and D. C. Rowatt, a shining light in the old Bootle B.C. which amalga-

mated with A.B.(. in 1890, whilst the man at the knees of the second clamberer is J. R. Thompson, who held the Northern 24 hours record

in the spring of 1894. His right

hand companions are E. Buckley, holder of the Northern 24 hours

record—3754 miles, and 50 mile record Northern, and D. H. Simpson, one of the scratch men in 50

miles, and the man on his left (long our right) is E. Cottle.

The thoroughly English action of

the Anfield B.C. in refusing any

longer to support the National Cyc

lists' Union, unless they abandoned

that he was in any way financially

from bad weather and other causes, had to be alandoned by their promoters. Of these seventy meetings, twenty were Saturday afternoon fixtures. The other fifty were hald fixtures. The other fifty were held either on Good Friday, Bank Holidays, or week-day evenings other

with race meeting organisers. And, during the seventh month of the year, we find that twenty-one meetings were held at Wood Green, in-Gamage, and a Stanley Sports, and the North Road Club's professional twenty-four hours' race. The third week in July is the record one for the path, in point of numbers, the path, in point of numbers, Race meetings of the Southgate, Atlass, Allandale, Ramblers', Mid-dlesex County Sports, New South-gate and Beaumont clubs having been then run off, one for each day in the week.

the principle of "suspension on suspicion"—i.e., refusing to allow an amateur to ride if they but thought how imposing the total would appear, it may be instanced that at the recent dinner of the Ground Club, the Middlesex County S.C., held in the "club house" rebind the grand stand, no less than fore seven valuable trounder over the middlesex county over to their winner, including the challenge cup, which is held by the examateur, "Dick" Palmer. As receipts.

The proffered bills were inspected.

The proffered bills were inspected. gards cash prices for ordinary races up to ten miles, some idea of the the sum these amount to in the the year's aggregate may be gained by mention of the fact that at one Saturday afternoon meeting, 'pro' allows took cheques for £118, besides took cheques £43 in cash were offered for one

race alone. Having imbibed this instructive dose of statistics, the writer wanwas as good as new, and inquiry over the grounds free at any time; elicited the fact that only very and with football every Saturday, elicited the fact that only very minor, but rather curious, repairs had been rendered necessary. As a peep at any similar path will reveal, the cement is laid down in big slabs. In course of time some of these may sink, and so not quite evenly ioin their neighbours, cause evenly ioin their neighbours, cause and with football every Saturday, support and with football every Saturday, support and with football every Saturday, and with football every Saturday, and with football every Saturday, support and with football every Saturday, and with football every Saturday, and with football every Saturday, support and with football every Saturday.

path to perfection. No perceptible sinking of the 8ft. 6in. banking has than Saturdays.

Bringing with it, as it does, the longest evenings, July is naturally enough the most popular month with more meeting organizers. And

Returning to the office, some items from the commissariat depart-ment were culled. Mr. Byford, it cluding such important fixtures as two of the Essex Cycling Union, a tary and purser to the famous Siberian Expedition of Captain Wiggins: and he has made no less than three voyages into the Polar regions, having experienced all manner of hazardous adventures up to and including actual shipwreck.

"We make a great feature of our feeding arrangements," explained he. "There are here a capital kit-chen, store room, and cellurs; and all the season we have been running of the number of prizes that have changed hands on the track it is almost impossible to form an estimate. But, as a slight indication of howimpening the stall world arms. Our refreshment achow imposing the total would appear, counts for the year run into, not

No. 1 was for a thousand sixpenny cigars; No. 2 for a hundredweight

sides which a famous filer was paid to make a big attempt at record. closed in the daytime; I mean, of course, every day, all through the winter even, someone is training here; and we are issuing quite a does of southerest, the writer want here; and we are issuing quite a dered forth to examine the track number of tickets weekly or otheritself, and searched in vain for any | wise to ladies who, when the roads serious crack made by the summer's are wet, come here in continue their heat or winter's frost. The cement exercise awheel. Visitors can look

evenly join their neighbours, caus- race, last July, the kitchen was kept taking no notice of those which, ing a tiny bump to the riders wheel open all the time. I laid in a stock

aided, and will always stand to the Anfield's credit as an earnest that they were just and genuine sports-WOOD GREEN TRACK. INDULGING in a winter's morning

mud-collecting spin, a HUB representative recently encountered Mr. C. P. Byford, the gentleman who, in addition to managing the extensive refreshment department, keeps the books of the popular Wood Green Track; and thinking that a general resumé of the season's work might make interesting reading, a request was made—and at once granted— for a peep into the archives of the thriving North London speed arena.

In the snug secretarial office that overlooks the grounds, the modest investigation was conducted, and facts soon brought to light promptly proved what an unsuspected volume of work the running of a big sports ground entails. The first race of 1896 on the Wood Green Track took place on March 1(th, and on the 1st of October the last winner of the year got home across the tape. During that period of less than seven months no fewer than seventy race meetings were actually held,

The Anfielders on Boxing Day.

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As is well known, the members of the famous Anfield B.C. always turn out well in the winter months, and latterly the musters have been particularly good. On Boxing Day no fewer than 29 members ran through the rain and mud to Chester, among the party being such well-known riders as A. G. White, W. R. Toft, E. G. Worth, Tom Conway, H. Hellier, E. Buckley, J. Comway, P. C. Beard, W. R. Toft, & C. With the roads in such bad condition, it is not surprising to learn that side-slips and punctures well from the return and the superior of the province of the pro muon account when Amesters are con-ned, and it was a right merry, though newhat muddy, party that "surrounded" good things provided for them at the ll and Stirrup. On Thursday next the club

The secretary of one of our most famous road-riding clubs—the Anneld (Liverpoot)—writes as follows.—"Referring to the query contained in your of yesterday's date, I think I ought mat to mention that the Anneldel Bicycle Club has not been affiliated to the National Cyclistic Union for upwards of tan years. Any expression of this club's opinion will doubless trouble the N.C.U., as little as the Unionise action will affect the Anneldel Glub.—"It was only a wonders one of an unfaint who wonders one of the scalar of the pest and truest from of the sport. Whether it be wise to hold events on the road depends entirely on the nature of these events on the wish they are conducted, and on the actitude of the general public of the district. Yours obsdiently, E. G. Worth, Hon. Sec."

Sport TS.

Sport TS.

**Sport

SPORTS 1 78



From the "Bicycling News" it would seem that Nesson was not goint for the 24 hours record on his own when he mel with such a drawful amend up. He was playing the part of reserve man to Goodwin, whose motors either cracked up or went wroze, so that all he could cover was 208 miles in trelve hours, and he then turned the job up, These appears to have been a regular chapter of settlests. I don't sury these who were on the job on that bitterly old Friday night. It was bad enough in the day time. I am pleased to hear that Nesson's injuries were not so bad as was at first reported. TITE

August 17TH, 1008.

Ne ason's "Little Accident. I-I notice there seems to have been a great deal of section in regard to my recent little accident on the As there have been a great many misstatements in regard to this matter, I think it only right to let you know how it really happened.

happened.

In the first place, I was not going for the twenty-four hours' record, or any other record, when my accident occurred. Secondly, I was not dangerously hurt, and am perfectly well oc-day. All that happened was, I was riding from Peterborough ow Wisbech in the dark, with my lamp properly alight, and met a cart coming in the opposite direction without any lights, and met when the word with my hand the word with my lamp to the word with my head. n the wrong side of the road. I was unable to swerve nesteen time, and hit the horse on the nose with my head.

W. J. NEASON, Anfield B.C.

Taurus-a Bull.

Taurus—a Bull.

A fight between a bull and a dragoully took place at 8 Brikenhead the other day, which "beef" won, head down, to the no small constraint of Allan Tooth, the well-known stemation of Allan Tooth, the well-known that cattle have a great aversion to dragonfiles, and if men will ride "Dragonfy' machines, then, of course, they must take the consequences. At the conclusion of the performance, which we may say proved very interesting to the onlockers, Tooth approach the owner of the animal, with a view to obtaining compensation for his dama-ed machine. He was told he "could take he bull"! The machine, which had been tossed in the air, dragged about, and trampled upon by the infursated animal, was bent into every conceivable shape, but not so much as a spoke was broken — a valuable testimony to the excellence of the material used by the makers, Messre, Jos. Evans & Sone, Ltd., the well-known Sheffield firm. Will Berry has a very fine photo of the damaged "insect."

It appears to me that the troubbus times which have been threatening then C.U. for years are looming on the horison. The Anfield Club have played a Seid game in accepting the the entry of T. E. Goodwill be the property of the theory of the

But what can the Anfield really do? They have started a rift, and that is all. The other road clubs' may back them up, and the new body which was laked of last winter may apring into existence, and trauble may be caused. But it must not be for getten that the N.C.U. at no period its existence of the contract of the c

Milde NE/8 June 189

Northern Road Records Association

Northern Hoad Records Association
At a mesting of the committee, held at the
Geown Hotel, Manchaster, on Friday last, the
12 hours ride of H. Saunders, Anniels B.C.,
was passed at 206 miles. A suggestion being
made that the association should in future
recordisc unpaced records, it was decided that
the question be breught forward at the annual
general meeting, to which the Liverpool clubs
about the invited to send representatives, and
that delegates of affiliated clubs are desired to
send in suggestions on the ambiect. At the delegates of affiliated clubs are desired to send in suggestions on the subject. At present the Anfield B.C. is the only Liverpool and affiliated with the association. It is suggestiable that two or three Manchester clubs who joined the association, possibly in the hope of one or other-oxibiter members securing a record, are now very backward in paying the subscriptions due, sud wight to draw out without fulfilling their financial obligations.

Ash 1898

Harry Russell, a member of the Huyton B.C., and at one time a member of the Anfield B.C., one of the best read riders in the North, sailed for South Africa last week on a six months' business trip.

The writer has come across only one member of the hard riding Anfield club with whom he can ride with any degree of comfort. That man is Mr. J. Beesley, the Anfield modey beg holder commonly called "Johnny." Refer a "Johnny by any means, however. This by the way. Mr. Beesley rides a solid-tyred machine, and is not averse to carrying on a conversation whilst riding. In fact, strange as it may be thought in an Anfielder, he assum rather to like it. He is also not above noticing, and carnathing on any little tit bits—he calls remarking, on any little tit bits—he calls them his own "Tit Bits"—of scenery that may be met with. Mr. Beesley is one of a class of riders seldom met with now. The sole pleasure (?) of the present day cyclist appears to be in "scorching," not in admiring the scenery.

There is no truth in the rumour that the Anfield B.C. intend making Dinham Villa, Rainhill, their country quarters. Several "men in black" were certainly seen inspecting the house last Saturday week, but they were there only as ordinary sightseers. "Simply that, and nothing more."

Epril 1892 LIVERPOOL'S Q.Q.M.

Cycling Reminiscences, by Dave Bell, o the Anfield, would prove highly interesting reading if he could be persuaded to put some on paper. The writer spent a pleasant hour in his and Jack Robinson's company nour in his and Jack notineous company on Saturday evening, and listened with interest to their racing experiences of years ago. He had not much difficulty is going back with them 13 years, but when it came to

back with them 13 years, but when it came to 20! Well, he was in the same position as the man whofell out of the balloon—he wean't in it. Bell, by the way, is the oldest member in the Anfield club, being one of the ve who formed the club in 1879, and the only one of the five still in it. That he still has pace left in him was proved on Saturday by the way be shifted at lady's R, and P, safety, which he was trying. Why he was trying a lady's safety, your deponent knowth not.

Many people wonder how it happens the Anfielders are so fortunate with their roadrawing fixtures, which, year after year, they continue to carry out, without experiencing any trouble with the authorities or the public. The club is "fucky," say some; but the following "cautions," called from the route card for last Saturday's fifty miles handicap, will show thet to good management, and not to "fuck," must be attributed much of their immunity from accident and other troubles:—"To be accompanied, or to have macemakers, is entirely prohibited: other troubles: "To be accompanied, or to have pacemakers, is entirely prohibited: to hane-on" to fellow competitors is forbidden, and incurs disaualification: riding on the footpath, or with arms or legs bare, is forfootpath, or with arms or legs ours, is ins-bidden; competitors to avoid all oppearance of racing when passing through villaces, and to carry bells on their machines." Compe-titors are started singly, at intervals at the diagretion of the judge, and a quiet route is selected. We may say the Anfielders are a loval lot, and the racing rules are seldom,

The twentieth annual dinner of the club, held at the Exchange Station Hotel, on Thursday evening last, togs a good dinner—in fast, the very best I have ever had hed the pleasure of strending in my capacity as local representative of the great and good fournal. H. Hellier, the personnication of good taste, was responsible for the drawing up of the menu, whilst that prince of humorists and thoroughly good fellow, G. J. Theakstone, aided and abetted by the hardriding Poole, locked after the musical and riding Poole, looked after the musical and vocal part of the programme. Upwards of seventy were present, and president A. G. White must have felt proud of the honour of presiding over such a large assembly of famous riders, pest and present, amongst the company being many men known to fame the world o'er. Grand Old Man." Dave Bell and Hugh Fraser (down from London) figured on his right, with

"Heathen Chines" Hellier and photographer C. J. Conway, as his supporters on the left, whilst dotted about the big room I noticed Allen Tooth, the old Finchley Harrier; J. H. Koenen, and W. A. Lowcock, the speedy Mancunians; "Joe" derman, the here of Mancunians; "Joe" German, the here of innumerable twenty-fours; Dave Fell, of Liverpool-to-London fame; A. R. Macbeth, the establic London racing crack; T. B. Conway, who recently beat the Edinburgh to Liverpool record, and many others famous in the world of wheels. Poor Toft, the popular captain who is down with typholic fever-was greatly missed, and the custom of holding and the custom of holding the create was for once broken through the control of no toasts was for once broken through to wish him a speedy recovery. As usual, Mr. E. G. Worth, the club artist, had embellished the menu and programme with appropriate sketches; and that gentleman, as hon. sec. is to be congratulated. Floreat Anfield!

THE "BLACK ANFIELDERS" DINE.

PACE ON THE ROAD.

ANFIELDERS ESTABLISH NEW
This year for the first time, to miles unpaced single and tandem hicycle records are
acknowledged by the Northern Roads Records
Association, and, with the object of establishing such records, the Anfield B.C. recently
held a series of time trials on northern roads,
it which eight ridges took part-four on held a series of time trials on northern roads, in which eight riders took part—four on singles and the others on tandems. The wind, which is so great a factor in unpaced riding, was blowing from the most unfavourable quarter for the course; but this, notwibbtanding, some excellent times were put up, the riding of the Brothers Roskell and J. E. Green stamping them as speed men of no mean order.

Tandems were started ten minutes apart and singles eight minutes apart, and the results of

and the state of t

H. Roskell & F. Roskell ..tand. 2 17 0
J.V. Marchanton & F. H. Koonen , 2 21 27
J. E. Green ... single 2 32 30
R. L. L. Knipe ... 2 35 34
W. B. Kandrick ... 2 38 26
M. Montgomery ... 2 40 35

MAY. 1899

Sports april 1898 131 "IMPERIAL ROVER"

5 H. and F. Roskell, of the Anneld B.C., on a tandem, have ridden 50 miles on northern roads, unpaced, in 2 br 17 min.

MAY 1599

The "Black Anfielders."

No effective woot of turns out with such regularity as the Anneld B.C., the members of which are to be found souring the country like large numbers every Saturday the year through. The Easter just passed saw 40 of them. It Betway Tood, and Seutteen of that number made the journey on Good Friday. On that day "the stormy winds did blook" the rain fell in "torrients," and the made lew. So did the Anfelders, for their spirit runs had inured them to such weather.

G. P. MILLS.

Value of Acade of Mills was born in 1867, and therefore was only plears of age when in July, 1886, he made a world like putation by riding the 875 miles between Land every and John-O-Groat's on an ordinary bioyole than the presions record

GEORGE PILKINGTON MILLS

the ride was M. Bruce, whose tyre burst after the first twenty

miles. Several local riders paced him from Penrith to Carliale. Butterwith, of Kendal, brought him to Lancaster, and Artie Bennett accompanied him to Preston, where Toft, the Anfield Captain, ton, where Toft, the Antield Captain, chipped in and accompanied him to the finish. Joe German also assisted a bit from Ormskirk. In addition to the pacemakers Carliste procured 15 checks to prove the ride. Carlisle appears to be in good form just at present, and we shall not be surprised to find him getting among the charge road second by ongst some of the other road records before the season is far advanced.

The best pathman Manchester has had for many years is F. H. Koenen. The popular Dutchman is almost idolised in the Cottonopolitan district, and no wonder, for he is eyer ready to lend a helping hand at pacing, or assist a clubmate in any way. Koenen dates back to the solid-tyred ordinary days, and he has always been a good man on both

A POPITAR CAPTAIN

way. Koenen cates take to the solid-tyred ordinary days, and he has always been a good man on both safety and ordinary since he came to this country (for Koenen is a Dutchman). brought it off on Salurday in beautiful weaths to the safety and ordinary since he came to this country (for two the Five Miles Centre Championship to run the Five Miles Centre Championship the safety and the safety of the safety o remarkable turn of speed place. When the last lap was res for about 300 yards. He race home resu generally leaves his sprint until this distance from the control of the

R. H. CARLISLE SECURES THE EDINBURGH RECORD.

Scarcely had our last issue, containing the announcement that Joe German had secured the Edinburgh record, appeared when R. H. Carlisle was found to be on the war-path. The "Doctor," who was up in Edinburgh after pacing Edge in his big ride, waited a favourable opportunity, and, with several good pacemakers, has started from the Scottish capital on Wednesday morning last, and succeeded in covering the distance between there and Liverpool in the grand time of 15h. 54m

thus beating German's re-cord by 4h. 88m.

Carlisle left Edinburgh. timed off by Mr. Cormack, the hon. sec. of the Waverley Roads Club, at 4.10 a.m., and was paced by M. Bruce for the first twenty miles. The first hundred miles were covered in 6h. 25m., and the P. O., Liverpool, was reached at four minutes past eight o'clock on Wednesday evening.

The ride, which, by the way, was accomplished on a Peregrine safety, is a splen-did one, as those who know the trying course over which it was performed will admit. It is some four hours faster than Lawrence Fletcher's ride, and whilst it proves Carlisle to be a good man, it also demonstrates to the public the hollowness of road records. They are like the proverbial pie crusts made to be broken. In justice to German we must say that he had very little, if indeed any, assistance from his fellow-clubmen, so far as pacemaking is concerned, and, furthermore, he did his ride from Liverpool to Edinburgh, a more difficult jour-

ney than coming t'other way. Amongst those who rendered valuable assistance on

home. He is a plucky we might almost say tance away fourth, the dare-devil—rider. He would be a very dangerous and in contact with almost according to the day of the

* * *

runs are or at the and (10 runs are the follows) being a One o

at at lar

His min

Not only is he a really first- bet class stayer, but he has a

glutton for hard work be said that, winter or summer, he is al-ways fit. Since his memorable perform-ance at Balle Vue, some few years ago, when he cleared the board by winning in the one afternoon the cratch race and

path has been cked out of him, afterwards, al-

vin from W. Green, who made best time, 22mm, and in from W. Green, who made best time, 22mm, we. The latter, however, was not so well paced, tonly finished sixth. G. D. Ball, 2min start, thed second in 23min 30sec, and the limit man, Vilson, 34min start, was third.

June 1899

THE OLD ANFIELD CRACK STARTS ON HIS OWN.

Hearing that "Artis" Bennets had commenced in business for himself at No. 8. Exchange Arcade, St. Mary's Gate, I call upon him recently, and found him busy gesting things into line.

Upon asking the number of years he had been connected with the cycle trade, I was given to understand ten years—six in Manchester and four in Liverpool.

"Are you making a bicycle of your own design?" I asked.

"Yes, the Royal Exchange," and he continued: "You see, I bave done so much road racing and riding that I have gained considerable experience in the manner in which a cycle should be built."

"You are still a member of the Anfield B.C.?"

B.C.?"
"Yes; my connection with the leading road club in the North is of too pleasant a recollection for me to think of lesving. Most of my victories were in Anfield road races."
"Did you ride in any other club races ?"
"Yes; in the open races of the Catford C.C., North Road C.C., Bath Read C.C., Waverloy Bonds Club, and the Manchester Atbletic

Club."

"Who have you raced against ?"

"Well, that is a big question; but I will give you a few: Lawrance Fletcher, Doctor Carliale, Alf. Deskin, Neason, Holbein, Shorland, Bidlake, Mills, Bath Road Smith, Danger-field, P. C. Wilson, C. A. Hyde (Birmingham), George Hunt (in the Caca Gup 24-hours' Race of 1893), Reilly of Manchester (in two Anfield hundreds), Jimmy Faunes, R. J. Ilsley, J. C. Wright (Liverpool), &c., &c., " Wright (Liverpool), &c., &c., '
"What a host of good men. You should

what a nos of good men. For should understand the requirements of speed cyclists as well as ordinary riders?"

"Yes, I have a fair knowledge of what the majority of cyclists require, and mean to cater thoroughly for all classes."

"I see you are going to sell motors. Do ou understand them?"

you understand them?"
"Certainly; I have studied them very sarefully, and, thanks to the kindness of Mr. C. G. Wridgway, the well-known authority on motors, I have gained valuable practical

perience."
"Can yon ride one?"
"Yes. I have managed a motor-tricycle
rry successfully, and done some long joarneys on same."
"Well, how is it a good number of motorriders get stranded on the road with their
motors, and cannot find out the cause of

motors, and cannot and one the came of stoppage?

"It is because they start righing before they know how to manipulate the levers, or have studied how they are built, and until this is done it is best not to medical with them."

"You contend, then, that they can be perfectly managed44 anyone takes the trouble to

"What make of motor are you going to The Phebus, with De Dion motor."

"What kind of ignition?"
"Electric, as it is much safer and cleaner."
"Are you celling any other make of cycle

besides your own?"
"Yes; R. & P.s, Valkyries, and Astrals."

mere find suitable to their requirements."
"Will you let pycles out on hire?"
"Yes; but only reliable machines, as nothing

is more annoying to a rider than to be let down on the road."

on the road."

After inspecting some of the machines I
left, feeling well assured that overyone placing,
orders with the well-known Anfielder would
receive full value for money and every

ANFIELDERS ON THE WARPATH.

THE FIRST "FIFTY" OF THE YEAR.

One road club after another has dropped out, but the grand old Anfield B.C. continues to flourish like the proverbial green bay tree, and anyone who witnessed the big gathering of members at the Patten Arms, Warringtom, on Saturday evening, after the holding of their first road event-of the season, could not fail but have been impressed by the way the men stick together, for, amongst other old stagers present, and brimming over with enthusiasm, I noticed such veteran riders as A.G. White, Dava-Fell, Tom Conway, Harry Saunders, W. R. Toft, E. G. Worth, "Artis" Bennett, Allan Tooth, F. H. Koenen, H. Hellier, &c., &c.

Heilier, &c., &c. The race, a 50 miles' unpaced handicap, held over the usual course, proved one of the most successful ever held by the club, no fewer than 19 going through out of a field of 21, the non-finishers being two new men who had lost their way. F. H. Koenen and H. Roskell were on scratch, with T. W. Atkinson (25m.) limit. Result:—

1. J. V. Marchanton. 14 . 2 43 80 2. R. L. L. Knipe. . 10 . 2 41 12 (fastest time.) 3. J. E. Green . . 12 . 2 43 53 Coenen finished fourth in 2 hr 44 min 38 sec.

Koenen finished fourth in 2 hr 44 min 88 sec, sand good performances were also accomplished by the following: M. Montgomery, 2 hr 46 min 24 sec; F. Roskell, 2 hr 47 min 40 sec; H. Roskell, 2 hr 47 min 45 sec; B. H. Glover, 2 hr 49 min 30 sec; W. B. Kendrick, 2 hr 50 min 28 sec; H. Poole, 2 hr 55 min 48 sec; W. M. Öwen, 2 hr 55 min 7 sec; W. Grandy, 2 hr 59 min 20 sec; KH. Hellier (tricycle), 2 hr 58 min 35 sec; T. B. Handley, 2 hr 59 min 40 sec.

2 hr 58 min 85 sec; T. B. Handley, 2 hr 58 min 40 sec.

So min 40 sec.

Knipe, who did fastest time, is quite a novice, and his performance in doing over two minutes better than ever before accomplished, ander similar conditions, is therefore the more wonderful. Hellier, wis the only tricyclist competing, and to this belongs the honour of being the first Anfielder to go through an unpaced 50 on the broad-gauger.

We punctureed a cadents of any Kind occurred to mar the event, which, as usual, was carried out in faultless style; the competitors

carried to mar the event, which, as usual, was carried out in faultiess style; the competitors being dispatched singly, and at long intervals, and pacing of any kind being strictly prohibited.

The roads were in capital condition, but a test of the strong side wind—described by Tom Conway as a "nagging wind"—considerably hampered the men, and the times accomplished are therefore all the more meritorious. Without the wind, many of the men would have done six minutes better, said Authority Koenen.

W. H. S.

The old Liverpool Centre champion, "Charlie" Stoker, of the Anfield, now located in London, does not appear to have forsakes his old love, as I learn he has just placed an order with Mr. Hardie for an Osmond tan-

order with Mr. Hardie for an Osmond tandem. Stoker evidently believes in supporting
old friends.

Social fixtures do not find much favour with
the members of the Anfield B.C., and once a
year only does the hon see, bid them meet
together for the purpose of taking part in
festivity, and then on the occasion of the
time-honoured amount dinner. By restricting was a manuscular and the members do not become satisfed, and, as a consequence, the Anfield dinner, is invariably well attended. Formality is relegated to a consequence, the Anfield dinner, is invariably well attended. Formality is relegated to a lack seat—speechlying is an unknown quantity—and the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the proceedings throughout are of a most enjoyable nature. On Wednesday last I had the pleasure of a satisfing at the consistency of a most enjoyable nature. On Wednesday last I had the pleasure of a satisfing at the constitution of the excellent vising a twenty of the proceedings throughout are of a most enjoyable nature. On Wednesday l An excellent programme, compiled by Geo.d. . Ebeakstone, was run through, the contribu-tions of the following gentlemen, among

A TIME-HONOURED TOUR.

"Mobawk"; T. B. Conway, another old-stagor and round holder; E. Allan Touth, of Finchley Harriers fame; A. G. White, president; W. R. Toft, captain; H. Pools, hon. sec.; C. J. Conway, hon. treasure; E. G. Worth, late hon. sec.; C. J. Keiner, from "Burn"; W. M. Owen; D. H. Simpson, riding a motor tricycle; F. H. Koenen, "The Flying Dutchman"; E. Buckley, J. H. Cook, P. C. Beardwood, and many others whose names are almost household words in road racing circles. Hellier was the first rider to arrive at the Glan Aber, he having left Liverpool on Thursday afternoon at three o'clock. Poole and Worth, who left an hour later, were the next arrivals, and fortunate indeed were these "early birds," they being favoured with good weather and dry roads for the greater part of the journey, in direct contrast to the Good Fitday contingent, who had to contend with head winds and heavy roads throughout the whole of the ride. On Satarday a party of fourteen carried out a very enjoyable programme, which included visits to Capel Curig, Pen-y-Gwryd, Beddgelert (where justice was done to a cold lunch), and the Pass of Aberglaslyn—the last named, in the opinion of the writer, being the most beautiful pass in North Wales. Going out the wind was blowing "great guns," necessitating very hard plugging on the up-grades, and, by its force, putting a stopper to down-hill rushes. But what a difference and the return journey. Then the men fairly flew along, the pace possible in some parts being positively dangerous, as was instanced on the wwitch-backy strotch between Pen-y-Gwryd and Capel Curig, when T. B. Conway's chain mounting the cogs—fortunately it fell clear of the machine—that rider sailed along, with the wind only as a propeller, at sasterially over twenty mile to the hour. Sunday was given over to the annual picine to Lake Elsi, a beautiful sheet of water situated at the top of the adjacent hills. The weather was found rather cold at this altitude, however, and the mer were by no means sorry to get back to the confort and warmth of t Mobawk"; T. B. Conway, another old-stager and record ider; E. Allan Tooth, of Finchley Harriers fame; A. C. hite, president; W. R. Toft, captain; H. Poole, hon. c.; C. J. Conway, hon. treasurer; E. G. Worth, late

weather was found rather cold at this altitude, however, and the men were by no means sorry to get back to the confort and warmth of the Glan Aber. Monday morning opened out wet, but fine weather and dry roads were encountered before eight miles of the homeward journey had been traversed, and, with the wind blowing from the right quarter, a pleasant run home brought to a close another of the many enjoyable feather tours carried out by the Angeld B.C.

One of the most successful races even held by the clid size.

THE ANTICLD FIFTY.

BENNETT, JAMES ARTHUR. 1840 BENNETT, JAMES ARTHUR. 1840.

Born at Liverpool, June 29th, 1869, and is a clerk Began cycling on an ordinary in April, 1886. His first race was the Setton and Dingle B.C. apen so miles on October 29th, 1885, it shich with 29th 29th, 1885, he work second price. In May 1859, he finished second in an Anfield 5e miles, and it the following Argust he took third place in a similar event, and not only finished the took third, hut did fastest time. In July 1859, he did best third, hut did fastest time. In July 1859, he did best third, hut did fastest time in the Calford Open 50 miles and finished third, and afterwards reduced the Liverpool to the control of the con

ESCUE FROM WALLASEY MR. LAWRENCE FLEICHER.

se apparently drowning. Immediately the ptain of the club, Mr. R. L. Knipe, who

nor's head quarters it would be hard to make up one's head quarters it would be hard to imagine. Formed, in 1879, the Assielders have put up at the Glan Aber every baster sluce, and this year found no fewer that forty of the "flying crows" at their beloved Bettws.

"Hying crows" at their believed Bettwa.

Hellier, Worth, Prole, and Allen Tooh arrived on the Transday sight, and among other well known riflers to take part in this year's tour—the huasinsh—were Dave Kell—the brothers Conway, A. G. White, Theakeston. Tott, Buckley, Keenen, Beardwood, Simpson, &c., &c. Saturday found the men exploring such beautiful spots as Beddynder and Pags of Aberghastyn, and on Sunday the annual pacinic to Lake Elsie on the top of the mountains was held, and it proved the mean language of the sunday and the sunday and the mountains was held, and it proved the mean language.

A guard wan home deside Bank Holiday, over dry roads and with the wind behind, completed the Anfielders' tour, which, as made and the majord form, thanks to their Saturday all the year-round roas. To tackle the run to Bettwa—not far affort of 80 miles—at Eastertide, one day like last Good Friday, would seem a big undertaking to most, but to an Anfielder in form it is a mere nothing.

particularly good.

Although Nosson has quite giver up speed work he still holds records as the Landon to Brighton and Back Shield, records he sport is "catching," although, strange to leate, he himself is a very self-contained man, by the way, it is interesting to mate that he way, it is interesting to mate that he could not be recorded to the R.R.A. by the Catford C.C., and now in his shop, bears avidence. Sixten names appear on the shield, the first being that the could be folded to the R.C.U. the could be could be country as the country elected him come of their delayers to be fold Centre. It is a long time since the country elected in come of their delayers to be fold Centre. It is a long time since the country of the country elected in the condition of the results of the country elected in the condition of the results of the country elected in the condition of the results of the country elected in the condition of the results of the country elected in the condition of the country elected in the country elected in the condition of the country elected in the country elected in the condition of the country elected in the country electe letcher took any part in Union work. In he brave days of old, he once made a rattling peech at a Council meeting, haranguing the speech at a Council meeting, haranguing the Londoners on the iniquity of suspending meri on mere suspicion. Shortly after the delivery of that speech, which was esteamed at the time as one of the most telling to which councillors of the Union had ever listened, Fletcher withdrew from the Union, and was followed by the Liverpool Centre—then one of the strongest in the country—en bloc.

Feb 1894

A report of the Andelders' doings in 1895 has been sent me by Mr. H. Poole, and it forms very interesting reading. During the mar 55 road fatures were carried our forms of the members put in an appearance at me br isform of these, the six highrest ettendances heigh; H. Poole, 51; E. Gwerds, 44; T. B. Colwey, 44; and J. I. Hewitt 38. Read records were beaten by Mr. H. B. Saunders, who covered 205 miles in 12 hours, in the clut's annual 24 hours race, and by Mr. M. J. Nassan, who made the journey from London club's annual 24 flours race, and by Mr. v J. Neason, who made the journey from Londo to L. pool in 11 hr 45 min. The membershi roll was increased by 20, and everything point to the continued prosperiry of the club.

THELD BLD.

The promet police of the referred the read Land's Each and John o' Grost's, is one of the Yelfy best long, chirange from even turned set. He is one of him most determined relieves the possibility bases ont. On that an anorable journey his page saker advised him the result of the page of the relieves the relieves the relieves the page of the relieves the relieves the relieves the page of the relieves the relieves

ance at out fixtures had improved. Hen, Treasurer C. J. Conway had also something good to report, his balance-sheet showing a large credit surplus. The election of officers resulted as follows: President, A. G. White large crouit surplus. The successor of observations as follows: President, A. G. White vice-presidents, E. Edwards and D. R. Fell; captain, W. R. Tott-all re-elected; subcaptains, T. B. Conwa? and Hubert Reskell; hou. treaswarer, C. J. Conway (re-elected); hon. sec., Harry Poole, 29, Alexandra R. Rad. Waterloo, Rear Liverpool, Messra, C. J. Gell, E. Cottle, W. M. Owen, H. Hellier, E. G. Worth, F. H. Koenen, G. J. Theakstone, and J. H. Cook comprise the committee. It was decided to carry only the programme as in previous years, the first item of which will be the time-hononred Easter tout to Bettween.

January 1899

Last week I called upon W. J. Neason, the well-known Anfield long-distance rider, and who recently started in business for him self as a cycle agent and maker. He has a fine double-fronted shop in Granby Hall Buildings, Granby Street, Livezpoot, and the Sanspareil and the Veloce cycles there displayed are seen to the best advantage. Neason is a thoroughly practical man, and the W. J. N." turned sut by him is a soundly-built and well-designed machine. He is well up in motors, and in the Phobus, for which he holds' the local agency, he has something particularly good.

for the new route twice in 1997, and that his last performance (5 hr 6 min 42 sec) still remains unbeaten shows that "Little Billy"

To married men. A word in your ear.
W. J. N. makes a speciality of rigging up perambolistors with cycle wheels and pneu-matic tyres. Neason, jun., sports a Dunlop racing tyred mail cart, and as I was leaving racing tyred mail cart, and as I was leaving the shop he drove up in is, having in place of a rattle for a plaything a long tyre inflator. Playfully hitting me in the eye with the inflator, he then emitted several gurgling sounds, which on being interpreted by Mrs. Neason, I found to be the expression of an emphatic determination on his part never again to use solids. Neason does a big hiring out trade, and I am sure his many friends will be pleased to hear that his new venture has turned out a success.

With their 100 miles invitation road race With their 100 miles invitation road race a comparative failure owing to bad weather, the Anfidders laid themselves out to do something exceptionally tall in the last long distance event of the year, the annual 24 hours race, but the weather again played them false, and shortly after half-time had been ridden, heavy rain compelled the retirement of the competitors.

The 12 hours route 1399.

was made by that rider in duly, '98. I rode 196 miles in the 12 hours; H. Jand R. Barton, 188 miles; E. Allan Tomiles; and H. B. Brentsall, 166 miles, to the rain the roads were in very fair tion, but the night was avey dark on race, started at 10,10 p.m. on Fridd 11st ull., and the course taken was considered to the results of the re

april 1899 Koenen again Victorious.

The flying veteran's fine riding at the diachester Wheelers' race meeting, when he did 25 miles in 56 min 29 sec, took more than one of the old un's many friends by surprise, and now we have a still more meritorious performance on the part of this enthusiastic sportsman to chronicle, viz., the beating of the long-sanding northern reads 50 miles paced record, held by Anfield Buckley since Whit Monday, 1996. Keenen, on Saturday, the 12th inst. paced by two tanderns and one triplet, went through in 2 hr 11 min, thus beating the old record by 3 min 46 sec. With a little more assistance in the way of pacing it is thought that Koenen could considerably improve even on this excellent time.

The Anfield "100."

The Anfield "100."

This old-established road race was started at 4-30 a.m. on Whit-Monday, the idea being that the local police would not be about before breakfast time. J. Skilland, of Congleton, won the race, and it is noteworthy that A. V. Hogg and J. H. Banks, who won in '98 and '97 respectively, also hailed from Congleton, and rode a Banks cycle. W. E. Gee, of the Manchester Wednesday, covered the distance in fastest time, viz., 6 hr 5 min 20 sec, and this is the third time that Gee has secured fastest time modal.

ANFIELD B.C.'S 50 MILES ROAD HANDICAP. A VETERAN WINS THE RACE.

A VETERAN WINS THE RACE.

Despite loose roads, a strong head wind, and a broiling sun, no fewer than 11 men went through the Anfield unpaced "50," held on Saturday, over Cheshier roads. Nineteen started, but owing to the igose nature of the roads, brought about by the drought, and to the presence of a number of patches of freshly-laid macadam, several of that number were laid low by punctures. The race was chiefly remarkable for the fine riding of J. H. Gook, a veteran, who, from the 20 min mark, went through in 2 hr 37 min 38 sec, thereby winning first prize. This time is 18 min better than Cook's last performance, so that it seems evident that some men, even when t seems evident that some men, even when

getting on," improve with age. The any 99

It is a sure sign that a machine is a "top notcher," when you find it a favourite with the hard-riding Anfielders, and such is the "Gloves Irgae," made by the St. Helens firm of that name. Last year it was many times to the front in local root races and time trals, and off the track it was ridden to victory by numbers of St. Helens club men. The young firm has specify established a good name for its machines, and there is every reason to prophesy for if a successful career. The display of "Glover Lanes" at the Liverpool Show was a most creditable one.

1899

If all young men in the cycle industry in racing and time trials.

June 99

A Good Average.

A Good Average.

From the Anheld B.C.'s report: "Though on two or three occasions during the summer the attendances at club runs were small, and in no measance exceeded 50, the average for the 55 runs and tours comes out at the respectable figure of 21.27. For the last two months (November and December) the average is over 24 for 10 runs." It is worthy of noise that the present hon, sec., Mr. H-Poole, strends overy fixture but one, last year, his predecession of the Mr. E. G. Worter, country and the strends of there's enthusiasm for you. The last two uns of the club attracted musters of 40 at

the first bines. How of the Manchester to the Hall has best time in the Anfield included. In 1888 Head Race. In 1888 and 1890 the sound of the Anfield serious. In 1888 the serious the sound of the record of the tendence of the sound of the tendence of the sound of

MAY. 99 1

The annual enerst meeting of this association.

The annual enerst meeting of this association was held at the Crown Hotel, Booth Barbert and the Crown Hotel, Booth Barbert and the Crown Hotel, Booth Barbert and Crown Hotel, Barbert and Crown Hotel, Booth Barbert and Crown Hotel, Barbert and Crown Hotel,

timed records which were held by them brief noticed of a portion of an hour.

JUNE 1899

ANFIELD BICYCLE CLUB LAST "FIFTY" OF THE YEAR.

DAST "FIFTY" OF THE YEAR.

On Saturday, over a course in Cheshire lightly different to that usually taken by the club, the Amelders decided an unpaced 50 miles handicap; and with most successful results, every starter but one going through, and the times, taking into consideration the fact that a strong wind was blowing, ruling fact. Results.

J. V. Marchanton and J. J. Finley (10 mm) behind sersich), on a tandem, did 2 hr 28 min 47 seç; and, on singles, good times were done by the following: M. Montgomery, jun, 2 hr 46 min 53 sec; F. H. Koenen, 2 hr 49 min 54 sec; F. J. Cheminsis, 2 hr 53 min 30 sec. Mr. W. F. Collier, N.R. K.A., acted as timekeeper.

About 40 members were present at the A.G.M. of the Anfield B.C., held at Laurence's Hotel, on Thursday last, and presided over by Mr. A. G. White. The secretary's report showed the membership roll to be increasing, while the attendance at the runs held during 1899 equalled that of the record year, 1894; the average muster at 50 runs being 26.

Westbank Road, Birschneaf; commisses tan old riders and well-tried workers): T. B. Con-way, W. P. Cook, R. L. L. Knipe, G. B. Mercer, W. M. Owen, H. Peole, G. J. Theak-stone, and E. G. Worth.

ocords the assistance of motor pacing should not be allowed.

Northern Road Records.

At a meeting of the N.R.R.A., held on Friday Perish section of the 10 hours record made by M. Montgomery, of the Anfald B.C., in that clubby 24 hours, ride on July 21st, was passed at 207 miles, as against 2094 claimed. H. B. Sameirs the previous holders in Shropshipe.

H. B. Sameirs the previous holders, did 200 miles in Julys 1398. At the same meeting F. B. Kocene, and the N.R.R.A. on Tuesday last the Reserve of the Reserve of

ally shy

The Anfielders at Bettws.

The Anfielders at Bettws.

Easter, as a neual, found the "Black Anfielders" at the Glan Aber Hotel, Bettway Coed, and although the weather was not of the best, the forty-five men who took part in the tour contrived to put in a vary empoyable holiday. A porningent left Manchester on the Thursday for Garnarvon, and they joined the main body at Bettwa on Sajurday. Sunday was given over to a climb up Jubilee Hill and a run to Trefriw and Lianvast. Old stagers in the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the brothers conway, E. Edwirds, and D. Rowatt were any neight the run of the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the brothers conway, E. Edwirds, and D. Rowatt were any neight, which is the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the Prothers Conway, E. Edwirds, and D. Rowatt were any one the part of the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the Prothers Conway, E. Edwirds, and D. Rowatt were any one than the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the Prothers Conway, E. Edwirds, and D. Rowatt were any one the prother than the persons of A. G. White, Jas. H. Cook, D. R. Fell, G. B. Marcer, the Prothers Conway, E. Edwirds, and D. Rowatt were any one that the persons of the persons of

one, it won hands down. J. C. Wright finished first in the race, beating A. N. Deakin in the rush up Bold Hill, and J. J. Currie, the only man in the race on a pneumatic, finished in front of some of the Anfield's best men. It was a glorious victory, but it seems to have been a bad thing for the club.

Officers and committee were elected as follows: President, A. G. White; vice-presidents, D. R. Fell and E. Edwards;

captain, W. R. Toft; sub-captains, Frank Roskell and F. H. Keenen; hon treasurer, C. J. Conway; hon. secretary, J. H. Cook, 45. Westbank Road, Birkenhead; committee (all

The Anfield Scratch Man.

Knipe, of the Anfield, was very unfortunate in the "hundred," as when going exceedingly well he had the misfortune to puncture at 96 miles. He was then over five minutes' inside Nutt's time; but all of five minutes inside Nutt's time; but all of that and more was lost through his not having a spare machine bandy. Of the last four miles, one was ridden by him on the wim, one walked, and two ridden on an ancient jirger bornowed from a bystander. Under the droumstances, Knipe a time (5 hr. 24 min 46 seo) as compared with the winner w (6 hr. 38 min 47 seo) was "not so dusty."

Not Satisfied.

Mr. E. Buckley, of the Anfield Bicycle Club, and late manager of the New M. and P. Cycle-Holder Company, Ltd., Princess Street, Bolton, has purchased the assets of the company, and intends trading under the title of the M. and P. Cycle Company, and will be extremely glad to hear from all old and new customers. Besides the local trade, special feature is made of enamelling and plating for the club. The trade and highest class work as standard prices in guaranteed. The M. and P. cycle Company and will be pleased to learn the club held its last road handicap of the season, and the old enameling and plating for siter the event, our Liverpool correspondent came acrost the trade, and highest class work as standard prices in guaranteed. The M. and P. cycle holder and the first in the company is the club held in the club held in the company of the club. The control of the company is the club held its last road handicap of the season, and the club there were the prices in guaranteed. The M. and P. cycle convey, A. N. Deskin, J. H. Cook, A. G. White the work of the club made, and they industry industry in the club held held in the club h

WH. NUTT FINISHING IN ANFIELD LOG

WHIT. MONPAY. 1900 . Photo by J Hooydous W. H. NUTT,

COND IN THE NORTH ROAD 12 HOURS ON SATURDAY LAST B. H. Carlisle Leaves Redditch.

provailed from start to finish. At no point on the worst there any signs of a crowd—indeed, none but the members of the club fixed! knew that the competition was being beld. After the race there was a big yathering of old-time. An an anticold by our man there being A. G. White, T. B. and C. J. Conway, Allen Tooth, W. R. Toft, E. G. Worth, H. Hellier, E. Buckley, H. B. Glover, G. J. Theaketone, E. Tooth, W. R. Toft, E. G. Worth, H. Hellier, E. Buckley, H. B. Glover, G. J. Theaketone, E. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, H. G. Tooth, W. R. Toft, E. G. Worth, H. G. Tooth, H. G. To R. O. Jones, North Liverpool B.C.; F. Bird, W. M. Oven in favour of the track. Hetter retire with punctured), F. Roskell (punctured at thirteen miles), A. T. Simpson (punctured at ninety miles), and E. Edwards, the last five all members of the Anfield B. C. The roads were in very far condition, but a strong north-east wind greatly between the rates on this optimal jointnes. Perminent among the spectators was W. J. Nesson on a motor tricycle attached to which was a trailer in which were seated his wife and child. P. C. Beardwood with also out on a motor.

JUNE

Knipe still figures as one of

MAY

A pleasant gathering took place on the 1st inst., at the White Hart Hotel, Headless Cross, Redditch, the occasion being a complimentary dinner given by the staff of Padie Manufacturing Company and friends, to bid farewell and the beat of luck to their old friend, R. H. Carliele (the "Dockor"), who has now let for Manchester, where he starts in business in conjunction with "Artie" Bennett, Mr. Albert Eddie cocupied the chair, faced by Mr. F. E. Baker, who both made some stirring speedness. Notwithstanding the good company present, several telegrams conveying good wishes were read from well-known men in the trade and press.

Road Racing.

Almost be only big club now to indulge in speed work on the road is the Anfield B.Cs. and it is gratifying to note that the "flying crows" have gone through another season without experiencing any interference on the part of the authorities. On the occasion of the last "fifty," however, I heart the police were on the look-out for them, and I think the club would be now well stivised to shandow the coal.

Representation of the state of this state of the state of the

Mr. W. C. Humphreys, possibly the youngest in the trade in the room, raised a smile when the advised his brethren "to look customers traight in the face and be bunest,"

blowing, went through in very good time. Result: F. Roskell, 7m. start, first, time 2h. 48m. 52s, ; F. A. Klipsch, 15m., second, 2h. 56m. 14s, ; F. Wood, 15m., third, 2h. 58m. 45s, ; F. Bird, 7m., fourth, 2h. 54m. 49s, ; R. L. Knips, senttch, fifth, 2h. 48m. 8s, (fastest time). Also finished, A. T. Simpson, 3h. 6m. 55s; T. B. Handley, 3h. 5m, 40s, ; W. Oppenheimer, 3h. 6m. 57s. The competitors were started at intervals, and the utmost order and quiet prevailed from start to finish. At no point on the course, were there any signs of a crowd—indeed, none but the members of the club time! (inswer that the competition; was being

WENTY-FOUR HOURS' ROAD RIDE.

This event opened at 10 p.m. on Friday, the 13th inst., there being 11 starters. The case was won easily by Mr. R. L. Leigh Enipe, who covered 3632 miles in the prescribed time, and finished in good style. The only other competitor to finish was Mr. Oppenheimer, who at 24 hours had a total of 390 miles to his credit. This fifter gentleman rode a considerable part of the journey unpaced. A good performance

was also done by Mr. R. Barton, who covered 188 miles in the 12 hours, but unintunately was obliged to discontinue the idea at 360 miles. The whole event reason that without a hitch.

The year spraing programme of that line old or safely BCU was brought to a successful can fifty miles unpaced road handicap, which allows:

Club

1. Dudley Marks, 2, & Osborrow

3. Dan albone. 4. G. P. Mills 5. R. H. Bigas. A.B.C

This is when the North Road was at its prima, before there was as Ivel Hovel, and when Dan Albone's shanty was he Onelay Arm. The seem is outside this historie inn, and the control three of the group as A. E. Oxborrow, Dan Albone, and G. 2. Millis. Date, 1866.

A CHAT WITH W. J. NEASON.

(THE OLD LONG-DISTANCE CRACK, NOW A MOTORIST.)

By W. H. S. 1400

By W. H. S.

In his day, W. J. Scason was one of the finest long-distance load riders ever turned out by the famous A frield B.C., and although now settled down and married, and daving the caree and reabcquitilities of a business of his own on bis shoulders, he can still go the passeng along Granby Street, Liverpoof, he which thoroughtary Nisson has a spacious double-fronted cycle slop, it struck me that a few particulars of this side crack's latest doings might prove intergrating to readers of C.N.

The appearance on the scene of Mrs. Neason brought to mind Neason, jun, and "What do we have the struck me that a few particulars of this side crack's latest doings might prove intergrating to readers of C.N.

Makes the "W J. N."

Makes the "W. J. N."

Neason, I may sity, is a clever practical mechanic, and he calls an excellent machine which he calls the W. I. He has she sole agency for the diffill of the Ariel motolecycles, and, he also deals in the Sanagarel and veloce cycles. When I looked in he was husy in the lower regions of, his place, but my cry of "What O!" speedily brought him to the autriage, smiling though city. His hands being somewhat begrimed, he offered me his elbow to shake, and then in answer to my querty, "Diom much cycling lately?" he replied:
"Not much. Haten't time for it

ducty, "Done main cycling lately?" he replifed:

"Not much. Heisen't time for it now; but I have out in some good rides on my moster.

"Oh! And flow do you like must be the warm of the w

In his War Pont.

"Worse than that, said W. J.
"I will give you a mplete list of
the upper garminist an the order I
got anto them. This let weater,
the many said the coat, thick
sweater, schot, mell or coat, and
macinton and the bast wind got
shrough the lot.

through the lot.

"How song did it take me to get to Brum?
Five hours and a balf I left Liverpost at two b'clock, and got to Birmingham at #300 On the way I afficiented and the series and the wind was in my face nearly.

all the time."

"Very enjoyable!" I remarked. "How did you come back?"

"In fine style. The roads were very feavy, hat I never travelled faster. The 68 miles between Stafford and Liverpool I covered in three hours. I feet there at 5-40 a.m., and I had breakfasted, and was in my shop at 9-40 a.m. Whizeing Livenguh Roby, at about the sime you would an esting up. I shed a mudgicard—a temporary one, put on at Birming-ham—add that was the only mishap Fhad."

Takes Out. tha Family.

Sixteen names figure on this shield, the first name being that of Frank Shorland, who in his prough Roby, at about the time you would in getting up. I shed a mudguard—a temporary one, put on at Birming—tam—and that was the only mishap Flad."

Takes Out the Family.

"See that traits langing up? I attached it it im motor gloyele the other day, and took my wife and child in it to High Legh. One of the sime this ayree got cut badly through rabins."

A glance through the annual report of the Anfald E.C. "Neason surpressed his strong disapproval of the idea of giving the shield for an unpaced ride. He would willingly give up the shield are very. Fifty-four club runs and tours were carried out in highest attendances was twenty-five. The kineteen members attended thirty of more runs, the three highest attendances wheiling those of H. Poole (51), W. B. Toft (60), and E. G. Worth (50), and ninety members year ball, all of which were strended by D. R. Fell (of Liverpool to London fame) and the three members attendance and the lowest thirdeen the last twenty miles fortunate were ball, all of which were strended by D. R. Fell (of Liverpool to London fame) and the three members attendance and mand above. 297 los ever pent in road ride prizes. The cloud has one hundred and one active members and sitteen honorary members, and it is in a good financial position.

Another good man to leave Livery in the last twenty miles fortunately lost him a check when nicely have not a saying in hand £52 \$6.5d. A. R. Three does not have to the first name being that of Frank Shorland, who in the shield are name about the 19 min of the hield are two the hield are two the wild willingly give up the shield for an unpaced ride. He would willingly give up the shield for an unpaced ride. He would willingly give up the shield for an unpaced ride. He would willingly give up the shield to any rider who might beat his time, even if motor period when the period to have to a single fitted to any rider who might beat his time, even if motor period when the

Nesson, Junior.

The appearance ou the scene of Mrs. Nesson brought to mind Nesson, jun., and "What do you think of this?" said "Pa," as he produced for my inspection a begantful little Sanapareil cyale. The wee bus had 10in. wheels, and with the exception of the saidle, which was a full died not except the said of the said of the proportioned, Mrs. Nesson told me that their little son, who is only two years of age, rides



shop, to the great admiration, needless to remark, of the Grandy Street children. London-Brighton Shield.

Hefore taking my departure, I asked et al. amount what he thought of the suggestion to put up for unpaged rides the London to Brighton and back shield, now heldby him, and which was presented to the R.B.A. by the Catford Club. Sixteen names figure on this shield, the first name being that of Frank Shorland, who in

Another good man to leave Liverpool and go into the cycle trade is W. J. Neason, of the Annield B.C., this gention in the works of the "Rover" firm at Goventry, Mr. Neason is a thoroughly practical man, having served his time to engineering, with his own hands he made and fitted the metal and leather gent-case which he has used on his own machine this season; and a lamp made by him for one of his dub-mates, with an arrangement of back lights enabling the rider to see the state of the wick when careering along a to see the state of the wick when careering along a to see the state of the wick when careering along the moisture on his own bands on the careering along the moisture on the firm a town of the control of back lights enabling the rider to see the state of the wick when careering along the moisture on his own bands are successful to the wick when careering along the moisture on the wick when careering along the proves W. J. to be the possessor of inventive faculties of no mean order. In your new capacity the writer wishes you luck friend Neason.

Two dozen and three Antielders parcock the gented of the will be substantial to the substantial provided the run the two careering along the moisture on the wick when careering along the moisture on the will be form. Probably those would dombtie the run in the work and along the moisture on the work of the will be form. Probably those work and it will be form. Probably those work and along the will be form the work and along the moisture on the work and the work and

part with is for an unpaced ride (unless, or course, the time of suob ride were better than his own) would be entirely opposed to his idea of fairness.

Again anaking the big little man by the elbow, I wished him good-day, and vaulting lightly ing -o saddle lift anyone tells you I mounted from the kerb, don't believe them—I soon disappeared from the admiring gaze of the beyy of fair maldens which had assembled.

the machine to and from their house and the

of BOW

Anfield Bicycle Club.

FORMED MARCH, 1879.

15, BRUNSWICK STREET, HON. SECRETARY.
TELEPHONE NO. 7624. TELEGRAPHIC ADDRESS - ZENITH LIVERPOOL LIVERPOOL,

JAN. 23, 1901

Owing to the Death of the Queen



The Anfield Hundred.

HARD LUCK FOR REILLY.—GRAND PERFORMANCE BY CARLISLE,— TOM CONWAY A VICTOR.

No more interesting event to road-riders in the North of England takes place yearly than the 100 Miles Open Handicap of the Anfield Bicycle Ciub. Since the inaugura-tion of the race the pick of the roadmen in tion of the race the pick of the roadmen in the country have generally come to the starting-post. The Southerners, as a rule, send a contingent, and it will perhaps be within the memory of those who follow road-racing that Holbein, and also his great rival Shorland, have been competitors in these races in years past. There were a large number of entries in Monday's com-petition, and no fewer than twenty-four men laced the starter and timekeeper, Mr. J. A. Berry, of the Northern Road Records Association. The scratch division was a sociation. The scratch division was a endid collection of, perhaps,

THE BEST ROAD-RIDERS in the country, consisting as it did of R. J. Hsley, North Road C.C., J. Reilly, Manchester Wheelers; R. H. Carlisle, of the home club and British Sport—ahem! Also home club and British Sport—anem: Also that hitherto mysterious individual, Charley Lucas, of the North Liverpool Gymnasium C.C., whose riding was looked forward to with interest from the fact that it was his The Wheelers were confident that it was his first appearance in public competition. The Wheelers were confident that Reilly would secure the gold medal offered for fastest time; the Anfielders pinned their faith in Carlisle; whilst Jack Robinson and a few of his friends were confident that Lucas would not only preve the best of the soratch men, but that he would

BORKOT MEN, BULT-AND-HOME
hundred miles record, which it will be remembered was accomplished in this race
last year by J. A. Bennett (bhrs. 46mins.).
A magnificent batch of men figured on the
famins. mark—viz. A. N. Deakin, C. A.
Fletcher, H. Forth and others. The three
named started, but had very bad luck; both
Deakin and Forth's machines went wrong
in the first few miles, and the same catastrophe occurred to Fletcher's mount, though trophe occurred to Fletcher's mount, though not until he had covered a good distance. But more anon. F. T. Bidlake,

THE FAMOUS TRICYCLIST. turned out, as also did Hellier, of the Anfield BC., the tricyclist who did such a geand performance in the last Anfield fifty miles handicap. These men both started from the same mark, 35 mins. For the information of those whom it may concern we may say that the route was as follows:—Starting point near Whitchurch on New-"Starting point near Whitchurch on New-port-road to Tern Hill. 8\(\frac{1}{2}\) miles ; Hodnet, 11\(\frac{1}{2}\); Shawbury, 17\(\frac{2}{2}\); Eyton Corner, 25\(\frac{1}{2}\); Watling-street (Cock Inn), 26\(\frac{2}{2}\); turning-point, 35\(\frac{2}{2}\); Wetn, 26\(\frac{2}{2}\); Wetn, \(\frac{1}{2}\); Cotton Corner, 45\(\frac{2}{2}\); Shawbury, 52\(\frac{2}{2}\); Wetn, \(\frac{1}{2}\); Tern Hill, 76\(\frac{1}{2}\); Hodnet, 79\(\frac{2}{2}\); Shaw-hury, 85\(\frac{2}{2}\); Wetn, 92\(\frac{1}{2}\); timekeeper, near Whitchurch, 100. Last year the course lay through Whitchurch, but some trouble was caused by preing through the town, and was caused by racing through the town, and the club very wasely chose a new course. which, by the way, we hardly think so fast as the old one, as, in addition to several very

there are some bills which take it out

MEN I HAVE MET.

O. P. MILLS.

It was some way back in the mid-eighties that I first set eyes on George Pilkington Mills, and on that occasion I did not see very much of him. He was riding a very very nucle of him. He was raing a very light ordinary. I was mounted on one that would have made an excellent garden roller. He was out on "twenty-four"; I was "doddering" about to enjoy as much of the fun as I could get for my money—which was o be going on with, however, for at that time the Anfielders were engaged in setting the fashion to the world of wheels in the matter of long-distance road

"scorchers." There was also a nasty wind which faced the men on the outward journey, and veered round on the return. The following are, the name of the Manchester Mc, 15; W. R. Hood, Anfield BC, 20; W. J. Neason, Anfield BC, 30; W. Both, Cheetham B.C., 30; W. Turner, Cheetham B.C., 30; B. Gard, North Liverpool BC. 30; H. Bellier, Anfield B.C., tricycle, 35; F. T. Bidlake, North Road C.C., tricycle, 35; F. T. Didlake, North Road C.C., tricycle, 36; F. T. Didlake, North Road C.C., tricycle, 36; F. T. Didlake, North Road C.C., tricycle, 36; F. T. Domay, Anfield BC, 35; R. Edwards, Anfield BC, 35; E. Edwards, Anfield BC, 35; F. C. Beardwood, Anfield BC, 35; E. Carrey, Stockport BC, 35; T. B. Claway, Anfield BC, 40; T. D. Reid, Bolton BC, 40; C. Davies, Oxton BC, 40; J. Fowler, Macclesfield BC, 40; J. Waddington, Warrington BC, 40; S. H. Keeling, Anfield BC, tricycle, 40, At the turning point the long start division were seen to be travelling well, with Turner of the Cheetham gaining ground fast, and riding well within himself. Hellier had left Bidlake, who soon afterwards gave up; and in justice to Bidlake it must be said that he is by no means in form yet. Fletcher, who had lost both his companions after the first few miles, through after the first few miles, through

ACCIDENTS TO THEIR CYCLES,

made the whole of the pace to the turning made the whole of the pace to the turning point. He was riding splendidly, and in the first 35 miles, despite the advantage of pacemakers, the scratch division had only gained five minutes on him. For the first 17 miles Schafer took the pacemakers, then T. A. Edge bustled them along, but his saddle coming to pieces the pacing was shared alternately. Lucas was the first to show signs of the fast gains.

thirty miles, to Whitchurch, Carlisle lost on Reilly, but he (Carlisle) came round completely, and, riding in magnificent style, he picked up ground on the Wheeler to Hodnet. At Shawbury nothing could be heard of Reilly, and eventually it was found that he had taken a wrong turn and gone to Wellington. The long-start men were abead considerably at Shawbury. Hood, of the Anfield who

HAD BEEN SPLENDIDLY PACED

by Bennett and Saunders, was 13mins, in front, with Tom Conway (Anfield) and Waddington (Macclesfield) still farther Waddington (Macciesneid) still farther ahead, and apparently certain winners, which proved to be the case, Conway winning easily at the finish Spreckley took Carlisle in hand about twelve miles from the winning post. The Doctor, going very fast the last few miles, secured

THE FASTEST TIME-

5hrs. 58mius. 16secs., a remarkably good

riding. Those were the pre-North Road Club days, when the fact of a fellow having ridden 200 miles in twenty-four hours was thought and in so doing broke the world's road record of those times. As to how he rode from Land's End to John o' Greats on a few more and the hours' sleep in a days 1hr 45 min, in 1880 is in for written even in the first edition of the "Badminton Book on Cycling"? That was in July of the year, and it world's the standard below the property of the standard below to the standard below the property of the standard below the property of the standard below the property of the standard below to the standard below the property of the property of the standard below the property of the standard below the property of the pro and, I hope to the gods, ever will be. Moreover, the hight was a sensewhat dark one.
Nights we see wont to be black even in the faroff days of "croppers," but lamps, and
saddle blisters. "My boy George," as his
pater, himself an enthusiastic wheelmah,
was wont to affectionately dub him, was
little better than a boy in those days, and
his fame had searce spread beyond the
panks of the Anfielders was something
ame anong the Anfielders was something to the fact that in the
following month of August in the same year,
young Mills pedalled a tricycle over the
same course in 5 days 10 hours, does not
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follo same course in o anys II nours, does not discussed the course of the cou

performance. Reilly most unfortunately took a wrong turn, and spoiled his chance for fastest time, and Turner by a similar

ney, and veered round on the return. The following are the names of the men who started: R. H. Carlisle, Anfield B.C., scratch; R. J. Ilee, North Read C.C., caratch; C. A. Fletcher, Manchester Rheelers, scratch A. M. Deskin, Anfield B.C., 15mins start; C. A. Fletcher, Manchester Rheelers, 15; H. Forth, Manchester Rheelers, 15; H.

Conway, the winner, rode a beautiful little New Rapid road racer; Carliele a Peregrine semi-roadster, fitted with Macin-tosh tyres; and Reilly a New Howe path racer, 21lb. weight.

Remarks on the Race.

The race was a decided success, perhaps only marred by the misfortune of Reilly, who many think might have broken the record. The course was one but little known to the men who took part in the race, but the Anfielders were wise in their selection of a quiet route. Tom Conway's win was a of a quiet route. Tom Conway's win was a very popular one, he being one of the oldest active members in the club. Carlisle's ride was a very plucky one. His attack of cramp was a severe one. Many a rider would have given up, but he pluckily stuck at it. His machine was a Feregrine road racer, rather heavy, fitted with Macintosh tyres—a strange mount—as his own machine want wrong when riding on Saturder. went wrong when riding on Saturday. Turner was unlucky—he might have won Turner was uniucky—he might have won had he not taken a wrong turn; whilst Fletcher showed good form. Hellier, she tricyclist, gave up at 70 miles; why, we cannot understand. Bidlake was out more for a training spin than anything else. Ilsely's saddle went wrong, but neither he nor Lucks rode anything like so well as their fellow markers or Tillow.

"Johnny" Adams, or Lawrence Fletcher, and the strength of the beaten in turn by Shorland in the North Road twenty-four of 1891. I met my man again in that race, of which I was an inteagain in that race, of which I was an interact spectator, as I was of the Anfield twenty-four. Surely it was 1885, and I was of the group of the proverbial "socks." He gave them Father Time by setting up a safety record between End-and-End, which, though it has bestween End-and-End, which, though it has been besten four times since, was not a bad performance for a corpse. Between whiles he had engaged in cycle manufacturing on his own account, and revolver and rook rifle own account, and revolver and rook riflely practice upon sundry dogs in the neighbourhood of Biggleswads. His Colt is deadly at three paces, and his rifle is not to be despised within a 500 yards range. It is meet that one who holds Her Majesty's commission in the Volunteer forces should be able to shoot a bit, no matter in what light the dogment, and his example.

that he rides in spite of his style.

J. E. Green, Anfield B.C., is the Liverpool Centre mile champion. The championship was decided at Wigan this year. An old and popular Anfielder, in the person of Mr. C. J. Conway, was married Boxing Day opened out fine in Lav and, with the exception of a very shower or two, the weather remained Glan aber". Bettus. Easter 1896

A MAD, WILD RUSH

dog. Betters. Easter 1894

den on the "dear old road" that he wante with his back tyre, which would keep goin found at the Angel, where an accellent dinner was "disposed" of. Just as it was over, who should turn up but Hellier, whom everyone thought was in London. He had made a special journey

Boxing-Day with the Anfi

FROM LONDON TO LIVERPOOL

to take part in the run, and was unfortu

once, but pluckily cau, ht his men. Itsley gave up, Lucas tyze punctured, and Carliale was attacked with a severe does of cramp, Reilly thus gaining a clear lead, which, with pacemakers, he increased, until Edge picked up Carlisle 40 miles from the start, took him in hand, and succeeded in pulling the Doctor round. For the next thirty miles, to Whitchurch, Carlisle tost on Reilly, but he (Carlisle) came round completely, and, riding in magnificent attacks and thought of the start, took him in hand, and succeeded in pulling the Doctor round. For the next thirty miles, to Whitchurch, Carlisle tost on Reilly, but he (Carlisle) came round completely, and, riding in magnificent attacks and thought of the round promoder. The arrangements were exceedingly good, thanks to Secretary Toft, and thought there was a scare that police was a scare that police of the police was a scare that police was a scare that police of the police was a scare that police of the police was a scare that police of the police of the man of the man of the police of the police of the man of the police of the pol Officers & Committee. a. B. C. 1896. Betting -y-Coed. Easter . 8,0