

The Anfield B.C. had a very big year during 1892, and from all appearances is destined to uphold its right to the title of the leading road club of the provinces right worthily during the forthcoming season. The thirteenth annual general meeting of the club was held on Thursday evening last, at Laurence's Hotel, Liverpool, 43 members being present, under the chairmanship of Mr. D. J. Bell. The secretary's report showed that the club had scored a marked success during 1892. There had been 20 club runs with an average attendance of 24 members per run, the attendance prize having been won by H. Hellier, with T. E. Conway second. In addition to holding the North of England records for 50 miles, 100 miles, 12 hours and 24 hours, on ordinary bicycle, safety bicycle, and tricycle, the club holds the records from Land's End to John of Gaunt, from London to Edinburgh, and from Edinburgh to Liverpool. Five 50 miles and one 100 miles handicap and a 24 hours race held during the season prove that the club still leads in long-distance road racing, of which it was the pioneer. In open races the members have done well considering the slow roads on which they bath, securing second places in the Anfield, Bath Road, and Waverley 100's, and the North-road 24 hours. The feature of the year has been an increased interest in tricycling, for whilst the Northern records for the ordinary bicycle have remained untouched, and of the safety records only the 100 miles has gone, every one of the tricycling figures has received a startling lift. In June the club went to York to meet the North Road, Speedwell, and Waverley clubs, and mustered the largest number, 22 being present. The club numbers 125 members, has given away £100 in prizes for road riding during the year, and possesses a cash balance of £30. The programme for 1893 includes three 50 miles handicaps and an extra one for members who have not beaten 15 min. for the distance, a 100 miles handicap, and a 24 hours scratch road ride, both the last-named being invitation events. The club also indulges in an all-day ride to Peterborough in June. The officers for 1893 are:—President, D. J. Bell; vice-presidents, E. Edwards and D. R. Fell; captain, W. R. Toff; sub-captains, A. H. Cottle (Wirral Division), R. H. Carley, and H. Hellier; treasurer, J. B. Beazley; hon. secretary, Lawrence Fletcher, 17, South Castle-street, Liverpool.

THE ANFIELD 24-HOURS RACE RECORD BEATEN.

This time-honoured event of the famous Anfield B.C. was carried out on Saturday last in favourable weather. The intending competitors to the number of 15 turned up at the Patten Arms, Warrington, on Friday night, including

LAWRENCE FLETCHER,

who had come all the way from Newcastle to say congratulations with the younger blood;

W. G. NEASON,

who till lately held the 12 hours northern record; J. R. Thompson, an ex-holder of the 24 hours record; R. Thomas, W. Hood, S. Keeling, and several other lesser lights. There were some

NOTABLE ABSENTEES.

Artie Bennett's business engagements had prevented him from training with sufficient thoroughness for such an arduous contest; W. R. Toff was taking it easy after his splendid performance between London and Brighton; Hellier was suffering from a severe cold; Tom Conway, the twenty-four hours record holder, was content to rest on his laurels; Alf. Deakin was unable to get off for the whole day, and R. H. Carley was reserving himself for the "Coca Cup" race. At 10 p.m. prompt the men were sent off by the timekeeper, G. Collier, N.R.R.A.

THE NIGHT WAS STILL AND WARM,

and the roads in excellent condition. During the first 100 miles a good pace was maintained, the leaders comprising Fletcher, Neason, and Thompson, accomplishing this distance in 6 hours 9 minutes. Thomas and Beardwood had fallen behind owing to punctures, and the former was hampered by a broken saddle. Hood and Owen were riding together some minutes to the bad, and the rest were variously scattered. The

PACE HAD NOW DROPPED

greatly, Fletcher having the call of the pacers, and Neason and Thompson not caring to go on by themselves. On Prees Heath, Thompson had the misfortune to

COME A DROPPER,

and irreparably damage his machine. There was no spare single handy, so he was compelled to retire. At 12 hours from the start Fletcher and Neason had

COVERED 1824 MILES.

No one else being within measurable distance, Heavy showers were encountered near Wem, delaying the progress somewhat. The whole interest in the race now centred in the struggle between the novice Neason and the veteran Fletcher. The former made several sprints away, but came back every time, as he could find no one to take him along, all the available pacers being retained on Fletcher's behalf. So the two leaders

RODE STEADILY TOGETHER

as far as Holmes Chapel (280 miles), which place they reached at about 6.20 p.m. At this point it seemed as if the 24 hours record would remain untouched, judging from the then rate of progression. However, a

SUDDEN CHANGE

came over the state of affairs, Neason dashing away from his antagonist, paced by R. H. Carley. Moving in splendid style, he kept up a steady seventeen an hour up to Knutsford, and as far as Macclesfield and back again to the first-named place (307 miles). He had now obtained a

COMMANDING LEAD,

having reached Knutsford fully half an hour ahead of Fletcher, and with every prospect of beating record. Continuing to ride strongly, he reached the seventh milestone from Warrington, near Rainhill, four minutes before the call of time. The attractions of the adjacent hotelery, "The Ship" to wit, kept by one Joe Swift, were too great, so racer and pacers turned in to slake their thirst and congratulate themselves on the day's work. Neason finished up

AS FRESH AS POSSIBLE,

and if he had been fully extended and supplied with pacemakers at his own beck and call would have done certainly not less than 360 miles instead of the 333 which he actually accomplished in the race. His win was a

MOST POPULAR

one, as he is one of the most unassuming of riders, and ready ready to turn out to pace a fellow club-mate. Fletcher finished second, with 323 miles to his credit, just failing to better Tom Conway's figure. Hood was third, with 280 miles. Thomas, who struggled in the plucky fashion against a succession of misfortunes, rode 271 miles, having lost four or five hours in one way and another. Of the rest A. H. Cottle covered 275 miles, W. H. Cottle 271 miles, W. Owen 246 miles, and F. Watkinson 241 miles. A. G. White and R. B. Jones were rendered hors de combat through cropping. Lisle, Keeling, German, and Parry retired. A number of men were out on the road day and night lending their assistance. Artie Bennett, on a single, Walter Deakin and "Young" Bennett, on a tandem, G. W. Toff and G. D. Siddleley, similarly mounted, Harry Saunders, H. Hellier, and others being most assiduous in pacemaking. The feeding and checking arrangements were carried out in the usual thorough Anfield style, and the ride on the whole, in spite of accidents and absenteesism, was one of the most successful carried out by the old club.

AN ANFIELD FAVOURITE.

A resurrection from the past, in the shape of Hugh Frazer, appeared at the Anfield club run last Saturday, looking far better than when he landed from Africa, after having had the narrowest shave of falling a victim to the horrible climate of the Gold Coast. He only arrived in Liverpool from the National Show at 3 a.m. the same morning, so that he lost no time in returning to his old love. He is at present impishly awaiting the opening of the "Grimith Corporation" Depot, in Castle Street, Liverpool, where he will be in command, and will have the assistance of Artie Bennett. With such good goods as Raleighs, Triumphs, R. and P.'s Stars, Nelsons, and others, he looks forward to the prospect of helping to swell considerably the dividends of the fortunate shareholders in the latest and most extensive of cycle syndicates. As a scorcher he hopes to take a new lease of life next season, and though pressure of business will hardly admit of his training sufficiently to emulate his feats on the now antediluvian Kangaroo, he intends to diminish the club exchequer in the matter of long-distance medals.

DEC 1893

THE ANFIELD HUNDRED.

WON BY A SOUTHERNER.

This event, which is an "annual," has now become, we might say, classic. The members of the Anfield H.C., who, as everybody knows, are the promoters, issue invitations to all the clubs in the country for their members to compete, which invitation extend even so far as the London clubs, practically making the event an "open." Monday, upon which day the race was run, turned out fairly fine, but the roads, owing to the

HEAVY DOWNPALL OF RAIN

the previous evening, were in a nasty state. As has been the case for several years, the course lay in the Salop district, starting at Whitchurch, and taking in Hodnet, Wellington, Shrewsbury, back to Wem, finishing at Whitchurch. The course, in favourable weather, is a fairly good one on the whole, though it might, perhaps, be called a little hilly. There were 54 names figuring on the card, the limit extending to 50 minutes. J. A. Bennett and J. M. James, the latter of the North Road Club, figured on scratch, along with J. H. Cocker, R. J. Isley, and C. W. Schafer, but for some reason the three last named elected not to start. The only tandem pair to start were J. Fowler and J. T. Steer, of Macclesfield, who also were placed on scratch. As usual, there were

Mc Jas. & Cook is to be congratulated on the "Anfield Year Book." It is a concise and most business-like little production.

Anfield E. Buckley recently made a plucky, but unsuccessful, attempt to break the Northern 24 hours paced record. Rude Boreas put the pot on him.



F. H. KOENE.



Bettws-y-Coed. Easter. 1898



Easter 1898
Bettws-y-Coed. Easter. 1898



Newton.
The following table gives the results of the Anfield 24 hours paced, Northern road record, 1892.
Scratch. 24 hours, bicycle 12 miles, bicycle 24 hours, bicycle 48 hours, bicycle 72 hours, bicycle 96 hours, bicycle 120 hours, bicycle 144 hours, bicycle 168 hours, bicycle 192 hours, bicycle 216 hours, bicycle 240 hours, bicycle 264 hours, bicycle 288 hours, bicycle 312 hours, bicycle 336 hours, bicycle 360 hours, bicycle 384 hours, bicycle 408 hours, bicycle 432 hours, bicycle 456 hours, bicycle 480 hours, bicycle 504 hours, bicycle 528 hours, bicycle 552 hours, bicycle 576 hours, bicycle 600 hours, bicycle 624 hours, bicycle 648 hours, bicycle 672 hours, bicycle 696 hours, bicycle 720 hours, bicycle 744 hours, bicycle 768 hours, bicycle 792 hours, bicycle 816 hours, bicycle 840 hours, bicycle 864 hours, bicycle 888 hours, bicycle 912 hours, bicycle 936 hours, bicycle 960 hours, bicycle 984 hours, bicycle 1008 hours, bicycle 1032 hours, bicycle 1056 hours, bicycle 1080 hours, bicycle 1104 hours, bicycle 1128 hours, bicycle 1152 hours, bicycle 1176 hours, bicycle 1200 hours, bicycle 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The Anfielders' Last Race.

The closing of the Anfield B.C.'s racing programme was performed last Saturday, under conditions that would draw a sympathetic tear from the eye of the most rabid road-racing crank. The roads were a continuous quagmire, and chilling rain fell in torrents at intervals. Here is a list of the dramatis persona: P. C. Beardwood, 23 min., G.F.D.; R. Thomas, 17 min., safety; H. C. Siddleley, 8 min., safety; H. B. Saunders, W. R. Toft, and R. H. Carlisle, all on scratch, safeties; J. E. Berry, timekeeper, N.R.R.A.; J. Carruthers, pacemaker; and M. Del Strother, spectator.

The scene was laid in the neighbourhood of Chester.

Act I.—The start, which commenced at 3:55 p.m., and ended at 3:8 p.m. in a shower of rain.

Act II.—The progress of the race: Siddleley and Thomas soon came to the conclusion that, in the present state of the British climate, it is about just as proper to go road racing with exposed chains as it would be to walk about the streets in the garb of Adam and Eve. So they did.

After going five or six miles Captain Toft suddenly remembered an engagement at the Manchester Palace of Varieties, and returned to Chester.

A mile or two further on Saunders found that his gear was hardly suited to the day, leaving Carlisle to go on in solitude. The latter caught Beardwood about 18 miles from home. He was loth to lose Percy's company, but the thoughts of a warm bath at the Bull and Stirrup made him hurry on. However, it was a case of more haste worse speed, as his chain broke 11 miles from home, with no earthly chance of getting a fresh machine. So he took train.

Act III.—The finish—time: 6 hr. 41 min. 55 sec. Beardwood triumphant, first and fastest, sole survivor. On the whole that closing act may be termed a farce with an element of tragedy in it.

CURTAIN!

Twenty-one Black Anfielders sailed to the Unicorn, at Cronton, on Saturday. The roads were extremely wet, and in some places very slippery. The main road through Prescot was especially bad, and several men elected to come back via Tarbuck, expecting that the scorching brigade, who preferred the longer round through Rainhill and Prescot, would arrive there about the same time. But they didn't. "Johnny" had a haunting suspicion that they called at the comfortable hostelry of one Joe Swift at Rainhill on the way. Perhaps they did. Anyhow, they took an hour longer than he did on the journey.

THE POLICEMAN LOOKED SMALL

As the Anfielders were meandering to Buxton recently, Spence, who was in the van, was suddenly pulled up by a couple of "men in blue" for passing a trap, containing an old lady, without sounding his bell. His name and address were taken for this heinous offence, and, needless to relate, he has been in suspense ever since. After this warning the rest of the club were very particular, and each one sounded a merry peal as he rode past the old lady in the trap. The horse stood the first two or three all right, but as peal after peal sounded, he became restive, shied, reared up, and otherwise showed his disapproval of the music. In fact, he became unmanageable, and eventually the old lady had to appeal to the police, and asked them to request the "siscylists" to kindly ride by without sounding their bells. And the policemen looked small.

APR 1893

The Anfield B.C. held their concluding 50 miles race on Saturday last. Owing to the interference of one of the Cheshire police (who was probably instigated by the churlish landlord of a certain well-known inn) they had mapped out a fresh course, where they were likely to be unmolested; and to be still further on the safe side, the committee determined that the race should be run without the assistance of pacemakers. The day was very breezy, and the course was a trying one, so that it was not to be expected that any of the eleven starters would get home in record time. The first to arrive was W. G. Neason, the hero of the club's 24 hours race, who rode through alone from the five minutes mark in the splendid time (considering all the circumstances) of 2 hours 46 minutes. The arrival of the scratch division was eagerly looked forward to, and as five minutes went past without their appearance, it was seen that Neason had secured the fastest time as well as the first prize. P. C. Beardwood (12 min.) came in second in 2 hr 50 $\frac{1}{2}$ min, while Artie Bennett was the sole survivor of the scratch trio, and ran into third place with 2 hr 51 min 80 sec. A. N. Deakin (scratch) punctured, and H. B. Saunders (scratch) lost interest. Puncturing was quite popular, for more than half the competitors suffered from the malady, and some of them repaired and finished. R. H. Carlisle picked up a pin most opportunely two minutes before the start, and was spared the trouble of competing. The following men also finished: W. Owen (17 min), 3:8-30; A. Cottle (25), 3:21-30; W. R. Hood (17), 3:10-30.

SEPT 1893

Better for Fletcher—Better for JULY His Friends. 1893

A little time ago the rumour saw print that Lawrence Fletcher was going out to Australia, there to set up with his old friend, Hugh Fraser in the cycle trade. Now we are told on the very best authority that such is not the case, but that instead our old friend has taken a responsible position with the Dunlop Cycle Company as manager of a depot which they propose opening in Cork. Fletcher will be easily missed in Liverpool, particularly by every member of the Anfield B.C.—the organisation whose welfare has for years past been his chief spare-time study. For our part we are glad it is to Cork and not Australia that he goes, the divide being so much the shorter. We congratulate the Dunlop Cycle Company, and in wishing Laurie Fletcher, novelist and record breaker, plenty of luck in his new undertaking, we shall be echoed by the many who claim his friendship.

It was very pleasant to us to meet our many Anfield friends once again last Wednesday evening at the festive board, but the function was tinged with regret when we thought of the absent ones. By-the-way, we think that grand old man, Dave Bell, might make an exception to the rule of no toasts another year, by proposing "Our Absent Friends." The whole tenor of the speech which would then devolve upon him need not be in a minor key. For instance, he might open it up with anecdotes of the old days, when the Anfielders set the fashion to the world of wheels in long-distance riding. What yarns he could spin of the never-to-be-forgotten visit to Dan's shanty at Biggleswade, of the days when he himself was wont to go on the wild search in company with his Fidus Achates, George Mercer, and of the earlier efforts of George Mills! Why, nearly all the men who helped to noise abroad the fame of the Anfield B.C. in those days were missing on Wednesday evening. It is true

that the president himself was there, and that Hugh Fraser was happily restored to us from the wretched West Coast of Africa, which nearly cost him his life. Norman Crooke was also in evidence to tell us wherein his opinion as to the Japanese girl differs from that of Mr. Clement Scott, and the cheery laugh of Tom Conway was to be heard across the table. But, alas! there was not a single representative of the house of Fletcher. Lawrence of that ilk was away towards Newcastle; Alf, who was wont to break records and things on tricycles, is in America, and Jim—well, we simply give him up. Then there is Jack Conway. He, like Alf Fletcher, is bent on earning a way through life in North America, while "Johnny" Beasley is engaged in a similar undertaking a few thousand miles further south. Where Ted Harrison (of pioce memory) may be, goodness only knows. On the other hand, we know too well what has become of Harry Pedder. And Alf Gamble, for whom we still confess a sneaking *affection*, although his ways were by no means *orthodox*, our ways—one cannot help wondering what has become of Gamble. Is he alive and kicking, or has he followed his one-time partner chum Pedder to the grave? George Mills would, no doubt, have turned up on Wednesday evening, had Liverpool been removed a little nearer to Boston, "for this night only," and we feel sure that Dave Bell's eat trouble must be no "joker," else would he have taken his share of the punch.

JAN 1894

When we find such old stagers as the managing directors in the firm of Robinson and Price rushing out of the workshop into print to give us the benefit of their experiences with the front driver or geared ordinary, we are necessarily forced into lending an ear. Old Anfielders can remember the day when the figures of both "Jack" Robinson and George B. Mercer were most familiar, both of them belonging to that old brigade of "men in black" who set the fashion of long-distance road riding to the world in the "eighties." George Mercer in particular had put in good 24 hours rides on the road ever since the North Road Club was dreamt of, and as they prefaced their remarks by telling us that their conviction is in spite of rather than because they cycle manufacturers, we doubt not the opinion on the vexed question of the rear-front driver will prove as interesting to our readers as it has done to us. "Like Mr. Stanley," they say, "we rode the old ordinary nearly 20 years ago, also every novel type of machine since, and, like Mr. Boothroyd, we have made and tried every size of front driver from 46in. down to 30in. Our experience leads us to think that it will be foolish to try to keep back the front driver, for most surely its own merit will force it to the front rank. When properly designed, we find it is much lighter than the rear driver, stronger in the frame, and a more convenient machine to handle. It is equally safe to ride, and as the rider sits midway between the wheels, full benefit is got from the cushioning of both tyres, and there is no trace whatever of side slipping on a greasy road. By no means least is the consideration that in muddy or dusty weather the front driver is cleanest. With regard to the different driving wheels, although the larger sizes are very comfortable, we much prefer about 30in. with a small back wheel. Thus designed we find even now that it is as fast as the rear driver when ridden alongside us by much better men. Therefore we can confidently join in the prediction that when the machine is equally matured in design, and is pedalled by the speedy class of riders, it will prove the fastest as well as the most comfortable of the two types of machines."

MAR 1893

The great Billiard match is over, and the North Liverpool B.C. have come out the victors. Last Tuesday saw the last game played, when J. R. Davies, of the Anfield, beat Ben Gard (N.L.B.C.) by 41 points, Mr. F. D. Bath, of the Anfield, and one of the promoters of the match, had kindly sent us the following official list of the players, with their scores:

NORTH LIVERPOOL B.C.	ANFIELD B.C.
E. Gillett.....	150 R. H. Carlisle.....
J. Cunningham.....	152 G. Elkan.....
T. Audley.....	150 P. C. Beardwood.....
W. Pearson.....	152 E. E. Strother.....
T. D. Reid.....	150 J. E. Robinson.....
P. McKenzie.....	150 R. C. Shore.....
C. Hughes.....	150 W. Deakin.....
J. Gorman.....	150 H. C. Saunders.....
G. Campkin.....	150 W. R. Hood.....
B. Gard.....	150 J. E. Davies.....

If the reader will subtract one score from the other, he will find that the "Black Anfielders" have been beaten by 38 points.

JAN 1893

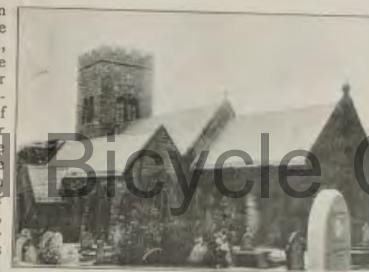
"CYCLING" ROUTE SUPPLEMENT.

THE WIRRAL PENINSULA.

Liverpool—New Ferry—Chester—Gayton—Hoylake—Birkenhead.
PHOTOGRAPHS BY T. H. LINTON.

LIVERPUDLIANS are rather unfortunately situated as regards variety of runs in their neighbourhood. Broadly speaking, their paths run either towards Warrington or Chester. Perhaps the most popular run is down to Chester and back on the old road. The route around the Wirral Peninsula, between the Mersey and the Dee, is delightful, and either the whole or part of it comprises the favourite spin of the Liverpool wheelman or wheelwoman. From the Liverpool landing stage the well-known steamer is taken to Birkenhead Pier, as fancy dictates, although riders generally prefer the latter as not only is the town of Birkenhead avoided, but also the indifferent road through Rock Ferry, &c. Boats run to New Ferry every hour—to make it clearer, on the even hour; fare, including machine, 4d. By keeping along the road leading from

the ferry for about $\frac{1}{4}$ -mile, we reach the main Birkenhead—Chester Road, turning into it on the left. A pleasant run of two miles brings the rider to the village of Bromborough, and another $\frac{1}{2}$ miles to Eastham, not inaptly termed the Richmond of the Mersey. It is noted for its woods and pleasure gardens, and of course for its locks. Vessels enter here the Manchester Ship Canal from the river. It is needless to state that much interest has been centred here since the construction of the canal. The road to Chester is very good, with but one hill at Backford, three miles this side of the Cathedral city. From the top of Backford Hill a very pretty detour can be made by turning off to the right—sign-post "Mollington"—and riding through the quaint village of that name, finally coming out on the old road about two miles from Chester. Distances, New



WEST KIRBY CHURCH



BIDSTON CHURCH

Ferry to Bromborough 2, Eastham 3½, Great Sutton 6½, Chester 13. We do not purpose in this route describing Chester, a full description of the old city most probably appearing in one of our forthcoming issues. Most cyclists go up the river as a matter of course, and there is much that is interesting in the quaint buildings, while a walk around the walls is a *sine qua non*. The "Bull & Stirrup" is a good hotel for cyclists. Leaving Chester by the Liverpool Road, keep to the left at the fork roads about 300 yards beyond the cathedral, slightly down hill for about ½-mile. This is known as the top road to Birkenhead, and for about thirteen miles boasts of a surface that will compare favourably with any in the Kingdom; it is free from hills. At Shotwick Toll Bar (6 miles), by taking the road to left, a run of three miles brings one to Queen's Ferry, the road generally used by Liverpool riders desirous of visiting the North Wales coast. The new bridge across the Dee opened last season is a great boon, and a vast improvement on the old system of crossing by boats, which often caused delay. Returning to the top road, we continue to Hinderton (ten miles from Chester), a popular resort, where cyclists are well catered for at the Shrewsbury Arms. Gayton is reached 2½ miles further on—another favourite stopping place. Our lady riders will be glad to know that the hotel here is about to be enlarged, and that special attention will be given to the comfort of ladies who ride out here. From Gayton, turn to the left, and then right, the road leading through Heswall and Thurstaston to West Kirby (six miles). Care must be taken in descending the hill at Thurstaston. Entering West Kirby by Grange Road is another hill with a danger-board at the



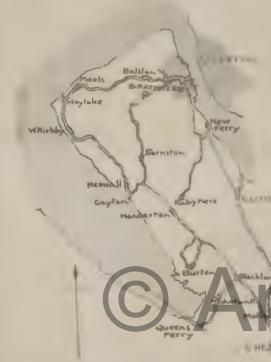
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OLD GATEWAY AT BIRKENHEAD.



top, which, of course, speaks for itself. Proceeding through West Kirby, and after bringing the river to Hoylake (Green Lodge Hotel) then through Meols and Bidston, leaving the observatory and light house on our right to Birkenhead, should be entered by Laird and Conway Streets, Hoylake to Birkenhead 1½ miles. Boats to Liverpool every ten minutes, fare 3d. including machine. An alternative shorter route from Chester to Birkenhead may be taken as follows: Along the top road to Gayton, as above (1½ miles), bear to right at the "Clegg Arms," then first road to the left—post "Barnston"—a ride of little over a mile brings one to Barnston village, where there is a descent with an awkward curve. Keep to right at the "Horse & Jockey," and shortly after there is a stiff pull up Woodchurch Lane, through Woodchurch, entering Birkenhead by Oxton Road and Grange Road, (Gayton to Birkenhead 8 miles). By the way we must not forget to mention Rabymer, a favourite spot in Wirral, much frequented by picnic parties. The scenery is pretty and a limited amount of boating can be obtained. The best way to reach it from Liverpool is by steamer to New Ferry, then crossing the main Chester Road, proceed through Bebington, bearing to left at the church, a short distance beyond, a sign-post "Raby" will direct one. Distance from New Ferry about 4 miles.

After five years Eddie Buckley's Northern 24 hours road record has been beaten by R. L. Knipe.

Messrs. White, Owen, Edwards, Poole, and a number of other well-known Anfielders were seen ploughing through the mud Crontonwards on Saturday.

ANFIELDERS ON TOUR.
This time Anfielders visited the Anfield 24 hours to Liverpool road, on this 700 miles round-trip east Chester was reached in the party early morning on the Thursday afternoon the Glass Alcock Hotel was at night. Beddgelert and Pontefract, Tadcaster, and Harrogate on Friday. The return journey on Monday was made by various routes, one party riding by way of Corwen and Denbigh, and another by way of Llanrwst, Llandaff, Talbot Green, Abergele, St. Asaph, Holywell, and Oswestry.

A DAY'S ASSEMBLY OF MACHINES.
Among the visitors ridden were three tricycles, one tandem bicycle, four motor tricycles, and one motor car. Many of the old members of the club participated in the tour—J. and T. D. Jones, Edward W. P. Jones, E. G. Williams, K. R. Buckley, W. M. Dunn, H. Fletcher, W. H. T. T. G. D. Morris, A. G. White, and W. Neeson among others. Musical director V. J. Clunbury assisted by J. Threlkeld, arranged and gave excellent musical programmes, and every evening spent at Bettws followed by music and song.

A Medal's Adventures.

J. M. of the North has just had a period w. the Gold med. being w. him at Herne Hill. James lost the medal over a year ago, and recently received a letter from a stranger found it. The stranger said that a man had picked it up and had given it to his children with. James asked what the man had done with it and gave the finder half a crown, and naturally, J. M. was more than satisfied at it.

High Legh Lanes. 1901



WALTER EWING



Devil's Bridge, about 1897 Aug 1897



Football-Knotty Ash.
January 1898 - MC'DOUGAL



W.M. OWEN
Cycling Great Britain
1898

© Anfield Bicycle Club

© Anfield Bicycle Club

The Anfield Report.

A glance through the report and accounts for the year ending 31st December, 1900, shows that the good old Anfield B.C. is as active and full of vitality and energy as ever. The cash account shows £232. 19s. in hand, while the list of members totals up to 112. Fifty-four runs were held, the highest attendance being 47 and the lowest 11. The average attendance works out at 24.36. W. P. Cook and W. R. Toft attended every run, H. Poole 58, E. G. Worth 51, F. Roskell 47, E. Edwards 42, and D. R. Fell 41.

Committee Meetings.

The officers and committee were summoned to 12 meetings, the attendance at which was most satisfactory. Messrs. White, Toft, Edwards, F. Roskell, C. J. Conway, W. P. Cook, Mercer, and Worth attended every meeting; T. B. Conway, J. H. Cook, and H. Poole attended 11; and D. R. Fell 10.

Northern Records, &c.

On June 16th R. L. L. Knipe rode 100 miles, unpaced, in 5 hr 31 min 52 sec, and on September 23rd W. R. Oppenheimer covered 178 miles, unpaced, in 12 hours. Knipe did the fastest time in each of the fifty miles unpaced handicaps, viz.: 2 hr 48 min 8 sec; 2 hr 49 min 16 sec; and 2 hr 39 min 42 sec; and in the 100 miles invitation handicap, unpaced, went through in 5 hr 49 min 48 sec. He won the twenty-four hours' ride, with 362½ miles to his credit. W. R. Oppenheimer running second, with 330½ miles.

An Excellent Production.

The handbook containing the report, balance-sheet, &c., &c., is a most business-like little brochure, and Mr. James H. Cook is to be heartily congratulated on bringing out such an interesting and useful work. In addition to a very complete résumé of the year's doings, the booklet contains complete lists of the R.R.A.'s and the N.R.R.A.'s records and standards (paced and unpaced).

Annual Dinner.

Once a year only do the hard-riding Anfielders gather round the festive board, and then on the occasion of the annual dinner. Thursday next is the date of this year's function, and the usual big crowd of old-time and present-day specimen is expected. The dinner will be held at the St. George's Restaurant. All start from scratch at 6.30 p.m.

Anfield Dinner.

There was a large gathering of old-time and present-day specimen at the annual dinner of the Anfield B.C., held on Tuesday last at the St. George's Restaurant. Mr. A. G. White, the president, occupied the chair, and among the 70 odd present were J. D. Siddleley, J. M. James (N.R.C.C. and A.B.C.), E. H. Koenen, E. Allen Tooth, D. R. Fell, J. H. Cook, R. L. Knipe, J. E. Green, &c., &c.

The Concert.

The dinner was followed by a first-class smoker. Mr. A. McCall acted as accompanist, and among others who contributed interesting items were G. J. Thesake, Fred. Walker, J. Simpson (violin), F. J. Cheminot (mandoline), and F. H. Koenen (recitations). W. Pagan made a great hit with his Scotch songs and humorous stories. The dinner was a big success, and quite up to past records.

Attack on the "24."

A plucky but unsuccessful attempt on the 24 hours paced Northern record was made on Friday and Saturday week by Mr. E. Buckley, of the Anfield B.C. Half a gale was blowing, the time he set out (8 p.m. Friday), and, to add to his troubles, his pacing tandem was missing. After the first 30 miles his pacing improved, and he had no further faults to find on that score, while the night was light, and the roads in excellent condition. The wind, however, instead of dropping, as it was hoped it would do, got worse, and after covering about 190 miles in 12 hours, Buckley abandoned the attempt.

Knipe a Real Sportsman.

The Record attacked by Buckley is held by R. L. Knipe; but that did not prevent Knipe from assisting the Mancunian to break it. Indeed, he helped to the extent of riding a spare machine right through the night. Bravo, Knipe! Buckley rode remarkably fresh; he had not the slightest suspicion of a bad time, and when he stopped he was as fit as possible. His arrangements were perfect, and it is a great pity that he was forced to retire when going so well.

SEPT 1901

The ill-luck of R. L. Knipe, the captain of the Anfield B.C., threatens to become as proverbial as that of another famous Anfielder, R. H. Carlisle, before him. Knipe was unfortunate enough to suffer two punctures in his chain "hundred" on Whit-Monday, and still more trouble that cost him dearly, for, puncturing after he had done thirty miles, and there being no spare machine handy, he had to dismount no fewer than four times in order to repair his tire. In spite of this, and being considerably bothered by the wind, he beat the record 362½ miles against J. E. Green's previous best of 294 miles. Still, it is interesting to note what is to compare Knipe's performance with the best ones yet accomplished by the much-venerated R. S. Cobley, of the North Road Club. Riding over a course and about the famous road from which his club takes its name, which would be "faster" by some minutes—perhaps even ten—than any to be found in Cheshire or Stockport, and a windless day, Cobley recently ran 36 miles in 2hr 27min. 13sec.—that is to say in just 21 seconds less than Knipe's time. On the strength of that performance, and the fact that he did the fastest time in the Anfield "hundred"—2hrs. 25min.—Cobley has been hailed as quite a remarkable rider. If he is, as we believe, a decently modest man he must be inclined to cry, "Save me from my friends!" for not only is Knipe's "fifty" a finer ride than his, but his record performance in the Anfield "hundred" was partially eclipsed by that of W. Osborne, of Stockport, the winner of the race. Osborne's time was only 2min. 53sec. slower than his, and whereas Cobley ran so, but while the North Road man experienced, Osborne had never before ridden in an important event. Great is the North Road Club and great is its prophet, who, when the aforesaid prophet assumes that the club is the club of all, believes all the talents he only succeeds in emphasising one's opinion that for sheer parochialism the average Londoner is bad to beat.

JUNE

Grand Performance by Knipe

On Saturday, June 1st, R. L. L. Knipe, of the Anfield B.C., set out to beat the Northern 50 miles unpaced road record, and to the great surprise of his friends, for the day, from a speedman's point of view, was most unfavourable; a high wind prevailing, and the roads being very muddy in places, he succeeded in chipping off no less than five minutes off of his club-mate, J. E. Green (2 hrs 32 min 30 sec, made in '99). In addition to the wind and sticky roads Knipe had other trouble. He commenced with the start, had to be delayed for two hours owing to heavy rain. Then, at 30 miles, with five minutes inside time, the record broach was unfortunate enough to puncture, and during the last 20 miles he had to dismount and pump his tyres no fewer than four times. Knipe rode magnificently. He was evidently trained to the minute, as, after going through in the splendid time of 2 hr 27 min 36 sec (within a few seconds of Cobley's time in the North Road "50"), he was as fresh as paint at the finish. This ride shows what Knipe would most likely have done in the "100," had he not punctured. It would seem as though, had the conditions been really favourable for his last jaunt, Knipe would have done something like 2 hr 20 min. As it is, the ride is a remarkable one, and Knipe is to be doubly congratulated on scoring such a big success under such adverse conditions. Mr. H. Poole, R.R.A., who was out on his motor, officiated as timekeeper.

JUNE 1901

N.R.R.A.

The A.G.M. of the Northern Road Records Association was held at the Crown Hotel, Manchester, on March 8th, with the president, W. R. Toft, in the chair, supported by H. Hellier, vice-president. There was a full muster of delegates from all the principal clubs in the district, and the large representative gathering bore eloquent testimony to renewed interest in the governing of this branch of the sport. The report and balance sheet for 1900 were passed, a reserve of £8. 13s. being carried forward. The following gentlemen were elected officers for 1901: President, E. G. Worth, Liverpool; vice-presidents, Lawrence Fletcher and W. F. Collier (London); W. R. Toft and H. Hellier (Anfield B.C.); W. Howarth (Manchester Wheelers); W. Reid (Manchester Wednesday); T. W. Monckhouse (Yorkshire Roads Club); C. S. Brooks (Manchester); A. Crastall (Lytham); hon. sec. and treas., F. H. Koenen (Manchester); auditors, O. E. Taylor and J. P. Goodhall (Manchester); timekeepers, H. Poole (Liverpool), J. H. Baynes, and H. M. Holland (Manchester); steer (Macclesfield). MARCH 1901.

Congratulations.

We must congratulate Mr. H. B. Saunders on his appointment as northern representative for Humbers, and we must also congratulate Messrs. Humber & Co. on having secured the services of such a smart and reliable traveller as Mr. Saunders, who is a member of the famous Anfield B.C., one of the most consistent riders in Liverpool. Few men are better qualified than he to immediately fix on a cycle's good "talking points." APRIL 1901

A New Northern Record.

A very fine performance was accomplished on Saturday, the 22nd ult., by Messrs. H. Buck and R. E. Prichard, of the Anfield B.C., who, on a tandem bicycle, rode 102 miles, unpaced, in 12 hours; which distance is 11 miles only short of the paced record, and is within eight miles of the R. J. A. record. The riders' time-sheets was made out for 104 miles (they stopped to do about 90 miles), but riding very strongly from the start they were not ahead of their time-table, and continued to gain on it to the finish.

JULY 1901

Broke a Chain.

The roads and weather were perfect early in the day, but rain fell during the last three hours, and the roads in places were very muddy. At about 185 miles the record-breakers' chain broke, but, fortunately for them, Mr. J. H. Baynes, who was timing them, and Mr. W. R. Oppenheimer were on a tandem, 200 yards in the rear, and Buck and Prichard changed on to that machine.

Rode on the Axle.

Oppenheimer was left with the disabled tandem, and Baynes was given standing room on the axle of Pogal's motor triicycle, the timekeepers thus being enabled to follow the men and time them at the finish. It was extremely fortunate that they dropped in with Poole, who was out to time Knipe, and who would not have been available had Knipe gone through. The record-breakers tandem was geared to 104—too high for the day (there was a strongish breeze about) many thought, but results proved otherwise.

Knipe, Surnamed the Unfortunate.

R. L. L. Knipe, mounted on a machine fitted with the Bricknell hand gear, started an hour after the tandem; but, owing to punctures, he lost half an hour on the tandem, and so missed a necessary check at 112 miles. He was then well inside record, and would most probably have done about 190 miles. Knipe has had considerably more than his share of mishaps of late, which is the more to be deplored, as he was never in better form.

CYCLING

MAY 23, 1901

Prominent on Path and Road.

F. H. Koenen has had a long and interesting career as a racing cyclist on both the high machine and the safety. In fact he may be said to have had four careers on the path, for he has retired those many times, and probably for the last time now as a speed merchant on the track.

Until last season (when Davies won his third) he had been the only rider in the Manchester district to win three local centre championships. Generally speaking, however, the handicappers did not give him many chances of winning too many prizes, and he consequently forsook path racing for speed work on the road. His best rides were done in paced work, though prior to these he had a fondness for 10 miles scratch races, and in 1898 finished a good third to Jack Green and Gibbons Brooks in a very classy Sport and Play 10 miles.

The following are some of Mr. Koenen's conquests:—"I never greatly cherished unpaced work; still during 1898-9 I rode through ten unpaced road races from scratch in fairly good time. I have managed to win championships of the Amsterdam B.C., Manchester B.C., M. A. C., and Manchester Wheelers, in addition to a one mile ordinary, one mile safety, and 50 miles Manchester Centre championships; also the only Anfield path race held in recent years (1897), and have held four Northern Road Records (N.R.R.A.)—three on tandem and the fourth on single, which still stand.

"Of club life I fought shy of many after visiting in 1896 the supremacy of the Amsterdam B.C., the then largest club in that country; but after a spell with the Manchester B.C., I became a zealot on behalf of the Anfield B.C., of which I am a sub-captain, and of the Cheadle C.C., whose secretary I am, and a faithful member of the Manchester Wheelers."

April 1901

Woodside Ferry Charges.

At the next meeting of the Birkenhead Town Council, Councillor E. Allen Tooth (the old Finchley Hatter), and now a prominent member of the famous Anfield B.C. will bring forward a motion to reduce the charge for the carriage of a bicycle on the Woodside passenger ferry boat from 2d. to 1d. per machine. May he be successful is the earnest wish of Liverpool cyclists.

APRIL 1901

© Anfield Bicycle Club



W. M. OWEN, 1889
Ridgway, Oldbury



J. R. Thompson, 1899



Frank Wood & W. M. Owen July 1901
Triumph Standard



Frank Wood & W. M. Owen July 1901



A. E. Bennett.



W. M. Owen feeding anfield 100 1901

Photo by Joe Horwood H.R.C.

THE ANFIELD INVITATION HUNDRED.

AN UNQUALIFIED SUCCESS.

Except for a somewhat troublesome breeze, Whit-Monday was an ideal day for fast road riding, the rain of the previous day having completely laid the dust and rendered the "going" first-class. Consequently times in that time-honoured event, the Anfield "100," or, to give it its full title, "The Anfield 100 miles' invitation unpeaced handicap time trial," ruled very fast.

HOW THEY DO IT.

The Anfielders are past masters in the art of running off time trials on the road without causing inconvenience to other users of the highway, and therefore it is not surprising to learn that their last flutter from start to finish was carried out without much as a single hitch occurring. Strict rules are laid down by the club for their hundred, and about a dozen checkers are stationed at various points on the route to see that the rules are carried out. To be paced, accompanied, or followed is entirely prohibited; to "hang on" to fellow competitors is forbidden, and incur disqualification; no competitor may be fed by riders coming along side; everyone handing food to competitors must be on foot; each competitor must tell out his name as he passes the checkers, any competitor riding on the footpath will be disqualified, &c., &c.

LAST YEAR.

Last Whit-Monday (June 4, 1900), for the first time in an Anfield 100, pacing was entirely prohibited. On that occasion W. H. Nutt, North Road C.C., won the race, and did fastest time, viz., 5 hr 38 min 47 sec.; J. H. Banks, Congleton C.C., doing the next best time (5 hr 39 min 55 sec.); and R. L. L. Knipe, Anfield B.C., the third best (5 hr 42 min 48 sec.). The roads were in fair condition, but a strong wind troubled the men on the outward journey. Twenty-three started, and fifteen went through.

THIS YEAR.

Twenty-nine men entered for the race, twenty-five started, and fifteen went through. The non-starters were: C. Bryer, North Road C.C. (10 min.); T. B. Gaynor, Manchester Wheelers (20 min.); H. P. Smith, Anfield B.C. (25 min.); and T. Fairhurst, Birkenhead C.C. (30 min.); and the starters were:

R. N. Cary, Bath Road C.C., scratch; R. S. Cobley, North Road C.C., scratch; R. L. L. Knipe, Anfield B.C., scratch; W. H. Nutt, North Road C.C., scratch; J. H. Banks, Congleton C.C., 1 min.; H. W. Burnman, Speedwell B.C., 5 mins. R. Ibbotson, North Road C.C., 5 mins. C. Moynihan, Manchester Wheelers, 5 mins. W. R. Oppenheimer, Anfield B.C., 8 mins. W. E. Gee, Manchester Wednesday C.C., 10 mins.

H. Whaster, Leeds Road Club, 10 mins. G. Lovelady, Liverpool C.C., 18 mins. S. Irving, Anfield B.C., 20 mins. W. Osborne, Stockport C.C., 20 mins. W. M. Owen, Anfield B.C., 20 mins. R. E. Pritchard, Anfield B.C., 20 mins. A. Duff, Manchester Wednesday C.C., 25 mins. J. Lightfoot, North Liverpool B.C., 25 mins.

A Classic Event.

The Anfield Hundred entitled to be described as a classic event, an invitation to compete in which is regarded as an honour. Twenty-five men started in the race on Whit Monday, fifteen completing the distance. The scratch men were: Cary, Bath Road; Cobley and Nutt, North Road; and Knipe, Anfield. Cobley, who recently so well in the North Road unpeaced fifty-mile race, turned in a time of 5 hr 25 min. in the handicap, being the best in 5 hr 27 min. 35 sec., and having an allowance of 20 mins. Oppenheimer, of the promoting club, being the best in 5 hr 30 min. 24 sec., third in the handicap. Knipe punctured at 50 miles, being then 4 minutes inside Northern record.

Anfield 24: Knipe Breaks the 12 Hours' Record.

The Anfield 24, was duly held last week, starting on Friday night. The winner turned up in R. L. L. Knipe, who, fortunately unassisted by his proverbial bad luck, did a fine time, constituting Northern record. In twelve hours he covered 214 miles, thus setting a new record for that distance. W. M. Owen and W. C. Humphreys, on a tandem, finished second, with 306 miles to their credit, and W. R. Oppenheimer third with 203 miles.

F. Woods, Anfield B.C., 25 mins. W. Bland, Anfield B.C., 30 mins. H. Brady, Manchester and District Clayton C.C., 30 mins. H. M. Buck, Anfield B.C., 30 mins. G. Johnson, North Liverpool B.C., 30 mins. C. H. Hunt, Liverpool C.C., 35 mins. W. Arnold, Cheshire C.C., 45 mins.

NORTHERN RECORD BRATEN.

Knipe's time of 5 hr 31 min 52 sec. (made on June 16th last year) was beaten by four of the riders; no less than 6 min 52 sec. being chipped off it by Cobley, who finished third in the handicap, and did fastest time. Knipe was again unfortunate in this year's race, as, when going strong and as fast as anyone in the race, he had the bad luck to puncture at 50 miles. The rider of his spare machine went "blind" right past him, and the only other machine Knipe could get proved unsatisfactory. He stuck it for sixteen miles, however, but then was forced to abandon the struggle. The Brinell gear was used by Wheater, but after taking something like three hours to cover fifty miles, that rider retired. Cary was forced to give up at sixty miles, being seized with violent cramp, and Nutt was thrown out early in the race through bending one of his cranks, his machine being built too low for the sharp turns in the course.

W. OSBORN,

of the Stockport C.C. (30 mins start), undoubtedly provided the surprise of the race, that rider going through in the third fastest time. He rode a machine geared to 91, and he appeared in the pink of condition. We learn that Osborne made the Lake District his training ground for the race, and it certainly seems that his selection of quarters was a wise one.

RODE A FREE WHEEL.
Cary rode a free-wheel, and apparently he did not gain anything by so doing, as the last division pedalled down the hills faster than Burton could free wheel. With the exception of Cobley, all the North Road men were mounted on road-racers, fitted with wood rims and Paris or similar light tyres. Most of the Northerners were mounted on road-racers, fitted with road-racing tyres. Result of the race:

	Actual Time	Start. M. M. S.	M. M. S.
I. W. Osborne, Stockport C.C.	3 hr 25 min 52 sec.	30 24	73
2. W. R. Oppenheimer, Anfield B.C.	3 hr 30 24	52 24	34
3. R. S. Cobley, North Rd. C.C.	3 hr 30 49	52 49	42
4. J. H. Banks, Congleton C.C.	3 hr 35 14	35 14	14
5. H. W. Burnman, Speedwell B.C.	3 hr 38 41	38 41	41
6. H. Brady, Manchr. and Dist. Clayton C.C.	3 hr 42 55	42 55	55
7. H. M. Buck, Anfield B.C.	3 hr 46 25	46 25	25
8. W. E. Gee, Manchr. Wed. C.C.	3 hr 48 47	48 47	47
Also finished: A. Duff, 6—30—30; R. Ibbotson, 6—47—36; C. Moynihan, 5—47—57; W. Arnold, 8—30—49; W. M. Owen, 6—55—5; J. Lightfoot, 6—28—21; W. Bland, 6—34—25.			

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

The Anfield Invitation 100.

The Anfield B.C. has once more decided to hold its 100 on the road, and, as last year, to have it "unpaced."

The Black Anfielders have clung fondly to their 100, whilst other clubs have allowed their event to "slide," and each year a great measure of success has crowned the efforts of our Northern friends. The Anfield B.C., very wisely we consider, decided to make their event an "unpaced" effort last year, and they had every reason to congratulate themselves on the result.

If we remember right, thirteen clubs were represented; we know there were twenty-eight entrants, and of these twenty-three started and fifteen finished, which seems most creditable when the early date is taken into consideration. Whit-Monday will again be the date for this fixture, and as it falls this year very early, May 27th, we hope members intending to compete will bestir themselves at once, for an out-and-home 100 at such a date is no "soft job" if one would do one's self justice. From experience we can say that a more enjoyable holiday could not be spent than with the Anfielders, and to all intending competitors we can confidently promise the very best of times. Come and see for yourselves.

Second Prize, value three guineas, to be chosen by the winner.
Third Prize, value two guineas, to be chosen by the winner.

Cobley, in addition to third prize, gains a gold medal for doing the fastest time, and Oppenheimer takes second prize, and the special prize offered to the first placed Anfielder, and also a gold medal for beating record.

W. H. R. Knipe, Anfield B.C.

The Anfield Standard.

THIS classic event took place on Whit Monday, on Shropshire and Cheshire roads, and was a most pronounced success. There were thirty-nine entries and about twenty-five starters. The arrangements were first class, and as the route had been kept remarkably quiet, a very few besides members of the Anfield, North Road, Manchester Wheelers, Speedwell, and M.C. & C. were present. There were no casualties to make a fuss about, and everything passed off in the most satisfactory manner. The rain of Sunday morning made the roads exactly right for the undertaking, and consequently there were some extraordinarily fast times shown. There were a lot of "fancies" for the race, all the big clubs having representatives of whom and stamina "up," and there were all sorts of "tips" as to the winner, which proved pretty conclusively how good the handicapping had been. The most fancied man among the Midland contingent was H. Westley Burman, of the Speedwell C.C.; while among the Londoners R. S. Cobley, of the North Road, who had the fastest time of 5 hr 25 mins, third. He was followed by J. H. Banks, of Congleton, and then came H. Westley Burman, of the Speedwell, a young Midland rider of great promise, whose first hundred it was in competition, and whose time of 5 hr 35 min. 44 sec. in an unpaced time trial must be accounted exceedingly good, as the course was comparatively strange to him, and he did not have the best of luck. The North Road man is a fine specimen of Saxon manhood, and he rode like a champion throughout the journey. This is one of the classic road events of the year, and hundreds of cyclists from all over the country come to witness the competition with the keenest of enjoyment.

The Anfield "50."

The Anfield B.C. held another 50 miles' unpeaced handicap road race on Saturday.

The weather was beautiful, and the roads were in excellent condition. Results—

Start. Actual Time.
M. M. S. M. M. S.

1. W. R. Oppenheimer ... 3 ... 2 51 5
(fastest time)

2. E. Buckley 15 2 48 28

3. H. M. Buck 16 2 50 50

Also finished: F. J. Cheminais, 2 hr 55 min 18 sec.; J. M. James, 2 hr 48 min 20 sec.

(fastest time); A. T. Simpson, 2 hr 56 min 50 sec.; H. M. Keizer, and C. E. Greenwood (tandem), 2 hr 55 min 55 sec. (W. Osborne, scratch), who was riding a machine fitted with wood rims and continental tyres, met with a misfortune, and did not go through.

A. H. Peers was thrown out by a puncture, and others who started out did not finish.

W. R. F. Pritchard, W. Bland, and S. J. Lancaster.

The Anfield "50."

The Anfield B.C. "FIFTY."

On Saturday the Anfield B.C. successfully carried out its first "fifty" unpeaced, of course, of the season. The roads were in fair condition, but a strong wind hampered the men on the outward journey, and they were further handicapped by the swarms of midges with which the air was filled. Thorne on the roads were pretty plentiful, and there were several punctures, three men—A. H. Peers (14m.), F. J. Cheminais (15m.), and A. T. Simpson (16m.)—having to retire through tyre troubles. Twelve started, and the eight following finished—

Start. Actual Time.
M. M. S. M. M. S.

1. W. R. Oppenheimer ... 3 ... 2 51 5
(fastest time)

2. S. Irving 14 2 52 31

3. F. Roskell 8 2 54 51

4. R. E. Pritchard 9 2 55 51

5. H. M. Buck 12 3 4 31

6. F. Wood 12 3 4 31

7. W. Bland 12 3 6 39

8. J. H. Cook 12 3 6 39

9. R. L. L. Knipe scratch 2 55 59

Knipe, who was riding a machine fitted with the Brinell gear, collided with a furniture van when coming through Holmes Chapel on the return journey. His machine was injured, and he was rather badly knocked about. He went through, however, although he had to change machines twice after the accident. Mr. H. Poole, F.R.A., acted as timekeeper.

The Anfield "24."

New Northern Records for

12 and 24 hours.

THE ANFIELD TWENTY-FOUR.

SEVERAL RECORDS BEATEN.

Good Weather.

The annual twenty-four hours race of the Anfield Bicycle Club, held on Friday and Saturday, the 12th and 13th, was carried out under fairly favourable conditions, as, with the exception of a gusty wind, which was particularly strong from the 12th to the 24th hour, there was nothing to grumble at in the matter of weather. In places the roads were rather loose, however, and as a consequence punctures were numerous.

Two Men Beat the 12 Hours Record.

W. R. Oppenheimer and R. L. L. Knipe both beat them Northern 12 hours record, which stood 207 miles. Montgomery's more recent record of 207 miles, W. R. Oppenheimer, a Manchester member of the club, rode well in the first twelve hours, in which he did 210 miles, and he gave up when he had gone 303 miles, and so got 10 miles for the second 12 hours. W. M. Owen and F. Wood, a tandem pair, who had ridden 305 miles to their credit. They were regarded as the "aces" of the party, but it is notable that they exceeded the standard set by the Northern Road Records Association by the odd six miles. Their performance will therefore rank as a record.

The disappointment of the day was the poor performance of the other tandem pair, Messrs. Buck and Pritchard, whose success in setting up a tandem record was only a few weeks ago. They once again ventured forth on a machine geared to 104—far too high I think—but owing to the breakage of a spindle after they had ridden 105 miles, they had to change on to another machine. Their second mount was geared only to 87 inches, and perhaps had they kept to it they would have done well. But when they had ridden another 100 miles, they changed back to their original machine, which had been mended in the meanwhile, and afterwards they collapsed. It is interesting to note that when about 125 miles had been ridden Oppenheimer was twelve minutes ahead when Knipe had gone 205 miles. His position was reversed. Knipe was then twelve minutes ahead of the Manchester man. There is probably no rider on either road or track who can stand hard work better than Knipe. The timekeepers are Mr. J. H. Baynes, of Manchester, and Mr. H. Poole, of Liverpool, both of whom are officials of the N.R.R.A.

Another Grand Ride.

On Saturday the 1st inst., Mr. J. M. James, of the Anfield B.C., accomplished a very fine ride on Shropshire roads. Splendidly paced and going in grand style, he covered 100 miles in 1 hr 43 min 35 sec., beating the N.R.R.A. record for single bicycle (held by C. W. Schaefer) by 12 min 3 sec. and thus regaining for his club the record it had not held since 1894. The Anfield Bicycle Club now holds all the N.R.R.A. paced bicycle records.

Presentation to an Old Anfielder.

At Hunt's Cross, on Saturday week Mr. Edwards, an old member of the club, who recently committed matrimony, was presented by his fellow-clubmen with a pocket watch as a slight mark of the great esteem in which he is held by them. President A. G. White, in a very graceful speech, referred to Mr. Edwards' long connection with the Anfield B.C. Mr. Edwards had been a member for 16 years, during most of which time he had been an able and hard-working committee man. He had been a vice-president for several years, an active supporter of club fixtures, always

attending every one of them, and

Mr. Edwards' change of residence.

Complete Results.

The following are the distances covered

by the first 10 men:—

12 Hours. Miles. Miles.

1. R. L. L. Knipe 214 (record) 303 (record)

2. W. R. Oppenheimer 192 303

3. Buck and Pritchard 182

4. Wood and Owen 170 306 (record)

5. Irving 171 294

6. W. C. Humphreys 172 —

7. W. M. Owen 173 —

8. L. Oppenheimer 172 —

In the ranks of the famous Anfield B.C. are twenty-four riders who have covered over 300 miles in the day. Is not that a

club record? 1901

Nothing Daunts an Anfielder.

Despite the dense fog which prevailed on Saturday week, no fewer than 22 members of the Anfield B.C. carried out the run to Sankey Chapel. There were a few minor casualties, a gate or two, and a flock of sheep being run into, but all got through unharmed. Between Farnworth and Tarbeck, on the return journey, the fog was particularly black. All the men out covered from 30 to 40 miles.

1901

DECEMBER 11TH, 1901.

THE CYCLIST.



THE ANFIELD BICYCLE CLUB.

At the Easter headquarters of the Anfield B.C. (the Gian Aher, Bettery-Cook) an interesting meeting took place.



THE ANFIELD BICYCLE CLUB.

RECENTLY, AT HIGH LEIGH FARM, WHEN FORTY MEMBERS, THE FORTIETH MEETING, THE HON. TREASURER, MR. C. J. MOY, TOOK THE PHOTO. ANY OLD-TIMERS ARE PRESENT, AND NOT A FEW IMPORTANT ROAD RECORDS.

Northern Road Records Association

As Manchester is the head-quarters of this association, I have been asked to correct several figures that have recently appeared concerning rides accomplished and in particular the famous race against Brookly, and in the interview with Jolly, of Wellington, Lancashire, it was found that issue were incorrect, and are unreservedly withdrawn. The unpaced record has given scope for aspirants to establish new time and distances, and as the attempts have been rather numerous of late, I have had to trouble Mr. F. H. Koenen, the hon sec., for a revised list. This season less than nine records have been set against two for last year. The new paced 100-mile safety is now held by J. M. James, as 4 hr 48 min 25 sec. the 12-hour and 24-hours' paced safety, by R. L. L. Knipe at 211 miles and 34 miles respectively; the 50-mile paced tandem bicycle, by W. Oppenheimer and F. H. Koenen, as 1 min 18 sec; the 21-hours' paced tandem bicycle, by W. M. Owen and F. Wood, at 304 miles; all of the Anfield B.C. The new unpaced records are as follows: Fifty miles' safety, R. L. L. Knipe, as 2 hr 27 min 50 sec; 12-hours' tandem bicycle, H. M. Buck and R. E. Pritchard, at 200 miles of the Anfield B.C. The 12-hours' unpaced bicycle, by J. A. Walker, at 190 miles; and the 24-hours' unpaced bicycle, by M. Higham, at 322 miles both of the Yorkshire Roads Club.

NOV 1901

The Anfielders of To day.

If some member essayed to write the history of the Anfield B.C. from its inception in 1879, the history of cycle record spinning on the road would be largely written. The photograph of the "Black Anfielders" on another page show past and present hot records, and many have more fame as specimens. In the group I found Captain Frank Roselli, A. N. W. R. T. T. Conway (Liverp. Edinburgh record holder), R. Buckley (N.R.R.A. 24 hours' record holder), broken H. M. Buck, W. R. Oppenheimer (N.R.R.A. 12 hours' unpaced record holder), D. R. Fell (wearing the star he is the first man to ride from London in one day), D. J. Bell, Mercer President A. G. White, H. F. (R.R.A. and N.R.R.A. time-keeper), G. Worth, R. L. L. Knipe (N.R.R.A. 50 miles' unpaced record holder, and 24 hours' paced record holder), H. Buck and R. E. Pritchard (N.R.R.A. 24 hours' paced tandem record holders), W. M. Owen (N.R.R.A. 12 hours' paced record holder), F. H. Koenen (the famous record holder "Jimmy" who is now an active Anfielder).

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R. L. L. Knipe rode a Bridgemill-spoked machine in the Anfield "50," but unluckily he collided with a furniture van at Holme Chapel, and had to finish on ordinary machine.

Good All Round.

R. L. KNIFE, of the Anfield B.C., did a grand unpaced ride on June 9th, securing the 100 miles' unpaced record on Northern roads. His time was 5 hrs. 31 mins. 52 secs., excellent going, especially as the roads were not too good. This beats the time done by W. H. Nutt in the Anfield Hundred by 7 minutes, and is the first attempt on the Northern 100 miles.

The standard to be beaten was 5 hrs. 45 mins. We presume that a time could not be passed record, on account of it being done in competition, and thus out of court by the N.R.R.A. rules.

In addition to his enthusiasm for cycling, Mr. Knipe is an enthusiastic oarsman and captain of the Liverpool Victoria Rowing Club, which has been very successful in races on the Dee and elsewhere. Mr. Knipe was last year awarded the

S. L. KNIFE

silver medal of the Humane Society, being instrumental in saving the life of a lad who fell into the Wallasey Pool, Birkenhead. He serves on the committee of the Anfield B.C., and has performed excellently well in past Anfield road Unpaced work is decidedly his forte.

W. H. Nutt, of the N.R.R.A., was magnificently in the Anfield Hundred when he won, from Smith, on the London (fastest time). 1902



W. J. NEASON
"Imperial Rover"
6 Sept.



FRED DEL STROTHER
"Bradbury"
1896

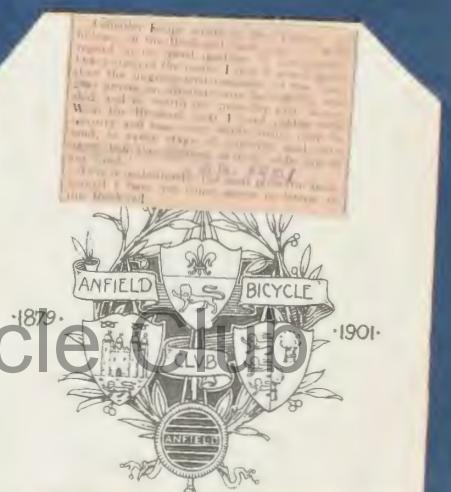
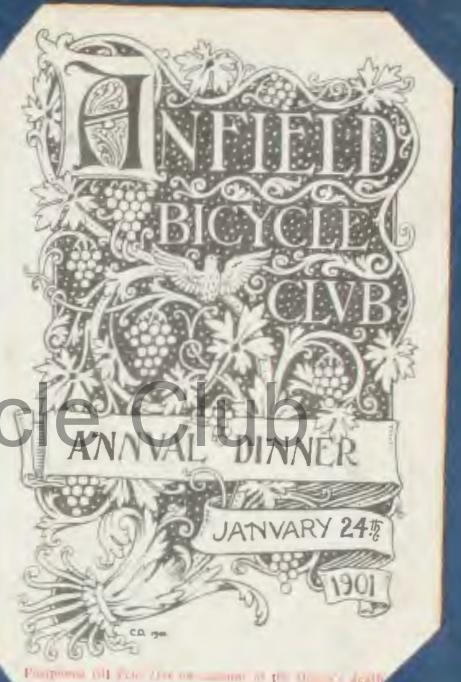
Knipe the Unlikely broke a spindle and a pedal and punctured continuously. Though he had to change machines seven times, he won the Anfield "24."

Green's Challenge.

J. E. Green, of the Anfield B.C., in a letter to a contemporary, offers to ride the winner of the pursuit race at Fallowfield on Saturday, under similar conditions, if a prize forthcoming. Tommy Davies, who won the race in question, called at this office this morning, and stated his willingness to ride Green either a quarter or half-mile pursuit race, the event to take place either at Bolton or Macclesfield, but not at Wigan, as suggested by Green.

An Old Anfielder in Charge.

Mr. A. N. Deakin, the old Anfield crack, is now in charge of The Cycle and Motor Company's big shop in Bold Street. He has, as his lieutenant, Mr. H. McCormick, and these two gentlemen will be in command of the C. and M. Company's stand, which will contain 15 machines (Swifts and Sparkbrooks). Features of the Swift cycles are their twin stays and back-pedaling band brakes, while the Sparkbrook is notable by reason of its duplex tubing. The Sparkbrook Duplex grand roadster, price 22 guineas net, is a very handsome machine.



ANFIELD B.C. EASTER TOUR.

A TIME-HONOURED FUNCTION.

1901

The Anfield Bicycle Club was formed in 1879, and every Easter since then the members have made the Glan Aber Hotel, Bettws-y-Coed, their head-quarters for the whole of the first holiday of the year. This year's tour was a great success. Thirty-four members and five visitors took part in it, and but for the bad weather on Saturday and Sunday at least ten more would have joined Bettws, several members having got as far on the road as Llangollen, where they remained storm bound. The advance guard went right through on Thursday; another detachment broke the journey at Llangollen, while the main body rode into Bettws on the Friday.

Buckled His Back Forks,

and until he was met at Capel Curig by a motor, which had been sent to his aid, he had to get along as best he could minus a chain. At Bettws the obliging Buckley came to the rescue, and with his help the frame was straightened sufficiently to admit of the scribe doing the return journey to Liverpool a-wheel. Saturday night witnessed

F. J. Chemainis were in fine form, while Messrs. J. and W. Bulcock fairly eclipsed themselves. On Sunday several parties were made up, one large party walking to Capel Curig. Another big detachment rode to Dolwyddelan,

despite the rain, and altogether a most enjoyable day was spent in adverse circumstances notwithstanding. At night an informal social was held. Monday found the men making tracks for home. Some went over the hills to Ruthin; but the main body followed the usual route through Pentre Voelas, Cerrig-y-Druidion, and Corwen, putting up at Llangollen for lunch, and at Pwlford for tea. With a strong wind behind them, very fast time was done to Llangollen. Fortunately, all the party got back before the weather broke again, thus bringing to a conclusion, in comfort, another successful



Glan Aber Hotel, Bettws-y-Coed.

On Good Friday the weather was simply perfect, and those who had made the Glan Aber on the Thursday night enjoyed a magnificent run to Beddgelert and back, while the main body had a glorious time of it "all the way." At Cerrig-y-Druidion the M.B. fell in with the -

Manchester Wheelers,

good old "Jack" Esey being very much to the fore, while at Bettws, en route for Capel Curig, the Centurc C.C. of Birmingham, with "Johnny" Price, "as large as life and twice as natural," was encountered. The Anfielders had their usual experience of wet weather; but several of the members carried out the circular run through Conway, Bangor, Bethesda, Pass of Nant Francon, and Capel Curig, arranged for the Saturday, and they were rewarded with fine weather.

The Anfield B.C. Easter fixture at Bettws-y-Coed was as successful as ever, thirty-six members and five friends participating therein, and having a most enjoyable time. The weather was on its best behaviour, except for some heavy rain on Saturday morning, and a strong wind. Some of the party went right through on Thursday evening, and others as far as Llangollen, Friday and Saturday morning further additions, until the Glan Aber Hotel was full. On Saturday a grand ride to Beddgelert and Pont Aberglaslyn was experienced, and Sunday various parties were made up, one party riding a distance of eighteen miles to Trefriw, and over the moors to Capel Curig and back to Bettws, another going to Llangollen. On Monday the return journey made by various routes, some sticking to regular way, via Corwen and Ruabon, but quite a few parties returned via Llaoerw, Llandaf, Tafffe, Abergele, St. Asaph, Holywell, and St. Queen's Fagan. Noisy ad the old member participated, and the gathering was indeed interesting. The motor-tricycles, one tandem, and three tricycles. The evenings were enlivened with musical programmes, under the direction of Mr. F. K. Chemainis, in which he and Mr. G. J. Thackstone, took a prominent part, while President A. G. White ably presided over all the various functions which are such pleasing features of this annual gathering.

1902 ROAD RECORDS.

F. Roskell's 50 miles (plus one fur-long) unpeaked tricycle record made on June 14, in 2hr. 45min 10sec. has received the hall-mark of the Northern Road Records Association. R. L. L. Knipe's records, made in the Anfield competitions on July 18-19, for 12hr. and 24hr., were passed at 217 miles

the arrival of G. J. Thackstone, who, in view of his

Approaching Marriage,

was made much of. He was met at the station by a landau, and with R. E. Prichard (in a wondrous rig out) acting as coachman, and several other members as horses, he was borne to the hotel with great eclat. The usual social was held on Saturday night, a feature of which, this year, was the presentation to the aforementioned Thackstone of a handsome clock and ornaments as a wedding present. President A. G. White, in a most graceful manner, made the presentation, and the recipient, who was visibly affected, becomingly and modestly acknowledged the gift. The social was one of the best ever held at Bettws. Messrs. A. T. Simpson, Prichard, Thackstone, and

Easter tour. Among those who took part in the tour, and who have not been previously named, were: F. H. Koenen, W. R. Toft, F. Bird, H. Poole, E. Allen Troth, F. Roskell, E. G. Worth, "Jimmie" James, D. C. Rowatt, E. Buckley, J. H. Cook, W. R. Oppenheimer, "Dan" Simpson, H. Hellier, P. C. Beardwood, "Dave" Fell, T. B. Conway, and E. Edwards.

The Usual Photo

was not taken this year, owing to the regrettable absence of C. J. Conway, who was at Newcastle along with J. K. Conway and Hugh Fraser. That trio wired the Bettws crowd as follows: "With you in spirit; hearty felicitations to Thackstone." By-the-way, C. J. Conway was represented by his famous chocolate, which has now become quite a Bettws institution.

Nothing can be daunt the Anfield men. On Saturday their affair was an inter-club run with the Manchester Wheelers. High Legh was the appointed meeting-place, and thirteen of them reported. But, alas! although High Legh is a much shorter journey from Manchester than Liverpool, only one member of the Wheelers put in an appearance. Mr. W. P. Cook, the Anfield secretary, tells me this is so. I should judge, in sorrow than in anger, when the Manchester Club was stragglers on the road that it is to-day, and genuinely regrets its decadence. For my part I longed to make excuse for the Wheelers. Perhaps the rain was heavier on the Manchester-to-Warrington highway than on the Liverpool-to-Warrington road. I remember racing with them on the Horner Cheshire-to-Newcastle "tare" race about twelve years ago in order to break the finish record. I spent all day in the saddle, and won the race, and the small hours after in preparing "speed-food" and the small hours after in pacing the front of the warehouse. But the men in black came not—at least not until eight o'clock the next morning. Then half-a-dozen came, and, as I lay me out of a deep sleep, explained that not the police (as I had feared) but heavy rain in Liverpool had frustrated the race. Yet, says that the moon had now again been obscured by some black cloud. It had been a fine night with me.

JUNE 1902

Another antimonial weather favouritism the Anfield B.C. on Saturday, and the record of 50 miles was supported by twenty-seven members and several friends. A very warm welcome was given to Mr. C. J. Slade on his first appearance since his return from the war, and Mr. R. L. L. Knipe received hearty congratulations on his recent ride from Liverpool to Edinburgh. A week-end party was over South Cheshire roads and the week-end proved the best experienced for a long time.

1902

Mr. NEW RECORD 1902
The attempt to establish a new unpeaked miles tricycle record, by Mr. F. Roskell, the captain of the Anfield B.C., was most successful. A limit standard had been fixed at three hours. The rider was a novice near Hodnet by Mr. F. Cook, and so soon turned out to the N.R.R.A. and accomplished the distance in 2hr. 44min. 10sec. The paced record for the same distance and type of machine made in June, 1896, in 2hr. 19min. 10sec., is still held by Mr. J. Fowler, of Macclesfield.



© Anfield Bicycle Club

A POPULAR CLUB. THE ANFIELD B.C.

The Anfield Bicycle Club was founded in 1879, and took its name from the district of Liverpool, where its first club members were situated among the founders and early members being J. H. Cook, H. J. Moore, and D. R. Fell, who were all Farnham college students. In the early days the club was small and simple, but it was about the first to become a prominent club, and soon it had its own members to call its own, while right from the start the club had for all time a strong record for all the standard club runs all the year round, and the uniforms were soon known as "the Anfielders," the "Red Caps," and the "mud caps." The club has always been singularly fortunate in officers and their wisdom in deciding the club's policy, but everything to do with the success achieved has been due to the leadership of such men as D. J. Cook, H. J. Moore, D. R. Fell, and J. C. Robin, and path racing was abandoned after the result from the N.C.U. run by Lawrence Fletcher in 1885, although in W. Bayes and C. E. St. John the club had been prominent in the paths, and at annual race meetings made up of local amateurs and professionals competed. Since then hard road racing has been the club's chief sport, although previously it had been prominent in the paths, and there was no real body of road riders anywhere, most of the members had done their cycling on a general omnibus. Most of the accomplished road performances in the club's twenty-four hours' trials, but Mr. D. R. Fell was the first man to prove Liverpool to London, and the first to do it in a day. Since the club's history is short, however, most of the road records now recognized by the R.R.A. and N.R.R.A. have been set by G. P. Mills, Law, and G. B. Mercer, J. J. L. W. J. N. E. Buck, R. H. C. W. T. S. H. B. H. H. H. S. A. N. Deakin, J. A. Bennett, J. Fowler, T. B. Cook, and many others, who still holds the record for the distance from Brighton to Liverpool, 150 miles, in 1901, and the record for Land's End to John o' Groats, 500 miles, in 1901, fifty miles less than the record held by the London Club.

J. R. A. ROSELL, WHO CAPTAINS THE BLACK ANFIELDERS. HIS EXCELLENT PERFORMANCE IN CREATING A N.R.R.A. RECORD FOR TRICYCLES AT 50 MILES IN 2 HRS. 43 MINS. 10 SECS. WAS MADE WITH RECENTLY 1902

For Business Use.

The illustration on this page shows Mr. Percy Beardwood of Liverpool on his Ariel quad, which he has successfully used in the past two years in which time he has won over £1,000 in the North of England and Lancashire. His regulars (Dunkos) have just been replaced, and the old ones cerebrally re-set to stand by. Beyond the first few months of last year he has not been beaten, and the lab continues to go up to the end under any circumstances, and the customer is satisfied through Lancashire and Cheshire, and even beyond from Liverpool, and only a few are indulged in a grand dinner, but the weekly fixture, which is a great support to the works, is to keep the numbers in through the year, and the lab continues to go up to the end under any circumstances, and the customer, there are no long waits for trains. The average about eighteen miles per hour, but one record often runs up to even three or twenty miles, and the wiser girl finds indispensable for travel, and the more drivers, and a necessity when running long on the law year. Accidents have been rare, in fact, I have had many more running now and again over dogs, with no more serious results than a few scratches. All that is rather a large load to put on a man over, but I have managed it successfully.

SEP CYCLING, 1902

THE ANFIELD BICYCLE CLUB.

Last Saturday was a regular race at Pinfold, but most of the members turned out to the number of about thirty, and along the road between Liverpool and Birkenhead, as two of the members started off to Eddisbury, Mr. H. J. Moore, Mr. H. K. Green, Mr. D. R. Fell, Mr. G. B. Mercer, and Mr. F. J. Chem., honorary treasurer, Mr. C. J. Evans, Mr. J. H. Cook, Mr. T. B. Cook, Mr. E. Edwards, Mr. W. M. Owen, Mr. W. J. Oppenheim, Mr. H. Poole, Mr. W. R. Tort, and Mr. E. G. Worth, honorary secretary, Mr. W. P. Cook, Liverpool.

The task of ruling the big Board in Brougham Terrace is no sinecure; but the chairman, backed by the members, manages to keep the team well in hand despite the occasional gibbing of one or two fractious ones.

A SUCCESSFUL TOUR. Twenty-eight members of the Anfield B.C. took part in the four days' tour to Radnorshire and Brecknockshire, machines ranging from tricycles, two-wheeler-tricycles, motor-bicycles, and motor-cycles, and the record was broken by Mr. H. Cook, who reached Abergavenny on the route being the pleasant one via Builth Woods.

JUN 1902

A SEVEN MILE OMELET. The ride to New Radnor, which includes a seven miles' climb up the Black Mountain Pass, was one of the most interesting and enjoyable parts of the tour. Saturday was spent at Llanidloes, Mr. Cook relates his interesting description of the tour. He was very sorry that lack of space prevented him from publishing his account in full, as follows:—Liverpool was reached with much difficulty, the roads being extremely bad, making the journeys over mountainous country, with the result that further delay had to be incurred. Carts were seen to have been dropped. Seeing that the road showed no signs of dropping, Mr. Cook had to give up the attempt. However, the present record is unbroken, and the road over the classic course.

An up-to-date traveller's turnout.

J. E. Green, the prominent member of the Anfield B.C., has been racing for several seasons, having won something like £400 worth of prizes since taking to the paths. This year he has won many scratch races in the West of England, and making a specialty of unpeaced riding has won several pursuit races, and also tied Reed's quarter-mile unpeaced record. Green is now in his twenty-sixth year, and is open to meet any English amateur in a pursuit race.

The forty-two page booklet containing the report and accounts of the Anfield B.C. reflects great credit on the compiler (Mr. W. P. Cook).



(Mr. W. M. Parry, Chairman of the West Derby Board of Guardians—from a photo by Brown, Barnes and Bell)

A WELL-THOUGHT-OUT TOUR. An interesting tour has been arranged by the Anfield B.C. for the coming week. The tour will run to Oswestry (41 miles from New Ferry), where a stop will be made at the "Wynnday Arms" for dinner, arrangements for 1.30 p.m. After dinner, the ride will be continued, via Welshpool, to Newton (2.9 miles), tea at "The Bear," and on to Llanidloes (2.5 miles), where, at the "Towyfelin Arms" Hotel, the night will be spent.

VALLEY OF THE WYE.

On Friday the first part of the day's run to Llangollen, where the valley of the Wye will be entered, and followed via Rhayadergey (144 miles) and Builth (28 miles). Dinner at "The Lion." Then on to Llanidloes (51 miles). Tea at the Wellington Hotel. The tour will then be continued along the valley of the Teme to Hereford (65½ miles), where the night will be spent at "The Bear." From Crickhowell (134 miles) excursion may be made to Abergavenny, via Llangynidr, and back via G. Llanerch, thus completing the Usk Valley.

THE BLACK MOUNTAINS.

Wheels are turned northwards on Saturday, and Talgarth (112 miles) is reached by the Wye Valley to Hay (132 miles), where dinner will be taken at the Crown Hotel. The Wye Valley is left at Wirksworth (27 miles) and the tour then proceeds to Kington (72 miles). Tea at the "Bell" and Stirrup. Then on to New Radnor (40 miles). Tea at the "Prestige" and Kinnerion are then passed through, ending at Llandeilo (34 miles), the meeting place for the night being the Lion Hotel.

IN SHROPSHIRE.

On Sunday the tour will be continued via Bishop's Castle, and along the Hope Valley, to Minsterley, Shrewsbury, and Weston (44 miles). Dinner at the Hawkesstone Hotel, Whitchurch and Chester (72 miles). Tea at the "Bell" and Stirrup. Then on to New Ferry, making the day's mileage 85, and the total mileage for the tour 235.

The gentleman whose portrait presented adorns this page is one of the hardest and most enthusiastic riders in the Anfield B.C., and is the secretary of the Anfield B.C. He is one of the very best of the many good secretaries which that famous and old-fashioned club has ever had. Mr. Cook joined the Anfield B.C. in 1896, and he at once qualified the 150 miles test then given by riding that distance in a little fifteen hours, a record which he still holds. In the following year, mounted on a heavy safety geared to 60, he covered 180 miles in eighteen hours. In 1899 business took Mr. Cook to America, and he remained there until 1899. Shortly after his return to England Mr. Cook was placed on the committee of the A.B.C., and last year he was elected hon. secretary. He is one of the club's most regular riders.

Those who went on tour in North Wales at Easter fared better in the matter of weather than the stay-at-homes, and better, too, than those who went to the Lakes. On the Saturday morning one of the Beddgelert guides, who had been up Snowdon on Good Friday, and had the Manchester Wheelers that night, had got deep in the mists, and was lost for this reason, and because it rained all morning, they altered their programme for that day, and had a short ride to Portmadoc and back. The Anfielders also report a rainy Saturday morning, but it did not deter them from going on a pre-arranged ride from their quarters at Bettws-y-Cood to Beddgelert and back. One of the members of the party came to grief at Pen-y-Gwryd, but he had the luck to fall in with the Manchester Wheelers, who were also mired, and they kindly towed him back to Bettws-y-Cood. A grand ride at the Anfield secretary's description of a Beddgelert journey, and he adds that, save for the rain on the early part of it, the weather was in the best behaviour throughout the holiday.

I believe I am right in saying that the Anfielders have never had a better holiday than the one they had at Bettws since the club was formed in 1879. This time thirty-four were joined by five friends. Several of the Manchester drivers rode as far as Chester on the Thursday night, and it is interesting to note that they all but escaped the rain which fell so persistently in this district. They were just caught by it on this side of Tabley, but afterwards they travelled over dry roads. On the morrow, instead of waiting for the Liverpool contingent, they pushed on through Mold and St. Asaph to the coast, and made for Bettws-y-Cood by way of the narrow roads. One of them has told me that, except on this stretch of road, the roads were everywhere in capital condition. Some of the Liverpool drivers, however, had to take the main route—Wrexham, Ruthin, Llangollen, Corwen, and Pentrefoelas; others stopped the night at Llangollen and finished the journey on the Friday. The Manchester Wheelers fell in with some of these, and some of going Anfielders at Corwen, and with a party of the Centaur club of Birmingham, who were going to Penmachno. The Wheelers had only a poor muster—four or six, as against twenty-six last year,—perhaps because the weather was so villainous in Manchester on Good Friday morning. They left Manchester at a downpour at half past seven, and when they left the train at Corwen three hours later the sun was shining brightly and the roads were dry. They kept company with a few of the others, and afterwards journeyed by way of Bettws-y-Cood, Capel Curig, and Pen-y-gwryd to Beddgelert, arriving there in good time for dinner.

Sept. 1902.—"Singing."

W. P. COOK

his record for last year being fifty-one attempts out of a possible fifty-four. A business call to the Continent prevented him from attending the last three runs. Mr. H. Cook, a brother of the subject of this sketch, was one of the founders of the Anfield B.C.

Anfield B.C.—Despite somewhat unsettled weather, the Anfielders' tour in Carnarvonshire was a great success. Twenty-six members took part in it, among the machines ridden being three tricycles, a tandem bicycle, and a motor-bicycle. The party, which rode to Conway on the Saturday morning, experienced only two slight showers, while they did dry roads for most of the day; but the roads from Conway to Carnarvon were very wet. The tour proper was favoured by excellent weather, and the ride to Pwllheli, Criccieth, Harlech, Barmouth, and Dolgellau was a most agreeable. The camp was established at the Prince of Wales Hotel, Carnarvon, and the Golden Lion Royal Hotel, at Dolgellau. The weather was one that could be desired, and boy houses are highly spoken of by the tourists.

Except for some loose roads near Llanuwchllyn, the ride home from Dolgellau, via Welshpool, Rheidol, and Mawddach, was a magnificent one.

Aug. 1902

GER 1902

Benyon and Green (inside) v. Ingram and Janson.

One mile tandem match.—A. Benyon and F. J. Janson, v. Benyon and J. E. Green.—In the afternoon the Postscript section was taken to consider the race, Ingram started ahead, and continued to do so until entering the back straight after the bell. Suddenly, however, he was felled by a foul length lead, and he was forced to accept the inevitable abandonment of what otherwise would undoubtedly have been a successful record ride.

The week-end party was so large that to divide, some staying at Hawston, and some at Wrexham, the party was split in various ways. Afternoon the ride home via Ellerton, Wrexham, Hawarden, and Queen's Ferry was most enjoyable.

Sept. 1902



R.E. PRICHARD & H.M. BUCK
"Raleigh tandem"
JANUARY 1902



Photo by Stefford-Jones, Birkenhead.
HARRY GREEN, THE SPEEDY ANFIELDER,
PROBABLY THE FASTEST UNPAID
RIDER ON THE TRACK IN THE
NORTH OF ENGLAND.

Last Saturday, the regular run of the Anfield Bicycle Club was to Great Budworth, but most of the members were down at Hawston, shire on a record hunt. Captain F. Roskell started to attack the 100 miles unpaid tripe, and in 15 hours and 15 minutes, but unfortunately the attempt proved abortive, the bell being the checkers not reaching his goal in time. The day was ideal for record breaking, and Mr. Roskell was riding on the top of his form, being inside his timetable, and apparently certain to do about six hours when the checkers struck. He was, however, checked by his followers, but after riding back from the corner, two miles, he found this was not so. A checkers was then sent down the road, and Mr. Roskell again covered the four miles, but the loss of twenty minutes thereby incurred was fatal to his record. He was, however, and he was forced to accept the inevitable abandonment of what otherwise would undoubtedly have been a successful record ride.

The week-end party was so large that to divide, some staying at Hawston, and some at Wrexham, the party was split in various ways. Afternoon the ride home via Ellerton, Wrexham, Hawarden, and Queen's Ferry was most enjoyable.

THE NORTHERN ROAD RECORDS ASSOCIATION:

13. Feb. 1902. Riders and their Records in 1901.



THE N.R.R.A., which has its headquarters in Manchester, was formed in 1890, and occupies a most important position in checking and recording road record attempts, paced or unpaced, taking place up north. The year proved a busy one for this Association, no less than nine new records being established during the season, as compared with two claims received and passed in 1900.

The following list covers

RIDERS AND THEIR RECORDS created in 1901:—J. M. James (Anfield B.C.) 100 miles' paced, 12 hrs. 43 mins. 25 secs.; J. A. Walker, Leeds (Yorkshire Road Club), 12 hours' unpaced, 11 hrs. 40 secs.; W. R. Oppenheimer and F. H. Koenen (Anfield B.C.) 100 miles' tandem unpaced, 10 hrs. 20 mins.; W. M. Owen and Frank Wood, 24 hours' tandem paced, 366 miles; R. L. L. Knipe (Anfield B.C.) 50 miles' safety unpaced, 12 hrs. 43 mins.; 12 hours' safety paced, 114 miles; and 24 hours' safety paced, 385½ miles.

We will start with the

FACED 100

of "Jimmy" James, the old North Rosader, who is now domiciled in the Potteries. His ride, done on September 21st, is an improvement of fully 12 minutes on the old record, which has been frequently beaten by different riders unsuccessfully. It probably came as a great surprise to those who had not watched Jimmy James' return to record speed. It certainly is an improvement on anything that this crack Cossack to the records of

THE TWO BROAD-AGREED RIDERS,

it might be mentioned that this is the first time that records in Yorkshire (for Yorkshire Road Club) have been made under the rules of the N.R.R.A. and claimed as such. And it is pleasing to see that any differences that might have existed between these two bodies have been brushed away.

The total bill up by the veteran rider, J. A. Walker, on September 10th, is a splendid one. Starting from Wetherby, for Yorkshire, unpaced, by covering the distance in 5 hrs. 42 mins., and covering 196½ miles in the 12 hours, the previous best unpaced being 178 miles, held by W. R. Oppenheimer, the paced record, as we have stated, standing at 214½ miles. These are the remarks on the ride penned by the rider: "Not the best course that could be selected, as going for

THE Y.R.C. 100, I was compelled to go round by York to reach the good roads around Thirsk. Roads through York bad. Wind veered round in the morning, and met it going to Otterington, and again returning to Wetherby. Food failed me at Wetherby after doing the road, and rode bad, 36 miles to Thirsk, until I fed again. Lost a lot of time. Rather windy all day. A lot of excuses are generally made on a long ride of this description, and anyone is very fortunate in going through without drawbacks. In my favour was the fact that I did not have a puncture throughout, while my watchers, who followed, nearly all suffered from punctures. I rode on out and home course, finishing only half a mile short of the starting point, Wetherby."

By the way, an interesting bit of history attaches itself to the photo of Mr. Walker and his son, given on this page. The father started in scratch in the Leeds Albion C.C. "50" in the sun on 10 minutes; he won by a foot, and Walker senior, as second, took fastest time medal, instead of second prize—later in the same year J. A. Walker won the Leeds Road Club "100" from scratch. These two wins caused the N.R.R.A. to bring about a rule prohibiting their handicappers from road racing—a rule affecting none but Mr. Walker. The Cup nearest the son is the Albion Cup for the "50".

Racing was accorded scant attention, the only club to carry out a complete programme of speed events on

JAN THE ROAD 1902

being the old-established and ever-flourishing Anfield B.C. This club still contains in its ranks the pick of Northern long-distance riders, and most of the Northern records are held by Anfielders. Amongst the Northern records beaten last year by members of the premier Northern road club were the following: Twenty and 24 hours' paced bicycle, R. L. Knipe; 100 miles paced bicycle, J. M. James; 50 miles paced tandem bicycle, W. R. Oppenheimer and F. H. Koenen; 24 hours' paced tandem bicycle, W. M. Owen and F. Wood; 12 hours' unpaced tandem bicycle, H. M. Buck and R. E. Pritchard.

The accompanist, and the following artists took part:—Messrs. Henderson, F. Smith, W. Nickson, A. E. Harrison, A. T. Simpson, J. Simpson, and Frank Coops, whose recitations were extremely fine. Probably the most interesting item was the clever display of club swinging by Mr. R. L. L. Knipe, who showed what an all-round athlete he is. This evening brought to a close a series of musical evenings held in connection with the winter club rups, all of which have been conducted by Mr. Cheminalis. The Anfield Bicycle Club does not indulge in the more social gatherings resorted to by other clubs to keep the members together during the winter seasons.

R. L. L. KNIFE (ANFIELD B.C.), Holder of fifty miles' unpaced, twenty and twenty four hours' paced, twenty and twenty four hours' safety record.

The above is of Mr. Knipe, and especially taken for the purpose of completing the interesting series of N.R.R.A. breakers in 1902.

Mr. Alex Jack, the holder of the 50, 100, 12 hours, and 24 hours ordinary bicycle Northern Road record was out with the Anfielders recently. APRIL 1902

R.R.A. or N.R.R.A. it was not recognised by either body. But to resume: Mark Higham started for the "24" on September 18th, after putting the ride off twice on account of bad weather. The day was rather blowy, and a

LATE START WAS MADE

to give the roads time to dry up a bit. The night, too, was very dark and several of his "followers" collided with cows or tumbled into the hedges. He succeeded, under these unfavourable circumstances, in putting in a cry

F. WOOD AND W. M. OWEN (ANFIELD B.C.), Holders of twenty-four hours' paced tandem record.

R. L. L. KNIFE (ANFIELD B.C.), Holder of twenty-four hours' paced record.

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J. M. JAMES
(ANFIELD B.C. AND NORTH
ROAD C.C.).
Holder hundred miles, paced
safety record.

ANOTHER CHAIN RIDE BY KNIFE.
That fine all-round athlete, Mr. R. C. Knipe, of the Anfield B.C., accomplished a big thing when, on Saturday week, he covered the 280 miles lying between Liverpool and Edinburgh in 14h. 49min., unpaced, thus beating the record of 15h. 39min. held by W. McFolly, at 4.20 a.m., and, notwithstanding that he was pulled up several times by punctures, and was handicapped by greasy roads between Lancaster and Kendal, and the bad condition of Shap, he was never once disheartened, but went from start to finish, full of pluck and enthusiasm. Knipe's time is only 12 minutes slower than the record, held by T. B. Cumway. 1902

ESTATE OF A LIVERPOOL TOBACCO IMPORTER.

The estate of the late Mr. David Rowett, of the firm of Rowett and Lyon, tobacco importers, of Liverpool, died recently at his residence in Waverton, and when it was proved, has been sworn at £25,398 net. The sole executor is his son, Mr. David Charles Rowett. After providing for certain legacies, including two of £10,000, two of £6,000, and one of £3,000, the testator bequeaths the residue of the estate to his son.

MAY. 1902

A MUSTER OF THIRTY-FIVE.
Probably the largest turn-out of any club in the country on Saturday week was that of the Anfield B.C., who mustered thirty-five for the run to Sankey Chapel. Some of the men went the long way, via Chester and Warrington. Mr. F. J. Cheminalis has again been elected chief in charge of the club's musical evenings, which are held periodically in connection with the Saturday afternoon winter runs. NOV. 1902

In road-racing circles it was the "Hundred," which was decided on Whit-Monday, the height of the season of the speed men. The word of it is owing to the popularity of the race, which is very fitly named. This curse of cycling was very much in evidence on Monday, when a number of the most dangerous men were rendered hors de combat. These included last year's winner, W. H. Nutt, of the North Road C.C. It may be urged that the contestants sought puncture by riding racing tyres. On this point, however, they are probably both right, as the deep sea, they don't win, so it is a compulsory case of "champing the ducks."

It was rather a disappointment to me that the N.R.C.C. did not annex the coveted trophy, but it is leavened by the fact that the winner and the third man are both from the same club. The former, of course, strong in a lot of many years' standing, the unlike myself, have transmitted their enthusiasm for cycling to their boys. The winner, E. J. Moore, of the Bath Road C.C., was rather a surprise packet, as, though he was only 17, he had a start of 12min., not only coming in first, but also winning the race—3hr. 55min. 25secs.—a capital performance considering the strong E. wind blowing. He was nearly half a minute in front of R. S. Cobley of the North Road, who was one of those who figured on the post of honour, but who was only placed twelfth in the handicap. The runner-up was L. Wheatley, North London (28); L. E. Jones, North Road (25); F. Newell, Vegetarian (22); and E. H. Sexton, Bath Road (15). It will thus be seen that the first six to score all hailed from the Metropolitan district, where racing is described as "some dead." Yet we sent out far more than nineteen down to Shrewsbury in take part in an event for which the prizes are, I understand, little more valuable than the laurel wreath of the Greeks and Romans. Not the least satisfactory part of such a race is not only not dead yet, but is still alive, so a big field can take part in a contest without other uses of the road being even an inconvenience. How different to what was the case in the old days when trade assistance killed for a time this branch of the sport. I should get talked to if even mentioned the name of the winner's machine.

LOCAL WILL.
Mr. James Henry Cook, architect, eldest son of Alderman T. G. Cook, architect and ex-Mayor of Birkenhead, died at his residence, 12, Mo-trn-avenue, Chester, on Aug. 9 last, in his forty-second year, appointed as the sole executor of his will his widow, Mrs. Emily Cook, who values the estate at £213,16s gross, and £53,13s net.

BY THE DANCER BOARD ON TOP OF THE LLANTSTYLLE HILL ON THE LLANDUDNO ROAD, N. W. HIGMAN, OWNER OF THE ANFIELD SO, STANDING, WITH HIS SON, SITTING.



J. A. WALKER
(YORKSHIRE ROAD CLUB).
Holder of twelve hours' safety record.
His son is standing by his side.

THE OUTSIDER.

NOTWITHSTANDING the very heavy snow-storm and the counter attraction of the Cycle Show, the Anfield Bicycle Club held a most successful fixture at Hunts Cross on Saturday week. The members and about dozen friends being in attendance, of whom about a dozen were stalwart enough to cycle out. After tea, with President A. G. White in the chair, a most enjoyable musical evening was spent the entertainment being put up by Sub-Captain F. Cheminalis, who is a host to himself. Mr. A. McCall was the accompanist, and the following artists took part:—Messrs. Henderson, F. Smith, W. Nickson, A. E. Harrison, A. T. Simpson, J. Simpson, and Frank Coops, whose recitations were extremely fine. Probably the most interesting item was the clever display of club swinging by Mr. R. L. L. Knipe, who showed what an all-round athlete he is. This evening brought to a close a series of musical evenings held in connection with the winter club rups, all of which have been conducted by Mr. Cheminalis. The Anfield Bicycle Club does not indulge in the more social gatherings resorted to by other clubs to keep the members together during the winter seasons.

BETTER CO. MEMBERS, TOTT AND FOLEY, MEASURES, TOTT AND FOLEY.

The Anfield Open Hundred.

This year the Anfield B.C. annual 24-hours road ride was carried out under most favourable conditions. The night was rather cold and breezy, but during the day there was next to no wind. A few showers of rain which fell did little more than let the road. Rather heavy roads were encountered, and the winner on the last stretch. Result:

Northern Records Beaten.
 1. R. L. L. Knipe 409 miles.
 2. R. E. Pritchard 347 miles.
 3. E. H. Fox 335 miles.
 4. W. Crompton Humphreys 318 miles.
 5. G. J. Convey 277 miles, in 12 hours.
 6. A. H. Maddock 242 miles.
 7. G. W. Worth 237 miles.
 8. F. Roskell 235 miles.
 9. J. H. Banks 234 miles.
 10. J. H. Murray 232 miles.

JULY 1902

TWELVE HOURS' RIDES.
 Prichard covered 191 miles in the 12 hours, Fox 176 miles; and Humphreys 161 miles. The following rides for standard models were accomplished: W. Arnold, 184 miles in 12 hours; M. Pugin, 154 miles in 12 hours, and 214 miles in 21 hours; A. H. Maddock, 144 miles in 12 hours.

JULY 1902

Mr. W. Crompton Humphreys, of the Rover Cycle Co., has not retired from cycling circles, as was rumoured. He was out with the Salford Harriers on their run to Middleton. OCT. 02

F. H. Knipe, Anfield B.C., on seven machines Nott had trouble with his troubles. JULY 1902

THE ANFIELD B.C.'S FIRST FLUTTER OF THE SEASON.
 The Anfield Bicycle Club successfully carried out its first fifty miles unpeaked on Saturday. The roads were strong and fourteen started. Results:

Start.	Time.	K. m.s.
1. S. J. Lancaster	13 mins.	2 45 33
2. J. H. Green	13 mins.	2 45 41
3. A. H. Peers	13 mins.	2 45 45
4. W. Arnold	9	2 50 25
5. E. Buck	9	2 50 27
6. E. Headlam	9	2 50 30
7. F. H. Koenen	9	3 11

Knipe's ride consider the strong and biting east wind was a grand performance. Knipe started, but he was obliged to give up through punctures. President A. G. White officiated as referee, and Mr. H. R. A. acted as timekeeper.

A FINE RIDE ON A THREE-WHEELER.
 F. Roskell, the popular captain of the Anfield B.C., had a magnificent ride on the broad-gauge of the Saturday week, when, despite a strong wind, he covered fifty miles on the road, unpeaked, in 21.45 mins. Roskell was in splendid form, so strongly did he ride, that many were of opinion that, under more favourable conditions, he would have come very near beating the record of 22.35 mins.

JUNE 1902

The Anfield Annual.
 The report and accounts for the year ending 31st December, 1901, of the famous Anfield B.C. show the old club to be in a thoroughly sound and flourishing condition. The hon. secretary's (Mr. W. P. Cook) report, which occupies 16 of the 42 pages which go to make up the Annual, forms most interesting reading. In it every important event of the year is dealt with in a pleasing manner, and that Mr. Cook has the interest of the club at heart is apparent in every page. I notice that three members attended every run held (54), one member 52, two 51, and twenty over half the runs held. Seven members of the committee attended every one of the monthly meetings held. The club has 100 active members and 18 honorary members. Conducive to Longevity.

"Our membership list," writes Mr. Cook, "continues to grow in a healthy way, the resignations having been 12 and the additions to membership 18; but I have to record, with great regret, the death of Mr. J. W. Fisher, an old member, who joined us when the Woolton B.C. amalgamated with us. Mr. Fisher was a valued member of the Bootle B.C., and was no less active with us, so that his loss is one many of us will feel keenly, particularly as it is only the second loss the club has suffered by death since it was formed." The italics are mine. With a big membership like the Anfield Club has always had (and it was formed as far back as 1879), it seems extraordinary that only two members should have been lost by death. All the year-round riding is evidently conducive to good health and longevity.

JAN. 1902

AUG. A CORRECTION. 1902

Through a slip on the part of the printers, the Anfield B.C.'s last fifty was described as paced, whereas, of course, it was unpeaked, as are all this club's fifty miles road trials nowadays. In addition to the men named last week, the following did good rides:—
 1. R. L. L. Knipe 409 miles.
 2. R. E. Pritchard 347 miles.
 3. E. H. Fox 335 miles.
 4. W. Crompton Humphreys 318 miles.
 5. G. J. Convey 277 miles, in 12 hours.
 6. A. H. Maddock 242 miles.
 7. G. W. Worth 237 miles.
 8. F. Roskell 235 miles.
 9. J. H. Banks 234 miles.
 10. J. H. Murray 232 miles.

JULY 1902

ACCIDENT TO DR. CARLISLE.

Recently, Mr. R. H. Carlisle, of

Bennett and Carlisle, Limited, rather

seriously injured one of his ankles

through falling through the trap-door

in the firm's Liverpool shop.

The "Doctor" was reported to be progressing

favourably when I looked in last week.

By-the-way, Messrs. Bennett

and Carlisle are now selling off all

their ordinary cycles, they having decided

to deal in motor-cycles only, for the future.

1902

remembered by old timers a crack

performer in Anfield races of

years ago and an ex-while path man.

Like many other old riders, Mr.

Deakin has given up pedalling

in favour of motor-cars, and he is now

quite an expert motorist. At the tra

ditionary meeting, he turned out

in the members' mile handicap, but al

though the spirit was willing, the

flesh was weak, and he had to

give a back seat to the more active biker.

1902

SOMETHING LIKE A YEAR'S CLING.—Last year Mr. W. P. Cook, the honorary secretary of the Anfield B.C., covered 7,260 miles, 3,500 miles of which were done by the club. Fifty-four runs and tours were carried out by the club, every one of which was attended by Mr. Cook. The "Coronation Tour" was one of the longest ever undertaken by the Anfielders, the distance covered in four days being up to 325 miles, or eighty miles a day, and in a hilly country, too.

RIDES A CHAINLESS IN THE WINTER.

In addition to his riding with the club, Mr. Cook did a good

of touring on a Raleigh chainless

a free-wheel single last summer,

in the winter months he rides a chain-

machine, and on his present

of that type he has covered

hundreds of miles. Last year

Cook was exceedingly fortunate in

matter of freedom.

On his bicycle

fitted with 18in. Dunlop palli-

tyres, reinforced by narrow

Spalding bands, he covered 5,200 miles

with only four punctures. Two

of the punctures occurred on his second

turnout on the machine, and on the

day. A broken piece of glass

was the cause of them.

1902

Interesting Display by Knipe.

Mr. A. McAll was the accompanist, and

among others who gave "turns" were

Messrs. Henderson, F. H. Koenen,

F. Smith, W. Nick-on, A. E. Harrison,

A. T. Simpson, J. Simpson, W. Arnold,

and Frank Coops, the last-named giving some

very fine recitations. Probably the most

notable feature of the entertainment was a

fine display of club swinging by that grand

all-round athlete, R. L. L. Knipe.

1902

An error—a printer's error, I believe—appeared in my note about the Anfield Bicycle Club last Monday.

The members of that club hold 18 of the 24, not 42,

records for North of England roads.

The club had another large master on Saturday week, when twenty-

three members turned out for Cronton, a place that

enjoys as much favour among Liverpool cyclists as Kirkstall does among Manchester riders. This was the last of the winter fixtures. Last Saturday the run was to Chester. The route was Putford, on the Cheshire-to-Manchester highway, and High Legh, on the Warrington-to-Manchester road. A few years ago the C.T.C. ran at High Legh was a very popular resort of both Manchester and Liverpool cyclists. At Easter the Anfielders tour to Betws-y-Coed, as they have been in the habit of doing at that season for probably more years than the older members care to count. Last year thirty-four members and five friends took part in this tour. The Anfield members usually ride to Chester on the Thursday night, so as to join the main body there on the Friday morning. Saturday the Sunday are devoted to rides in Snowdonia and Bank Holiday to the journey home. MAR 1902

1902

The Mud Pluggers. MAR 1902

Mr. Cook writes: "Saturday week was not

a very inviting day, but 23 members of the

Anfield Bicycle Club rode out to Cronton.

The roads were in a worse state than yet

experienced this winter, the morning's rain

having made them one mass of slush and

water, so that, in places, they were almost

unridable. An informal smoking concert

was held after tea, and advantage of the

weather was taken to pass a very hearty

vote of thanks to Mr. Chemmings for the

very able way in which he has conducted

the series of musical evenings held in con-

nexion with the weekly runs."

Looking Forward to Easter.

"With the advent of March," continues

Mr. Cook, "the club's fixtures are further

afied. Chester, L'ulford, and High Legh

are to be visited, and everyone is looking

forward to the Easter tour in North Wales,

when the Glan Aber at Bettws-y-Coed is

to be the head-quarters, as usual."

1902

Anfield's Fine Performance.

F. Roskell, the popular captain of the

Anfield B.C., made a successful onslaught

on Saturday week on the N.R.A. standard

of three hours, to create a record for a

50-mile tricycle spin unpeaked.

Riding very

strongly he covered the distance in a

splendid time of 2 hours 43 mins 10 secs a

record which should stand for some time.

By the way, the R.R.A. record is 3 hours

35 mins. 10 secs.

JUNE 1902



AN OLD SPOT.

The portrait we give below is that

of Mr. A. N. Deakin, who will be

numbered no fewer than

(Bravo!) After tea at the

Arms Hotel, a capital pro-

gramme of music and song, arranged

by Mr. J. V. Marchanton, was can-

celled.

I hear that Mr. F. Del

over is on a visit from Russia,

and he has promised to take part

in some of the Anfield runs. He is

to receive a hearty welcome from

the club members.

July 1902



A BIG TURNOUT.

Despite wind, rain, and mire, the Anfield party at

Warrington was

numbered no fewer than

(Bravo!) After tea at the

Arms Hotel, a capital pro-

gramme of music and song, arranged

by Mr. J. V. Marchanton, was can-

celled.

I hear that Mr. F. Del

over is on a visit from Russia,

and he has promised to take part

in some of the Anfield runs. He is

to receive a hearty welcome from

the club members.

July 1902



AN OLD-TIME PATH FAVOURITE.

Old-timers will be interested to hear that F. Del Strother is

on a short visit from Moscow. He formed one of the

Anfield party of twenty-five who car-

ried out the club run to Heswall on

Saturday, and, needless to say, he re-

ceived a very warm welcome. One of

Strother's best performances in

England was the winning of the Liver-

pool Centre 50 miles' team

championship, run at Shrewsbury in '94.

July 1902

INVALID KNIFE.

Mr. Bullock appears to have suffered

from the effects of his long absence

as I learn that he formed one of the

party of twenty-five who carried out the

club run to Warrington on Saturday.

Knipe's return to health is nothing short of a miracle.

He must have a

convalescence.

SOMETHING LIKE A YEAR'S CLING.—Last year Mr. W. P. Cook, the honorary secretary of the Anfield B.C., covered 7,260 miles, 3,500 miles of which were done by the club. Fifty-four runs and tours

were carried out by the club, every one of which was attended by Mr. Cook. The "Coronation Tour" was

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country, too.

RIDES A CHAINLESS IN THE WINTER.

In addition to his riding with the club, Mr. Cook did a good

of touring on a Raleigh chainless

a free-wheel single last summer,

in the winter months he rides a chain-

machine, and on his present

of that type he has covered hundreds



The tour of Mr. W. Cook (who is the hon. sec. of that well-known club, the Anfield B.C.) follows—

ANFIELD.

This morning is the best for touring, as the roads are smooth and the weather is fine. The best tour is that of Miss F. Roskell, who has just completed a tour of 224 miles, with a total time of 42 hours.

The best tour in the ladies' class, reaching up the valley to Mold, and home, via Queen's Ferry and Gayton. Total time, Thursday 42; Friday 36; Saturday 46; Sunday 40; Monday 61; 225.

The best tour in the men's class, reaching Winslade—

First Day—London to Southampton, via Guildford, Hogs Back, Winchester

The hardy Anfielders do not take all their exercise upon their cycles. Often they indulge in long walks, and recently they tramped from Birkenhead to Formby and then right over the mountains to Droylsden and back to Birkenhead.

Photograph was taken at Droylsden by F. Roskell, Captain F. Roskell, Mr. H. Fox, Mr. L. Knipe, and C. Knipe.

DOWN THE VALLEY TO LLANGOLLEN

A brilliant moonlight night was experienced last evening, after visiting the castle. The steady climb towards Corwen began, and the ride continued on to Corrigy-Dudron, through giddy country roads. A long halt here, start was made for Betws-y-Coed, where the main road was left, and the mountain road took its place, followed by a long climb towards Llanrw. Hence Betws-y-Coed, the headquarters of the tour, was reached. All the day was well known.

Visited on foot during the next two days, but each day had its cycle ride. On Saturday a grand ride through Capel Curig, past Lake Ogwen and down the Pass of Nant Francon to Bethesda, Bangor, and Menai Bridge was enjoyed, notwithstanding some misty rain returning through the Pass of Nant Francon. On Sunday a ride up the Cymru valley to Llanrw, and back was undertaken, and on Monday the return journey.



A FEW OF THE ANFIELDERS IN THE GUANABER HOTEL, BETWS-Y-COED, HON. SEC. N.R.R.A. IS IN THE CENTRE.

Liverpool was begun by a somewhat unroute, for Fentro Vo the mountain road, rising to a height of over 1,000 feet, with magnificent views of Snowdon, and ending at Denbigh, and thence

Saturday was a glorious day, and about fifty Anfielders were out in connection with the first race event of the season. The roads were bad, but the roads were very good, and punctures were few, with the result that the competitors punctured, some so much that they had to abandon the contest, thus making the times slow all round. Mr. N. M. Higham, actual time 2h. 50m., was second, 2h. 51m.; Mr. H. Wright, 2h. 54m.; Mr. L. Knipe, 2h. 49m.; Mr. H. Knowles, 2h. 55m.; Mr. J. Park, 2h. 56m.; Mr. D. Rushton, 3h. 0m.; Mr. L. Reed, 3h. 1m.; Mr. R. E. G. Worth, 3h. 2m.; Mr. F. Roskell, 3h. 3m.; Mr. C. Knipe, 3h. 4m.; Mr. H. Fox, 3h. 5m.; Mr. J. H. Cook, 3h. 6m.; Mr. G. Conway, 3h. 7m.; Mr. J. H. Cook, 3h. 8m.; Mr. F. Roskell, 3h. 9m.; Mr. J. H. Cook, 3h. 10m.; Mr. F. Roskell, 3h. 11m.; Mr. J. H. Cook, 3h. 12m.; Mr. F. Roskell, 3h. 13m.; Mr. J. H. Cook, 3h. 14m.; Mr. F. Roskell, 3h. 15m.; Mr. J. H. Cook, 3h. 16m.; Mr. F. Roskell, 3h. 17m.; Mr. J. H. Cook, 3h. 18m.; Mr. F. Roskell, 3h. 19m.; Mr. J. H. Cook, 3h. 20m.; Mr. F. Roskell, 3h. 21m.; Mr. J. H. Cook, 3h. 22m.; Mr. F. Roskell, 3h. 23m.; Mr. J. H. Cook, 3h. 24m.; Mr. F. Roskell, 3h. 25m.; Mr. J. H. Cook, 3h. 26m.; Mr. F. Roskell, 3h. 27m.; Mr. J. H. Cook, 3h. 28m.; Mr. F. Roskell, 3h. 29m.; Mr. J. H. Cook, 3h. 30m.; Mr. F. Roskell, 3h. 31m.; Mr. J. H. Cook, 3h. 32m.; Mr. F. Roskell, 3h. 33m.; Mr. J. H. Cook, 3h. 34m.; Mr. F. Roskell, 3h. 35m.; Mr. J. H. Cook, 3h. 36m.; Mr. F. Roskell, 3h. 37m.; Mr. J. H. Cook, 3h. 38m.; Mr. F. Roskell, 3h. 39m.; Mr. J. H. Cook, 3h. 40m.; Mr. F. Roskell, 3h. 41m.; Mr. J. H. Cook, 3h. 42m.; Mr. F. Roskell, 3h. 43m.; Mr. J. H. Cook, 3h. 44m.; Mr. F. Roskell, 3h. 45m.; Mr. J. H. Cook, 3h. 46m.; Mr. F. Roskell, 3h. 47m.; Mr. J. H. Cook, 3h. 48m.; Mr. F. Roskell, 3h. 49m.; Mr. J. H. Cook, 3h. 50m.; Mr. F. Roskell, 3h. 51m.; Mr. J. H. Cook, 3h. 52m.; Mr. F. Roskell, 3h. 53m.; Mr. J. H. Cook, 3h. 54m.; Mr. F. Roskell, 3h. 55m.; Mr. J. H. Cook, 3h. 56m.; Mr. F. Roskell, 3h. 57m.; Mr. J. H. Cook, 3h. 58m.; Mr. F. Roskell, 3h. 59m.; Mr. J. H. Cook, 3h. 60m.; Mr. F. Roskell, 3h. 61m.; Mr. J. H. Cook, 3h. 62m.; Mr. F. Roskell, 3h. 63m.; Mr. J. H. Cook, 3h. 64m.; Mr. F. Roskell, 3h. 65m.; Mr. J. H. Cook, 3h. 66m.; Mr. F. Roskell, 3h. 67m.; Mr. J. H. Cook, 3h. 68m.; Mr. F. Roskell, 3h. 69m.; Mr. J. H. Cook, 3h. 70m.; Mr. F. Roskell, 3h. 71m.; Mr. J. H. Cook, 3h. 72m.; Mr. F. Roskell, 3h. 73m.; Mr. J. H. Cook, 3h. 74m.; Mr. F. Roskell, 3h. 75m.; Mr. J. H. Cook, 3h. 76m.; Mr. F. Roskell, 3h. 77m.; Mr. J. H. Cook, 3h. 78m.; Mr. F. Roskell, 3h. 79m.; Mr. J. H. Cook, 3h. 80m.; Mr. F. Roskell, 3h. 81m.; Mr. J. H. Cook, 3h. 82m.; Mr. F. Roskell, 3h. 83m.; Mr. J. H. Cook, 3h. 84m.; Mr. F. Roskell, 3h. 85m.; Mr. J. H. Cook, 3h. 86m.; Mr. F. Roskell, 3h. 87m.; Mr. J. H. Cook, 3h. 88m.; Mr. F. Roskell, 3h. 89m.; Mr. J. H. Cook, 3h. 90m.; Mr. F. Roskell, 3h. 91m.; Mr. J. H. Cook, 3h. 92m.; Mr. F. Roskell, 3h. 93m.; Mr. J. H. Cook, 3h. 94m.; Mr. F. Roskell, 3h. 95m.; Mr. J. H. Cook, 3h. 96m.; Mr. F. Roskell, 3h. 97m.; Mr. J. H. Cook, 3h. 98m.; Mr. F. Roskell, 3h. 99m.; Mr. J. H. Cook, 3h. 100m.; Mr. F. Roskell, 3h. 101m.; Mr. J. H. Cook, 3h. 102m.; Mr. F. Roskell, 3h. 103m.; Mr. J. H. Cook, 3h. 104m.; Mr. F. Roskell, 3h. 105m.; Mr. J. H. Cook, 3h. 106m.; Mr. F. Roskell, 3h. 107m.; Mr. J. H. Cook, 3h. 108m.; Mr. F. Roskell, 3h. 109m.; Mr. J. H. Cook, 3h. 110m.; Mr. F. Roskell, 3h. 111m.; Mr. J. H. Cook, 3h. 112m.; Mr. F. Roskell, 3h. 113m.; Mr. J. H. Cook, 3h. 114m.; Mr. F. Roskell, 3h. 115m.; Mr. J. H. Cook, 3h. 116m.; Mr. F. Roskell, 3h. 117m.; Mr. J. H. Cook, 3h. 118m.; Mr. F. Roskell, 3h. 119m.; Mr. J. H. Cook, 3h. 120m.; Mr. F. Roskell, 3h. 121m.; Mr. J. H. Cook, 3h. 122m.; Mr. F. Roskell, 3h. 123m.; Mr. J. H. Cook, 3h. 124m.; Mr. F. Roskell, 3h. 125m.; Mr. J. H. Cook, 3h. 126m.; Mr. F. Roskell, 3h. 127m.; Mr. J. H. Cook, 3h. 128m.; Mr. F. Roskell, 3h. 129m.; Mr. J. H. Cook, 3h. 130m.; Mr. F. Roskell, 3h. 131m.; Mr. J. H. Cook, 3h. 132m.; Mr. F. Roskell, 3h. 133m.; Mr. J. H. Cook, 3h. 134m.; Mr. F. Roskell, 3h. 135m.; Mr. J. H. Cook, 3h. 136m.; Mr. F. Roskell, 3h. 137m.; Mr. J. H. Cook, 3h. 138m.; Mr. F. Roskell, 3h. 139m.; Mr. J. H. Cook, 3h. 140m.; Mr. F. Roskell, 3h. 141m.; Mr. J. H. Cook, 3h. 142m.; Mr. F. Roskell, 3h. 143m.; Mr. J. H. Cook, 3h. 144m.; Mr. F. Roskell, 3h. 145m.; Mr. J. H. Cook, 3h. 146m.; Mr. F. Roskell, 3h. 147m.; Mr. J. H. Cook, 3h. 148m.; Mr. F. Roskell, 3h. 149m.; Mr. J. H. Cook, 3h. 150m.; Mr. F. Roskell, 3h. 151m.; Mr. J. H. Cook, 3h. 152m.; Mr. F. Roskell, 3h. 153m.; Mr. J. H. Cook, 3h. 154m.; Mr. F. Roskell, 3h. 155m.; Mr. J. H. Cook, 3h. 156m.; Mr. F. Roskell, 3h. 157m.; Mr. J. H. Cook, 3h. 158m.; Mr. F. Roskell, 3h. 159m.; Mr. J. H. Cook, 3h. 160m.; Mr. F. Roskell, 3h. 161m.; Mr. J. H. Cook, 3h. 162m.; Mr. F. Roskell, 3h. 163m.; Mr. J. H. Cook, 3h. 164m.; Mr. F. Roskell, 3h. 165m.; Mr. J. H. Cook, 3h. 166m.; Mr. F. Roskell, 3h. 167m.; Mr. J. H. Cook, 3h. 168m.; Mr. F. 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H. Cook, 3h. 206m.; Mr. F. Roskell, 3h. 207m.; Mr. J. H. Cook, 3h. 208m.; Mr. F. Roskell, 3h. 209m.; Mr. J. H. Cook, 3h. 210m.; Mr. F. Roskell, 3h. 211m.; Mr. J. H. Cook, 3h. 212m.; Mr. F. Roskell, 3h. 213m.; Mr. J. H. Cook, 3h. 214m.; Mr. F. Roskell, 3h. 215m.; Mr. J. H. Cook, 3h. 216m.; Mr. F. Roskell, 3h. 217m.; Mr. J. H. Cook, 3h. 218m.; Mr. F. Roskell, 3h. 219m.; Mr. J. H. Cook, 3h. 220m.; Mr. F. Roskell, 3h. 221m.; Mr. J. H. Cook, 3h. 222m.; Mr. F. Roskell, 3h. 223m.; Mr. J. H. Cook, 3h. 224m.; Mr. F. Roskell, 3h. 225m.; Mr. J. H. Cook, 3h. 226m.; Mr. F. Roskell, 3h. 227m.; Mr. J. H. Cook, 3h. 228m.; Mr. F. Roskell, 3h. 229m.; Mr. J. H. Cook, 3h. 230m.; Mr. F. Roskell, 3h. 231m.; Mr. J. H. Cook, 3h. 232m.; Mr. F. Roskell, 3h. 233m.; Mr. J. H. Cook, 3h. 234m.; Mr. F. Roskell, 3h. 235m.; Mr. J. H. Cook, 3h. 236m.; Mr. F. Roskell, 3h. 237m.; Mr. J. H. Cook, 3h. 238m.; Mr. F. Roskell, 3h. 239m.; Mr. J. H. Cook, 3h. 240m.; Mr. F. Roskell, 3h. 241m.; Mr. J. H. Cook, 3h. 242m.; Mr. F. Roskell, 3h. 243m.; Mr. J. H. Cook, 3h. 244m.; Mr. F. Roskell, 3h. 245m.; Mr. J. H. Cook, 3h. 246m.; Mr. F. Roskell, 3h. 247m.; Mr. J. H. Cook, 3h. 248m.; Mr. F. Roskell, 3h. 249m.; Mr. J. H. Cook, 3h. 250m.; Mr. F. Roskell, 3h. 251m.; Mr. J. H. Cook, 3h. 252m.; Mr. F. Roskell, 3h. 253m.; Mr. J. H. Cook, 3h. 254m.; Mr. F. Roskell, 3h. 255m.; Mr. J. H. Cook, 3h. 256m.; Mr. F. Roskell, 3h. 257m.; Mr. J. H. Cook, 3h. 258m.; Mr. F. Roskell, 3h. 259m.; Mr. J. H. Cook, 3h. 260m.; Mr. F. Roskell, 3h. 261m.; Mr. J. H. Cook, 3h. 262m.; Mr. F. Roskell, 3h. 263m.; Mr. J. H. Cook, 3h. 264m.; Mr. F. Roskell, 3h. 265m.; Mr. J. H. Cook, 3h. 266m.; Mr. F. Roskell, 3h. 267m.; Mr. J. H. Cook, 3h. 268m.; Mr. F. Roskell, 3h. 269m.; Mr. J. H. Cook, 3h. 270m.; Mr. F. Roskell, 3h. 271m.; Mr. J. H. Cook, 3h. 272m.; Mr. F. Roskell, 3h. 273m.; Mr. J. H. Cook, 3h. 274m.; Mr. F. Roskell, 3h. 275m.; Mr. J. H. Cook, 3h. 276m.; Mr. F. Roskell, 3h. 277m.; Mr. J. H. Cook, 3h. 278m.; Mr. F. Roskell, 3h. 279m.; Mr. J. 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H. Cook, 3h. 428m.; Mr. F. Roskell, 3h. 429m.; Mr. J. H. Cook, 3h. 430m.; Mr. F. Roskell, 3h. 431m.; Mr. J. H. Cook, 3h. 432m.; Mr. F. Roskell, 3h. 433m.; Mr. J. H. Cook, 3h. 434m.; Mr. F. Roskell, 3h. 435m.; Mr. J. H. Cook, 3h. 436m.; Mr. F. Roskell, 3h. 437m.; Mr. J. H. Cook, 3h. 438m.; Mr. F. Roskell, 3h. 439m.; Mr. J. H. Cook, 3h. 440m.; Mr. F. Roskell, 3h. 441m.; Mr. J. H. Cook, 3h. 442m.; Mr. F. Roskell, 3h. 443m.; Mr. J. H. Cook, 3h. 444m.; Mr. F. Roskell, 3h. 445m.; Mr. J. H. Cook, 3h. 446m.; Mr. F. Roskell, 3h. 447m.; Mr. J. H. Cook, 3h. 448m.; Mr. F. Roskell, 3h. 449m.; Mr. J. H. Cook, 3h. 450m.; Mr. F. Roskell, 3h. 451m.; Mr. J. H. Cook, 3h. 452m.; Mr. F. Roskell, 3h. 453m.; Mr. J. H. Cook, 3h. 454m.; Mr. F. Roskell, 3h. 455m.; Mr. J. H. Cook, 3h. 456m.; Mr. F. Roskell, 3h. 457m.; Mr. J. H. Cook, 3h. 458m.; Mr. F. Roskell, 3h. 459m.; Mr. J. H. Cook, 3h. 460m.; Mr. F. Roskell, 3h. 461m.; Mr. J. H. Cook, 3h. 462m.; Mr. F. Roskell, 3h. 463m.; Mr. J. H. Cook, 3h. 464m.; Mr. F. Roskell, 3h. 465m.; Mr. J. H. Cook, 3h. 466m.; Mr. F. Roskell, 3h. 467m.; Mr. J. H. Cook, 3h. 468m.; Mr. F. Roskell, 3h. 469m.; Mr. J. H. Cook, 3h. 470m.; Mr. F. Roskell, 3h. 471m.; Mr. J.



HIGH LIFE ANFIELD B.C. **JULY, 1903**

Forwards, 100, and is a road riding club, *per excellens*. The "Black Ardentites" ride all the and indulge in touring as well as road racing. One of the first to allow the club room, facilities mainly consist of meeting at a local house. Membership will at about 115, and average attendance last year was in the 39 for 88 all-the-year-around. They have a large hall, which is only used for social purposes, ride now held and two or three handicaps a week, and are classified as follows:

Supported by complete weather and good roads the British Legion band had their first outdoor concert at the new site. Mr. W. was most successful in his efforts to interest the public in the concert. The band members were particularly interested in the success of the concert. The band members were particularly interested in the success of the concert.

AUGUST 1964



THE CRYPTO ROAD RACER.

Anfielders Break Record.
I I 800 m. I
nold BC, I
Edinburgh, and I
had to beat h
and they did with 16
spare the time being 1 h
The night was very warm
with wind and heavy rains, and
we also had the thermometer in the late
at the journey south, under the
circumstances we had an
excellent performance 1904



EE AT MANCHESTER.



1903.
THE ANFIELD OPEN HUNDRED.
J. H. Bank just starting
ton at Hednet. [The Checking Station at Hednet
R. S. Cobley strong strongly.
(See page 4.)

I have always been a great admirer of the Anfield Bicycle Club, of which I was at one time an honorary member, but I am afraid that Mr. Cook claims too much for his club when he says that it was the first to run 24 hours' ride on the road, and is the oldest road club in existence. The Pickwick Bicycle Club is the oldest bicycle club, and the Anfield is a "bicycle" club, not a "road" club. It is a bicycle club that rides on the road, but so is the Pickwick, and so are several other clubs, older than the Anfield. As to 24 hours' road ride, I do not know the year in which the Anfield Bicycle Club held its first, but I do know that the London Tricycle Club held an open 24 hours' road ride in the year 1883, in which I myself secured a medal. In the following year the North London Tricycle Club held a 24 hours' road ride confined to its own members, in which I took the first prize, and these events were at the time, and always have remained in my memory, the first twice-round-the-clock rides promoted by any club in the world. The Anfield has such a splendid record of genuine deeds that it has no need to claim more than its due share. A.A.A.

...and failed to claim more than his due share. **IRISH CYCLIST** MAR 1901



[Mr. G. J. Con-
Anfield B.C. latest club group, taken recently at the Kilton, Hoo Green, on
the suggestion of an auxiliary club man.



© Anfield Bicycle Club



Anfielders at High Legh

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OCT 1 1903

The 24 Hours Northern Record Holders.

CYCL

On the 24 hours of August 30, 1902, S. Holt and W. H. Kendrick, of the Anfield Bicycle Club, mounted on the tandem on which they broke the 24 hours Northern tandem record. On the 29th and 30th of August last, during the Vauxhall trials, they covered 1,400 miles, breaking their record by an additional 50 miles. They averaged the first 1,000 miles at 10 miles per hour, and the remaining 400 miles at 11 miles per hour. Their time started puncturing, and after 10 hours 59 minutes had run 1,000 miles. The tandem was fitted with 26 inch wheels, and had Dunlop road racing tires. The record was unbroken throughout, and the pair were chosen unhesitatingly as the best tandem in English records.



Messrs. S. Holt and W. H. Kendrick, Anfield B.C., who hold the 24 hours Northern Tandem Record.

YORK TO LONDON. TANDEM RECORD AGAIN BEATEN. AN EXCITING FINISH.

Those well known Anfielders Messrs. R. L. King and A. Brown, on a tandem, attacked the record held by the brothers Murray, 10 hours 59 minutes, on Saturday, the 21st starting from York at 7 a.m. in fine weather, they travelled well, and as Seamer was over twenty minutes inside the record. Here also had to stop because four spokes were broken in the front wheel. These had to be taken off and so run on to the side walls to prevent them being blown away. Frank Standard was followed by Mr. Plant and partner. A little later they had the only one and only puncture. Thus changed the tandem, or simple tandem as it was termed. When they got into the final six miles spoke 3000 was broken and they changed on to Mr. Plant's Raleigh tandem, and went on. Entering Birkenhead, where a group of the North Road men were waiting them, they were brought down by an unmerciful horse, prancing right over



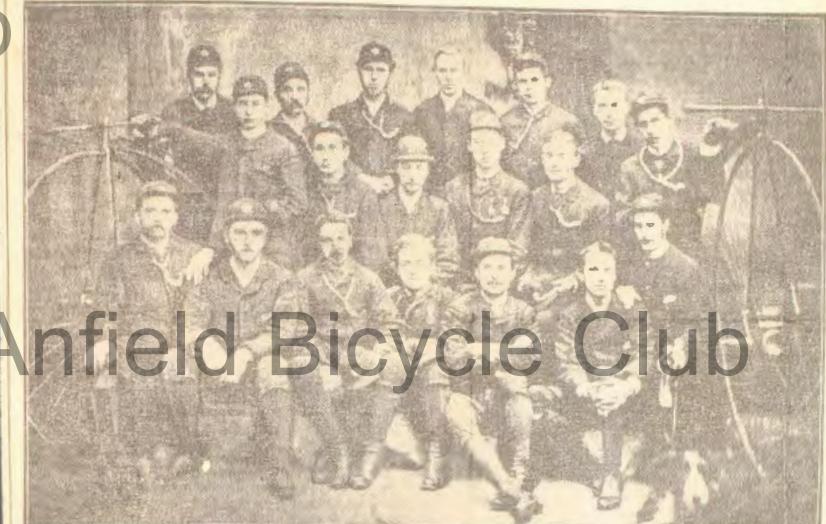
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103 THE LIVERPOOL ECHO, SATURDAY, JUNE 22, 1929

Anfield Bicycle Club, 1881.



Our photograph is of the Anfield B cycle Club, taken two years after its foundation. This is the earliest picture extant of the club, which recently celebrated its jubilee. The huntsman's garb, the cycling dress of that day, will be noted.

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