

W.C. Rowatt

ANFIELD BICYCLE CLUB.

(FORMED 1879.)

Report & Accounts

FOR THE
YEAR ENDING 31ST DECEMBER,
1903.

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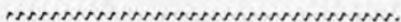
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OFFICERS

FOR 1904.



President :

MR. A. G. WHITE.

Vice-Presidents :

MR. G. B. MERCER. | MR. E. G. WORTH.

Captain :

MR. W. R. TOFT.

Sub-Captains :

MR. R. L. L. KNIPE. | MR. F. H. KOENAN.

Hon. Treasurer :

MR. W. M. OWEN, 25, Coltart Road, Liverpool.

Committee :

MR. H. M. BUCK.		MR. H. HELLIER.
„ F. J. CHEMINAIS.		„ S. IRVING.
„ T. B. CONWAY.		„ H. POOLE.
„ E. EDWARDS.		„ W. T. VENABLES.

Hon. Secretary :

MR. W. P. COOK, 15, Brunswick Street, Liverpool.

Auditors :

MR. C. KEIZER. | MR. G. R. LICHTENBERG.

Delegates :

R.R.A.—MESSRS. W. P. COOK, AND H. FRASER.

N.R.R.A.—MESSRS. H. M. BUCK, AND S. IRVING.

ANFIELD BICYCLE CLUB.

SECRETARY'S REPORT,

*Presented at the Annual General Meeting of the Members, on
Thursday, the 7th January, 1904.*

MR. CHAIRMAN AND GENTLEMEN.

In again presenting my report of the Club's doings during the past year I am pleased to state that the Club has very well held its own in a year that, owing to adverse climatic conditions, has been very trying for all Cycling organisations. Such years as 1903 are hardly years in which any Cycling Club can GAIN ground, and complaints are very general, and we can congratulate ourselves on at least not having lost any. Our Runs and Tours have been wonderfully successful, and no other Club can approach us in this respect, while our non-success on the road can be entirely ascribed to bad luck and bad weather, for the persistent combination of these two evils undoubtedly prevented our securing a remarkable R. R. A. Unpaced Record by Messrs. R. L. L. Knipe and S. Irving, from Liverpool to Edinburgh on a tandem, the N. R. R. A. Unpaced 50 miles Safety Record by Mr. F. Roskell, and the N. R. R. A. Unpaced 50 miles Tandem Record by Messrs. H. Poole and J. Park.

Our Membership List shows very little change during the year, but unfortunately this change means a slight decrease of two, and it is particularly regrettable that some of our old members who used to be very active supporters of the Club and true Anfielders, have ceased their membership; however, I am pleased to say that the number struck off for non-payment of subscription shows a sensible reduction, and I trust this tendency will continue, for such a manner of terminating membership, instead of properly complying with the Rules under which they join, is a grave reflection on the honour of any member. During the year we have elected 13 new members, which is well up to the average, but our resignations have

been 2, and 3 have been struck off for non-payment of subscriptions, while the Club has suffered a severe loss in the death of Mr. J. H. Cook, who was one of the founder members, and in his time did a great deal of solid work for the Club, whose interests he always had so keenly at heart, having for several years been President, and having filled most of the important offices during his long membership.

The fixtures have been very well supported during a year chiefly characteristic for its floods and bad weather generally, and the average attendance at the 52 Runs and Tours works out at 27·96, which is only '86 less than last year's record. We can certainly congratulate ourselves on this point when so many Clubs abandoned fixtures, or only had small attendances at some of those carried out, whereas the Anfield never abandon a fixture, and during the year never had a smaller muster than 14, while the largest totalled 50, showing that the average is a very even one between the best and worst days. Two members have the distinction of never having missed a run which is remarkable in such a year, while 7 have attended over 45, and 21 over half. The individual figures were:—

W. P. Cook	52	S. Irving	21
H. Poole	52	D. C Rowatt	21
J. Lowenthal	49	F. H. Koenen	20
E. G. Worth	49	L. Oppenheimer	20
W. R. Toft	48	D. Rushton... ..	19
F. Roskell	46	J. H. Sunter... ..	19
C. Keizer	46	J. Butler	18
A. G. White... ..	41	H. Knowles	18
R. L. L. Kuipe	40	H. D. Wright	18
W. T. Venables	39	A. L. Thomas	17
E. Edwards	38	C. J. Conway	16
H. W. Keizer	37	W. R. Oppenheimer	16
H. M. Buck	35	S. P. Fairhurst	15
T. B. Conway	33	H. Park	15
G. B. Mercer	33	A. R. Peers	15
W. M. Owen... ..	33	F. Gee	14
J. Park	33	E. Buckley	13
F. J. Cheminaiis	32	A. Healey	13
R. E. Prichard	32	W. H. Kettle	12
H. Hellier	28	G. R. Lichtenberg	12
A. T. Simpson	27	W. C. Humphreys	11
A. McCall	25	S. Holt	11
N. M. Higham	23	F. H. Wood	11
J. V. Marchanton	23	R. H. Carlisle	10
C. E. Grisewood	22	J. M. James	10

F. Keizer 10	F. G. Cartman 2
D. R. Fell 9	E. H. Fox 2
C. A. Hurst 9	J. E. Green 2
W. Bland 8	R. J. Large 2
G. J. Theakstone 8	H. Roskell 2
P. C. Beardwood 6	H. B. Saunders 2
M. Paquin 6	H. W. Smith 2
A. M. Higham 5	R. Barton 1
A. H. Maddock 5	J. H. Baynes 1
E. A. Tooth 5	F. Bird 1
A. Fraenkel 4	A. N. Deakin 1
H. Fraser 4	H. E. Grobe... .. 1
C. J. Slade... .. 4	T. B. Handley 1
J. B. Beazley 3	M. Montgomery, Junr. 1
E. J. Cody 3	W. J. Neason 1
J. Craig 3	W. Osborne 1
C. E. Jones 3	J. D. Siddeley 1
W. B. Kendrick 3	W. J. Slade 1
K. Pfleiderer 3	F. C. Del Strother 1

The Attendance Prizes have been won by Mr. J. Lowenthal and Mr. C. Keizer, officers and committee men being barred from this competition, and I am sure we must all feel that the barring of Committee Men has had a desirable effect in encouraging other members to compete for these prizes, and we can heartily congratulate Mr. Lowenthal on his well deserved win with such a high total of attendances, he having only missed 3 fixtures, while Mr. C. Keizer's fine record of 46 provides an excellent example for many of our much younger members. We still have many members who are very sporadic in their support of the fixtures, and I again make an appeal to these members for more consistency, for I can assure them that the more regularly they attend, the more likely are they to develop speed if their inclinations lie in that direction, and the more likely are they to enjoy the Club life whatever their tastes may be.

The Officers and Committee have been summoned to thirteen meetings, and have attended as follows:—

W. P. Cook 13	W. M. Owen 12
E. Edwards 13	H. Poole 12
F. Roskell 13	A. G. White 12
W. R. Toft 13	C. J. Conway 11
E. G. Worth... .. 13	G. B. Mercer 11
H. M. Buck 12	F. J. Cheminais 8
T. B. Conway 12	L. Oppenheimer 6
H. W. Keizer 12	J. V. Marchanton 3

These attendances are fully up to the average, and show how carefully the Officers and Committee you elected a year ago have attended to their duties.

Easter found 38 members and 6 friends at the Glan Aber, Bettws-y-Coed, which is about a record gathering, and shows that this fixture has lost none of its popularity. Again were we favoured by the weather on the whole, although it was very cold for the time of the year, and the wind blew very strongly. It is pleasing to be able to record that the majority of the party assembled on the Friday, quite a large number having met at Llangollen on the Thursday night, while the usual stalwarts went right through on the Thursday afternoon. On the Saturday, the ride to Bangor and Menai Bridge was joined in by almost all, and as only a little misty rain was encountered on the return through the Pass of Nant Francon everyone enjoyed an excellent outing. On the Sunday a large party walked to Penmachno, over the mountains to Dolwyddelan, and back to Bettws-y-Coed, but several cycling parties were made up for Penygwrdd, Beddgelert, and Llandudno. Unfortunately the weather conditions were extremely unpropitious on the Monday morning, sleet, hail, and snow storms having made the roads very heavy, but by making a late start the finer weather of the afternoon was chiefly experienced, and the majority were not deterred from returning by the unusual route over the mountains from Pentre Voelas to Denbigh, and as the evening was very fine, and dry roads were run on to shortly after leaving Denbigh, a smart run home through Mold and Queens Ferry brought the tour to a close under conditions as perfect as those under which it began, and from a riding point of view, 1903 at Bettws-y-Coed will long remain in our memories.

Four official week-end runs have been held this year, and all were fairly successful.

The first, on May 2nd, to Shrewsbury, was attended by 15, the smallness of the number being accounted for by the fact that a heavy rainstorm in the early afternoon frightened some of our members, and others were relying on motors for their conveyance, and so never reached Shrewsbury at all. As a matter of fact, the roads and weather on the Saturday were excellent, and the ride down through Wrexham and Ellesmere

was most delightful. Sunday turned out quite wet and somewhat restricted the morning circular ride to Hawkstone Park, but the going was very fast, and the return journey was made in good time under circumstances not by any means as bad as they appeared, so, altogether, the week-end was a very pleasant one.

The second, on August 22nd, to Bettws-y-Coed, was favoured by splendid weather except for a thunderstorm that caught some of the riders between Chester and Wrexham, but was escaped by those who went down via Llandegla. The meeting place was Llangollen, and it is to be regretted that so few put in an appearance there. Only one member who could not week-end attended the fixture, many others evidently regarding Llangollen as too far, and of the 18 who carried out the week-end fixture only 7 met at Llangollen. The sole idea of fixing Llangollen was that it was not too far for the ordinary Club run and not too short for the week-end party, being a satisfactory compromise for all members, but in this respect it was a failure. However, as a week-end run it was a great success, and everyone enjoyed themselves immensely. On the Sunday several parties were made up for the return journey, one of which went on to Holyhead and back to Conway.

The third, on October 17th, to Llangollen, was again favoured by good weather. This October fixture has now been held for three years and each time excellent weather and a good time have been our lot, so it is surprising more do not support it. During the week the weather had been awful, but Saturday brought a wonderful change, and one would have thought that more than 12 members would have been glad to take advantage of it. However, the 12 who went had a thoroughly good time, and on the Sunday most of the party again indulged in mountaineering by riding up the Horseshoe to Llandegla and down the beautiful Nant-y-Garth to Ruthin, thence over the Loggerheads to Mold and Queens Ferry. One has only to take this ride on a fine Autumnal day to be amply rewarded for any hard work by the magnificent variegated tints, and those who have never taken this ride in the fall of the year can have no conception of the beauties they have missed.

The fourth, on November 21st, to Congleton, was held in stormy weather and again attracted a muster of a dozen. The roads were very wet, but only slight rain was experienced, and with the wind behind, the outward journey was delightfully easy. A very pleasant time was spent at Congleton, and on the Sunday morning Gawsorth Church was visited, and some beautiful lanes ridden through to Monks Heath, whence the route home was direct into the eye of the wind and somewhat arduous, but everyone got back safely after a most enjoyable outing.

The All-night Ride was to Abergavenny, and it is pleasing to record that it was very much better supported than has been the case in recent years, 14 starting and riding right through, 2 more being picked up en route, 2 meeting us at Whitechurch unable to go any further, and 3 riding down on the Saturday, making a total of 21, while several others were at the start showing their interest in this event and regret at their inability to participate. We had more than usual riding right through the night notwithstanding the 3 hours earlier start, which seems to be a popular innovation, but there are still many members who refuse to try the delightful experience of night riding. We were very favoured by the weather, the night being calm and light with roads in perfect condition, and the whole week-end quite ideal. The ride was practically without incident, very few punctures being experienced, and the schedule was very easily kept to; indeed, Abergavenny was reached 20 minutes ahead of time, and the town was found to be extremely interested in our visit. A very delightful time was enjoyed at Abergavenny, and I feel sure the trip can be repeated again with even more success. On the Sunday two members rode all the way back, and others rode most of the way home under ideal conditions, while a small party toured down the lower Wye, and altogether I feel sure that the All-night ride to Abergavenny will never be forgotten, standing out large in our memories like the Coronation Tour, and those who made no attempt to join us can have no idea of the treat they missed.

The August Tour in the West Riding of Yorkshire, was most successful and enjoyable, although it only attracted a muster of 14, which is quite below the number in recent years, and made a low record for the season. This small attendance is

partly explained by the Anfield even having some feeble riders who are easily discouraged from tackling what the map shows to be heavy country, and others who are afraid of a bit of weather. Certainly the outlook on the Saturday was none too promising, and those who rode all the way to Ripon experienced heavy rain between Ormskirk and Preston, and heavy roads as far as Clitheroe, but when the tour proper began at Skipton, conditions were very favourable and with a strong wind behind the climb over Blubberhouses Moor was very easy, and a grand ride to Ripon ensued. On Sunday a fine day was experienced, although the wind was still in evidence and against us all day. The ride through Wensleydale was most delightful, Jervaulx Abbey and Middleham Castle were visited, and the climb from Hawes to Moorcock Inn was amply rewarded by the grand descent into Sedbergh which was reached just as heavy rain began, the night being extremely wet. On Monday the weather was again fine and the wind strong, but it was only seriously against us as far as Lancaster, and Liverpool was reached in good time, everyone feeling that a grand tour had been experienced.

Our Racing Programme has been carried out with fair success, and entirely free from accident to the general public or to the competitors. The entries have not been large, but it is gratifying to be able to report that competitors have been a little more attentive to the necessity of sending in their entries in good time, although there is still plenty of room for improvement in this respect.

The first of our 50 miles Unpaced Handicaps was held on Saturday, 25th of April. There was only a small entry of 15, owing to previous unsettled weather preventing anything like proper training, but of these 11 came to the post, and as the day was ideal an interesting contest was expected. Unfortunately the roads were very gritty, and most of the competitors experienced punctures, some of them so many as to force abandonment of the ride, and in this respect we all greatly regret the ill luck attending our Captain, Mr. F. Roskell, and Mr. F. H. Wood. Mr. N. M. Higham (20 mins.) secured the first prize by completing the course in the excellent time of 2hrs. 59min. 11secs., which was remarkable for such a complete young novice so early in the season. Mr. A. H. Maddock (25mins.) took second prize with 3hrs. 7min. 4secs., which was

an improvement of 11 minutes on his previous best. Mr. R. L. L. Knipe took third prize and fastest time Medal with 2hrs. 48min. 20secs. in a ride really only taken as a preliminary training spin after his previous illness. The other finishers were: Mr. H. Knowles (5 mins.) 2hrs. 55min. 15secs., Mr. H. D. Wright (15 mins.) 3hrs. 9min., and Mr. D. Rushton (5 mins.) 3hrs. 8min. 18secs., but it is only fair to say that both Mr. Wright and Mr. Rushton punctured and repaired twice each, and that otherwise their performances would have been vastly better.

Whit Monday again saw the Anfield Hundred successfully run off, and this year's event was phenomenally successful. Since unpaced road work came into vogue, this fixture has progressed in such a remarkable manner that there is not now a road rider of any "class" whose greatest ambition is not to secure first and fastest; indeed, so keen is this desire that the event is becoming almost unwieldy, and no doubt something will have to be done to reduce the number of entrants in the future. It is everywhere regarded as a classic event, and the fastest time medal as the blue ribband of the road. It is gratifying to have the management and arrangements so highly praised on all sides, but in this connection I might say that the visiting clubs have it in their power to make or mar the event. I am pleased to say that this year there was much less crowding at the corners, but there is still plenty of room for improvement at the start and finish where the officials are greatly hampered. It can readily be understood that it is far from advisable to have crowds anywhere, and the non-competitors would see just as much of the race if they spread themselves over the course, besides which they would thereby attract less attention and make the permanency of the event more certain. The date was a little earlier this year, and although the weather previously had been none too favourable for training, the record entry of 53 was secured. The weather was very favourable, but for a stiff N. E. breeze, for rain on the Saturday had nicely laid the dust and the day was beautifully fine, so that 45 men faced the starter, the only important non-starters being Mr. H. Long, Yorkshire Road Club, and Mr. R. L. L. Knipe of "Ours," and of these 27 finished, which is two more than ever started before. The course had to be lengthened two miles to cover short measurements discovered

during the year, and this must be borne in mind in making any comparisons, but it is now undoubtedly good value 100 miles. Mr. E. J. Amooore, Bath Road Club, off 12 minutes, proved the winner with a splendid ride of 5 hrs. 33min. 25 secs., which also secured him fastest time prize. Mr. H. Wheaton, North London C. C., off 20 minutes, was second with 5hrs. 42min. 3secs., and Mr. H. Paul, also of the North London C. C., off 18 minutes took third prize with 5hrs. 48min. 4secs. The other finishers were:—Mr. L. E. Jones, North Road C. C. (5 mins.) 5hrs. 36min. 17secs., Mr. F. Newall, Vegetarian C. C. (12 min.), 5hrs. 43min. 32secs., Mr. E. H. Sexton, Bath Road Club (15 min.) 5hrs. 46min. 56secs., Mr. A. Duff, Manchester Wednesday C. C. (30 min), 6hrs. 2min. 22secs., Mr. W. Gilliard, Liverpool C. C. (35 min.), 6hrs. 7min. 31secs., Mr. R. Ibbotson, North Road C. C. (10 min.), 5hrs. 43min. 1sec., Mr. J. Taylor, Cheetham B. C. (25 min.), 5hrs. 58min. 3secs., Mr. F. Fowler, M. C. and A. C. (18 min.), 5hrs. 51min. 4secs., Mr. R. S. Cobley, North Road C. C. (scratch), 5hrs. 34min. 3secs., Mr. C. W. D. C. Ball, Bath Road Club (20 min.), 5hrs. 54min. 15secs., Mr. J. Wright, Birkenhead C. C. (20 min.), 5hrs. 54min. 37secs., Mr. A. Powell, M. C. and A. C. (12 min.), 5hrs. 46min. 22secs., Mr. J. E. Naylor, North Road C. C. (12 mins.), 5hrs. 46min. 47secs., Mr. D. Rushton, of "Ours" (18 min.), 5hrs. 56min. 4secs., Mr. H. Wheeler, Leeds Road Club (15 mins.), 5hrs. 54min., Mr. W. E. George, Cheadle C. C. (40 min.), 6hrs. 20min. 37secs., Mr. J. Lindsay, Manchester Wednesday C. C. (25 min), 6hrs. 6min. 18secs., Mr. T. Hampton, Liverpool C. C. (30 min.), 6 hrs. 13min. 57secs., Mr. J. H. Banks, Congleton C. C. and Manchester Wheelers (scratch), 5 hrs. 44min. 46secs., Mr. F. Wingrave, North Road C.C. (scratch), 5hrs. 46min. 53secs., Mr. E. Luks, Manchester Wheelers (20 min.), 6hrs. 14min. 8secs., Mr. K. Pfeleiderer, Vegetarian C. C. and of "Ours." (20 min.), 6hrs. 16min. 1sec., Mr. J. Waddington, Manchester (15 min.), 6hrs. 15min. 29secs., and Mr. T. R. Hillhouse, North Road C. C. (15 min.), 6hrs. 17min. 3secs. The Handicap thus proved a remarkably close one, Mr. Amooore only winning by 42 seconds, and only beating Mr. Cobley for fastest time by 38 seconds, while the handicap times of all the first twenty were good enough to have secured a place in previous years, and 5 minutes covered 14 men. Of course punctures put out a great many good men who were doing well, notably

Mr. W. H. Nutt, North Road C. C. (scratch), Mr. E. J. King, North Road C. C. (scratch), Mr. E. A. Cully, North Road C. C. (5 min.), Mr. C. Bryer, North Road C. C. (5 min.), Mr. L. Martin, Bath Road Club (5 min.), Mr. T. P. Nicholls, Leeds Road Club (8 min.), Mr. H. L. Dixon, Bath Road Club (10 min.), Mr. W. Welsh, M. C. and A. C. (12 min.) and Mr. F. Roskell, of "Ours," (12 min.), while the position of some of those who finished, particularly that of Mr. F. Wingrave, North Road C. C. (scratch), was affected by the same cause. From an Anfield point of view, the event was again disappointing, and we seem to have no luck, for when Mr. Knipe seemed rounding into form after a severe illness during the winter, sickness at home prevented his competing, and Mr. W. Osborne and Mr. W. R. Oppenheimer seem unable to get fit, while our Captain, Mr. F. Roskell, punctured badly when going very strong and well right up to his time sheet at 55 miles. However, Mr. D. Rushton, the first placed Anfielder, did a good ride, after puncturing several times, of 5hrs. 56min. 48sec., which off 18 minutes made his handicap time good enough for second prize in 1902, and although his position in this exceedingly close race was only 17th, it is really more worthy of the special prize than has often been the case.

The 24 Hours Ride was started at 10 p.m. on Friday, July 17th, and not for 13 years have conditions been so inauspicious. The course was exactly the same as last year, except that several extensions were provided owing to Mr. Knipe's declared intention of attacking the R. R. A. Record, and the whole course had been accurately measured by Mr. E. G. Worth, to whom the Club, collectively and individually, are greatly indebted. Unfortunately the weather was extremely bad, heavy rain falling to within three hours of the start, and resuming again just as the men lined up. Eight entries had been received, and of these six were undaunted by the weather, but of course all ideas of record-breaking had been abandoned, and a closer contest for the places was anticipated. The night was very dark and foggy, but the rain ceased and after the first extension to Nantwich, the roads were rapidly improving. Mr. Knipe at once assumed the lead, and got back to Chester at 12-19, being followed by the other 4 competitors, Messrs. J. Park, H. D. Wright, W. C. Humphreys and S. Irving at 12-52, Mr. A. H. Maddock having

punctured and retired. At this point Mr. S. Irving also retired for no apparent reason beyond his own mistaken idea that 300 miles could not be ridden on such a day. From the Gayton extension Mr. Knipe arrived back at Chester Corner, 60½ miles, at 1-46, with a lead of 42 minutes on Messrs. J. Park and H. D. Wright, who had got away from Mr. W. C. Humphreys, who was 15 minutes further behind. On the Childer Thornton-Queen's Ferry-Chester triangle the first time round Mr. Knipe's lead was reduced to 32 minutes by very steady riding on the part of Messrs. Park and Wright, who had increased their lead on Mr. Humphreys to 22 minutes, but on the second time round Mr. Knipe gained 2 minutes, and Mr. Humphreys had reduced his disadvantage to 17 minutes. Returning from Frodsham, Mr. Knipe's lead had increased again to 44 minutes, and Mr. W. C. Humphreys well maintained his position. At Whitchurch, 138¼ miles, Mr. Knipe arrived at 7 o'clock, and held an hours clear lead, while Mr. Humphreys was only 10 minutes behind Messrs. Park and Wright. These positions were similarly maintained right along to High Legh and back, and everything pointed to a most exciting race for 2nd and 3rd places. In 12 hours Mr. Knipe rode 185½ miles, Messrs. J. Park and H. D. Wright 166 miles, and Mr. W. C. Humphreys 164 miles, distances that are most creditable under the depressing circumstances; but after this came the deluge and it is doubtful whether such torrential rain, lasting as it did for 5 hours, has ever been experienced before. The roads were turned into rivers, and riding seemed entirely out of the question. Mr. Knipe arrived at Whitchurch, 232¼ miles, at 1-10, in a soaking condition, and decided to sacrifice some of his lead by waiting till the storm passed, but this did not occur as expected, and at 2-45 Messrs. Park and Wright arrived in a condition that can better be imagined than described. Mr. Wright here abandoned the ride, but Mr. Park, who was riding exceedingly strong and evidently very fit, quickly resumed on the course, and thus took the lead, Mr. Knipe finally deciding not to ride any further. At 2-55 Mr. Humphreys arrived and after changing machines resumed his stern chase of Mr. Park, so that notwithstanding the awful climatic conditions there still promised to be a close contest, but at Newport, 253 miles, Mr. Humphreys was forced to retire as the change of machine

had proved unwise owing to its high gear, and this left Mr. Park alone, riding very strongly, and as the storm at last abated he experienced rather better going for a few hours, and continued to add steadily to his mileage. Hill Column, 271½ miles, was reached at 5-54, and Hodnet Corner, 293½ miles, at 7-37. From Shawbury the Shrewsbury extension was taken for the first time, and proved exceedingly good value, Mr. Park arriving back at Shawbury, 311½ miles, at 8-50, and riding in a most remarkable manner, notwithstanding pitch darkness and another storm the last half hour, he piled up the wonderful total of 326 miles under most extraordinary circumstances, arriving at Whitechurch Corner with 20 seconds to spare, having actually ridden 160 miles in the second 12 hours, 5 of which were in torrential rain, and proving what a plucky rider he is. Thus under circumstances far worse than those obtaining in 1899 much better performances were accomplished. Mr. Wright rode exceedingly well, and Mr. Humphreys did not stop until compelled, while Mr. Park provides the 25th Anfielder to ride over 300 miles in the day, and his performance for a maiden effort is quite remarkable under the distressing conditions. Indeed it may well serve as an example to many of our members who have yet their 300 to do, for it is quite evident that if they would only take the necessary trouble to train a bit by taking circuitous routes to Club runs they could easily qualify for the 300 Standard under ordinary conditions, but if they will not take this slight trouble and enter for the 24 they will never attain to what should be the ambition of all Anfielders. The Club makes excellent arrangements, and it is to be deplored that more do not seem to appreciate them, for each year in addition to those aspiring to the prizes in this event there should be many competitors riding to an easy schedule with the view of accomplishing 160 miles in 12 hours and 300 in the day.

The Second 50 miles Handicap was held on August 29th, and was favoured by excellent roads and good weather, although a strong wind was much in evidence. The winner proved to be Mr. J. Park, who accomplished the splendid novice performance of 2hrs. 50min. 21secs., which with his handicap allowance of 17 minutes placed him first. Mr. F. Roskell secured 2nd prize and fastest time medal with the grand ride of 2hrs. 39min. 54secs., while third place was dead-heated for by Mr. N. M.

Higham (15 min.), with 2hrs. 54min. 28secs., and Mr. W. H. Kettle (17 min.) with 2hrs. 56min. 28secs. Mr. Roskell's time was over 5 minutes better than he had ever previously done in these handicaps, and Mr. Higham's time showed an improvement of nearly 5 minutes, while Mr. W. H. Kettle made an excellent novice's appearance. The other finishers were: Mr. S. Irving (18 mins.) 2hrs. 58min. 10secs., Mr. R. L. L. Knipe (scratch) 2hrs. 43min. 27secs., and Mr. D. Rushton (5 min.) 2hrs. 50min. 2secs.

On September 5th, a new departure in the Club's programme was tried in the shape of an Unpaced Handicap Ride from Chester to Holyhead and back, via Bettws-y-Coed, but it can hardly be described as a success. The idea of the fixture was to provide an opportunity for those who complain at the 24 hours event being paced and not handicapped, and it was thought it would attract those who cannot secure pacing and who would be glad to try for the 12 hours standards on the unpaced basis of 10 per cent reduction from the distances required to qualify in the 24 hours ride, but in this respect it was really a failure. When it is borne in mind that 126 miles in 12 hours unpaced qualifies for Standard A, it is most surprising that a larger entry was not received, but I understand that some members complained that they did not know tandem entries would be received, notwithstanding the fact that in the prize list and Rules for Competition in the last Annual Report it was distinctly stated that the event was "for all classes of machines," and others complained about the hilliness of the course without ever having ridden over it, although the Easter Saturdays run and a special week-end run to Bettws-y-Coed in August were fixed entirely with this object in view. Surely a road that should be so well known to all Anfielders, and over which many 24 hours rides were done in the old ordinary and solid tyre days, should have no terrors for the present generation so much better mounted and looked after, and the times accomplished by the winner and the tandem team, notwithstanding heavy rain and bad roads on the outward journey, and other retarding incidents, prove how fallacious the previous estimates of intending competitors were. There is no doubt about it that a good man properly trained can cover this course in about 12½ hours on a good day, and that being so it is very disappointing that there was no real

competition for the prizes on a handicap basis, and so few starters for Standard Medals. The ride calls for but little description, as out of 8 entries only 6 started, 4 on singles and one tandem pair. The day was fine on the whole, but torrential rain fell soon after the start and lasted for some time, with resulting bad roads, and a stiff wind was much in evidence, so far from ideal conditions prevailed for the outward journey. Messrs. J. Lowenthal and R. E. Prichard soon abandoned the ride, the latter unfortunately breaking a pedal. Messrs. R. L. L. Knipe and S. Irving on a tandem steadily overhauled the other two competitors, and all were at Bettws-y-Coed together, the tandem having gained 20 minutes on Mr. Park, and 40 minutes on Mr. S. Holt. At Holyhead, the tandem pair arrived at 1-45, having taken 6hrs. 35min. for the outward journey. Mr. J. Park arrived at 2-5, having taken 7hrs. 15min., and Mr. S. Holt arrived at 2-45, having taken 8hrs. 15min. Messrs. R. L. L. Knipe and S. Irving had thus gained 40 min. of the 70 min. handicap allowance they were called upon to give Mr. Park, and seemed certain of winning the Handicap, while Mr. Holt had abandoned all idea of racing, and was merely touring through for Standard Medal and third place, but on the return journey Mr. J. Park rode very strongly, and actually rode back in 16 min. 10secs. shorter time than he took to go out, while the tandem pair took 12½ minutes longer, so that they only gained a further 11 min. 17 secs., and Mr. Park won the Handicap by 18 min. 43 secs. with a good performance of 14 hrs. 13min. 50 secs., and Messrs. R. L. L. Knipe and S. Irving took second prize with 13hrs. 22min. 33secs., which was an excellent ride for a pair who had done practically no training together. Mr. S. Holt rode 135 miles in 12 hours, and completed the course for third prize in 17hrs. 8min. 24secs., which is quite a meritorious performance for a first attempt at long distance road work, and should show others what they might have done had they tried. I know some of our members talk as though they would not ride unless they could do about 2-50-0 for a 50, 6 hours for 100, 160 in 12 hours, and 300 in 24 hours, but this is quite the wrong spirit, for they should never despise the day of small things, and you will always find that those who talk this way have a big estimation of their own, and end in doing absolutely nothing for themselves or for the Club.

On September 14th, our captain, Mr. F. Roskell, made an attempt on the N. R. R. A. 50 miles Unpaced Safety record, and being favoured by an ideal day and good roads, and being undoubtedly in the pink of condition as his performance over the same distance on our ordinary Cheshire course had shown, it seemed certain he would succeed and do about 2hrs. 30min., but unfortunately when going extremely well and right up to his time-sheet he encountered a flock of sheep, one of which brought him over as he was getting through, and the fall gave him such a shaking that he was never able to get properly into his stride again, and was forced to abandon the ride.

On September 19th, Messrs. R. L. L. Knipe and S. Irving made an attempt to establish the Liverpool to Edinburgh Unpaced Tandem record the Standard for which the R. R. A. has fixed at 15 hours, and with excellent weather and everything favourable they rode so magnificently that at 177 miles they were $1\frac{1}{4}$ hours inside schedule, and absolutely certain of accomplishing the remarkable time of 13 hrs. 45min., when they began to experience cruel luck with tyre troubles which lost them $1\frac{1}{2}$ hours, and finally forced the attempt to be abandoned when within 20 miles of Edinburgh. We all feel great disappointment at this misfortune for both men were very fit, but the ride shows that they have the record at their mercy whenever they can arrange to attack it again, and as the Liverpool to Edinburgh records are peculiarly Anfield ones, we all hope they will go again this year and have good luck.

On October 3rd, two of our members, Messrs. W. H. Kettle and J. Park competed in the M. C. and A. C. Invitation 100 Miles Unpaced Handicap, but owing to inefficient marshalling both of them lost their way at 30 miles, or rather turned back thinking they had done so as they knew they had passed the marshall's post as specified on the card, when as a matter of fact they were all right, and it was a missing marshall that put them out. This was particularly unfortunate for Mr. Park as he was very fit and riding strongly against the wind, having gained several minutes on his time-sheet made out for 5hrs. 50min., which would have won him the race.

The most important service in connection with our racing, viz., the checking and marshalling has on all occasions been most ably and willingly rendered, and in this respect I would

wish to mention as among those who have earned the thanks of the Club the names of Mr. Massie Harper, of Congleton, Mr. R. Maddock, of Alsager, and of our own members Messrs. E. Edwards, R. E. Prichard, F. Gee, M. Montgomery, Jr., C. Keizer, G. B. Mercer, W. R. Oppenheimer, H. W. Keizer, J. M. James, L. Oppenheimer, W. R. Toft, F. H. Koenen, C. E. Grisewood, A. Healey, J. Lowenthal, G. R. Lichtenberg, A. McCall, F. J. Cheminaiis, A. T. Simpson, N. M. Higham, A. M. Higham, C. A. Hurst, J. Park, W. J. Slade, W. Bland, J. Craig, W. T. Venables, F. G. Cartman, H. M. Buck, and J. H. Sunter, while our President, Mr. A. G. White, rendered invaluable service as Referee and Judge of all events.

I should also like to say here how much the Club is indebted to those members who have worked in the Club's interests on the R. R. A. and N. R. R. A. We are particularly indebted to Mr. E. G. Worth and Mr. F. H. Koenen, President and Secretary of the N. R. R. A., while it is not too much to say that the Club has never been better represented on the Council of the R. R. A. than it has been this year by Mr. H. Fraser, who has been most indefatigable in looking after the Club's interests and keeping us properly posted.

During the year the Club has been called upon to provide a Road Records Association shield for the Unpaced Record from Lands End to John O'Groats as promised when unpaced records were adopted, the first unpaced record over this trying course having been established by Mr. C. J. Mather, of Wellingborough, and I venture to hope that in due course some Anfielder will be found imbued with the spirit that animated Messrs. Lawrence Fletcher, G. P. Mills, and R. H. Carlisle in the past, and determine that this shield shall be held by an Anfielder.

For the first time Aggregate prizes were offered as an inducement to our members to compete in as many events as possible and also to attend the ordinary fixtures, but it is doubtful if they accomplished their object as three members practically tied for second prize on the scores obtained in the road events, and any one of them might have secured the prize with a little effort in the way of attendance at fixtures, but there was no competition in this respect. The first prize, donated by Mr. E. A. Tooth was easily won by Mr. J. Park, and it is pleasing to note that from his arrival home he only missed 3 club runs. The

second prize, donated by Mr. F. C. del Strother, was won by Mr. R. L. L. Knipe, and I am sure that we are all pleased that it was won by such a constant attender of fixtures.

Mr. J. Park heads the prize list, and has been phenomenally successful for a complete novice. It is most unusual for a first year man at racing to score so well, and I venture to think it should be an example to others of what can be done by careful training and preparation. I am afraid some of our speedmen fancy that only a scratch man can head the prize list, but Mr. Park has shown that this is not so, for all our events except the 24 hours ride are handicaps in which everyone has an equal chance. No doubt Mr. Park was lucky to win the 24, but he was also plucky and fully deserved to win, while in all other events he got up in he left nothing to chance, and did all in his power to command success. I am sure we all regret that he was not back among us in time to get fit for the 100, and that he will not be with us to compete this year.

Mr. R. L. L. Knipe has not been very successful this year, almost entirely owing to ill luck that prevented his riding in the 100, and the bad weather that frustrated his record attempt in the 24 hours ride, but his performances in the two 50's, in the Chester to Holyhead and back ride, and in the attack on the Liverpool to Edinburgh Unpaced Tandem Record show that he has lost none of his wonderful powers as a road rider, and that he is still a scratch man in the best of company.

Mr. F. Roskell returned to the safety, and has proved himself to be in the first rank, but was most unfortunate to puncture in the first 50 and in the 100. His performance in the last 50 was most excellent, and we all hope he will attack the record again with better luck.

Mr. W. C. Humphreys has again displayed his long distance riding abilities by a plucky performance in the 24 hours ride, and it is a pity he could not get up in the Chester to Holyhead and back ride over which course I feel sure he would do well, while it would be interesting to see what he really could do in a 50 with proper preparation.

Mr. S. Irving again took up speed work this year, but his forte seems rather to be long distance riding as he showed to best advantage in his riding with Mr. Knipe on the tan-

dem in the Chester to Holyhead and back ride, and in the attack on the Liverpool to Edinburgh record, and it was a great pity he so quickly abandoned the 24 Hours Ride, but I feel certain that Mr. Irving can do a much better 50 than he has yet shown us, and that with good weather he can confidently be expected to put up an excellent 24 hours performance.

Mr. D. Rushton has shown himself to be quite an acquisition to our speed ranks by his performances in the 50's and the 100, notwithstanding ill luck, and we all hope his luck will change, and result in his developing scratch form.

Mr. H. Knowles has been most unfortunate, but his performance in the first 50 shows that we may expect him to develop into a first-class man with further experience of road riding.

Mr. A. H. Maddock has shown improved form, and secured second prize in the first 50, but again experienced cruel luck in the 24 Hours Ride, and we have by no means seen the best he can do.

Mr. S. Holt has made a beginning at road work, and showed encouraging signs of long distance ability, and we all hope he will abandon path work entirely and take up road work seriously, when good performances may be safely anticipated.

In Messrs. N. M. Higham, W. H. Kettle and H. D. Wright three very warm novices have been discovered. Messrs. Higham and Kettle showed excellent form in the 50's and with added training and experience should soon be on much shorter marks, while Mr. Wright, who was unlucky in the first 50, displayed wonderful pluck in the 24 hours ride, and may safely be expected to have a successful future before him.

We all regret that Messrs. F. Bird, H. M. Buck, E. H. Fox and W. Osborne have been prevented by indisposition from competing in our road events, and that Messrs. M. Paquin and H. Park are now residing abroad, but it is very disappointing that so many of our speedmen kept in retirement this year. We have a great many members who could make the Club second to none at road work if they would only take the interest and trouble to train, and amongst these I might mention Messrs. E. Buckley, F. J. Cheminai, J. M. James, F. H. Koenen, F. G. Cartman, C. E. Grisewood, A. Healey, C. E. Jones, A. R. Peers, R. E. Prichard, S. J. Lancaster,

J. V. Marchanton, W. R. Oppenheimer, L. Oppenheimer, and W. B. Kendrick, and I hope most of them will renew their efforts this season.

Among those who did get fit towards the end of the season and who would undoubtedly have put up some good performances, but for ill luck or bad weather, may be mentioned: Messrs. A. T. Simpson, R. J. Large, F. H. Wood, W. M. Owen, and H. Poole, and we all trust they will keep up their enthusiasm, and have great success this year, while with Mr. J. E. Green committed to road work entirely at last, I feel sure that with fine weather, revived enthusiasm among those in retirement, and continued enthusiasm among those who have done well this year, we may look forward to a year of better results with the Anfield resuming its place as the premier road club with a lot of scratch and short mark men able to regain those records we have lost as well as securing many others.

In conclusion, I can only urge again that we shall all pull strongly together with increased Anfield enthusiasm, which will lead to well supported Club fixtures, success on the road and general healthy vigour in all directions. To-night we elect our Officers for the New Year, and it is to be hoped that very careful consideration will be given to our votes, so that no one may be elected who has not already proved himself to be a keen Anfielder. An accession of new blood is very desirable, but it is no use electing new blood that has hitherto only shown luke warm support of the Club, while at the same time it is useless to re-elect old members, however popular they may be, if the figures already submitted to you show you that they are either unable or unwilling to attend the Club fixtures as an office holder should. If this matter is more carefully attended to than, I am afraid, it has sometimes been in the past, we shall have an Executive that will ensure the Club's success, because they will set such an example of the true Anfield spirit as will be infectious.

W. P. COOK,

HONORARY SECRETARY.

ANFIELD BICYCLE CLUB.

Dr.

Cash Account for 1903.

Cr.

	£	s.	d.		£	s.	d.
To Balance from 1902	32	17	6	By Printing, Postage, &c.	31	2	7
„ Entrance Fees and Subscriptions	108	15	0	„ Road Ride Prizes	59	10	6
„ Entrance Fees to Long Distance Races	12	12	0	„ Timekeepers' Fees	5	5	0
„ Donations to Prize Fund	7	16	0	„ Feeding Expenses in Long Distance Races	11	17	0
„ Badges Sold	2	6	6	„ R.R.A Shield for End to End Unpaced			
„ Bank Interest	1	2	0	Record... ..	7	10	0
				„ Subscriptions to R.R.A and N.R.R.A.	0	15	0
				„ Bank Commission	0	2	9
				„ Cash in Bank	47	19	9
				„ Cash in Hand	1	6	5
	£165	9	0		£165	9	0

LIABILITIES.

	£	s.	d.
Nil			

ASSETS.

	£	s.	d.
By Cash Balance	49	6	2
„ Subscriptions Outstanding and Good	3	3	0
	52	9	2

Audited and found correct,

January 6th, 1904.

G. R. LICHTENBERG, }
W. T. VENABLES, } Auditors.

AT THE

Annual General Meeting of the Members

HELD AT

THE BEE HOTEL, QUEEN'S SQUARE,

LIVERPOOL.

*On Thursday, the 7th January, 1904, at 7-0 p.m.***PRESENT—**

Mr. A. G. White in the Chair.

Messrs. H. M. Buck, J. Butler, R. H. Carlisle, F. J. Cheminai, E. J. Cody, C. J. Conway, T. B. Conway, W. P. Cook, E. Edwards, D. R. Fell, F. Gee, J. E. Green, C. E. Grisewood, A. Healey, N. M. Higham, S. Irving, C. Keizer, F. Keizer, H. W. Keizer, W. H. Kettle, R. L. L. Knipe, F. H. Koenen, G. R. Lichtenberg, A. McCall, G. B. Mercer, W. M. Owen, J. Park, A. R. Peers, H. Poole, R. E. Prichard, F. Roskell, H. Roskell, D. C. Rowatt, D. Rushton, A. T. Simpson, J. H. Sunter, A. L. Thomas, R. Thomas, W. R. Toft, W. T. Venables, F. H. Wood, E. G. Worth and H. D. Wright.

Mr. T. B. Conway moved, and Mr. H. W. Keizer seconded, and it was **RESOLVED—**

“That the Minutes of the last Annual General Meeting be taken as read, and that they be confirmed.”

Mr. H. Roskell moved, and Mr. J. H. Sunter seconded, and it was **RESOLVED—**

“That the Honorary Secretary's report be adopted.”

Mr. H. Poole moved, and Mr. C. J. Conway seconded, and it was **RESOLVED—**

“That the Accounts for the year ending 31st December, 1903, be adopted.”

Mr. W. M. Owen moved, and Mr. H. W. Keizer seconded, and it was **RESOLVED—**

“That the Annual Subscription for Active Members during the year 1904 shall be One Guinea, with an Entrance Fee of

Five Shillings, and the Annual Subscription for Honorary Members a minimum of Ten Shillings, and that the Prize Fund be continued."

Messrs. G. R. Lichtenberg and J. H. Sunter having been appointed Scrutineers, Mr. F. H. Koenen proposed, and Mr. T. B. Conway seconded—

"The re-election of the retiring President, Mr. A. G. White," which was carried unanimously.

Messrs. E. G. Worth and G. B. Mercer, proposed by Mr. W. P. Cook, and seconded by Mr. H. Poole, were unanimously elected as Vice-Presidents.

Mr. W. R. Toft, proposed by Mr. J. Park, and seconded by Mr. F. Roskell, was unanimously elected Captain.

Mr. R. L. L. Knipe, proposed by Mr. J. H. Sunter and seconded by Mr. F. Roskell, and Mr. F. H. Koenen, proposed by Mr. C. J. Conway, seconded by Mr. H. Roskell were elected by ballot as Sub-Captains.

Mr. W. M. Owen, proposed by Mr. H. Poole, and seconded by Mr. T. B. Conway, was unanimously re-elected Treasurer.

Mr. W. P. Cook, proposed by Mr. G. B. Mercer, was unanimously re-elected Honorary Secretary.

It was resolved by ballot that the following gentlemen be elected Members of the Committee:—

Messrs. H. M. Buck, F. J. Cheminai, T. B. Conway, E. Edwards, H. Hellier, S. Irving, H. Poole, and W. T. Venables.

Mr. H. Roskell proposed, and Mr. J. Park seconded, and it was carried unanimously, that Messrs. G. R. Lichtenberg and C. Keizer be elected to audit the Accounts of the Club, for the year ending 31st December, 1904.

Mr. E. Edwards proposed, and Mr. J. Park seconded, and it was RESOLVED—

"That the Club's racing programme be the same as last year, except that not more than two or three 50-Miles Unpaced Handicaps be held, at the discretion of the Committee.

Mr. F. Roskell proposed and Mr. H. W. Keizer seconded, and it was RESOLVED—

"That in the 24 Hours Road Ride only single pacing be allowed."

Mr. J. Park proposed and Mr. R. L. L. Knipe seconded, and it was RESOLVED—

“That the Committee be recommended to make the distance race of about 12 hours duration over as fast a course as practicable.”

Mr. H. W. Keizer proposed, and Mr. S. Irving seconded, and it was RESOLVED—

“That an Entrance Fee of £1 1/- be charged all entrants for the 24-Hours Road Ride, and 10/6 be charged all entrants for the distance race, to cover feeding expenses.”

Mr. E. G. Worth proposed, and Mr. F. Roskell seconded, and it was RESOLVED—

“That a special Prize, value Five Guineas, in lieu of the usual Gold Medal will be awarded to any first claim member who succeeds in beating any of the Unpaced Place to Place Records recognised by the Road Records Association and not held by a member of the Anfield Bicycle Club. Tandem riders to divide the Prize as per Rule 8.”

Mr. R. E. Prichard proposed and Mr. F. Gee seconded and it was RESOLVED—

“That the Club Tour at Easter be to Bettws-y-Coed, as usual.”

Mr. H. W. Keizer proposed, and Mr. R. L. L. Knipe seconded, and it was RESOLVED—

“That the June ‘All-Night Ride’ and other tours be left to the Committee with the suggestion that the ‘All-Night Ride’ be to Abergavenny or to some suitable place on or near the record route to London.

Mr. W. P. Cook read a letter from Mr. F. Del Strother offering another special prize and it was unanimously decided that it be awarded to the first placed Anfielder in the 100 Miles Invitation Handicap.

On the proposition of Mr. W. P. Cook, seconded by Mr. T. B. Conway, a hearty vote of thanks was accorded Mr. Del Strother for his continued generosity.

The Meeting closed with hearty votes of thanks to the Chairman, Captain, Secretary, Treasurer, Auditors and Scrutineers.

RULES.

- 1.—This Club shall be called the "ANFIELD BICYCLE CLUB."
- 2.—This Club shall consist of Cyclists who are considered eligible for membership under Rule 20.
- 3.—No Active Member of this Club shall be permitted to join or retain active membership in any other Local Cycling Club. This Rule not to apply to Clubs in which existing Anfielders have held membership prior to 30th June, 1891.

Officers.

- 4.—The Officers of the Club shall consist of President, two Vice-Presidents, Captain, two Sub-Captains, Honorary Secretary and Treasurer, all being Active Members.

Committee.

- 5.—The Committee shall consist of sixteen Members, including the Officers.

Auditors.

- 6.—Two Auditors from amongst the Members, none of the Committee being eligible, shall be appointed annually at the Annual General Meeting, to examine, and report upon, the Accounts and Balance Sheet.

Meetings.

- 7.—The Annual General Meeting shall be held within the first two weeks of January, to receive the Hon. Secretary's report and Treasurer's Balance-Sheet; to appoint officers and Committee for the ensuing twelve months; and to transact any other business that may be found necessary.
- 8.—A General Meeting of the Club shall take place whenever the Committee or Secretary convenes the same. Thirteen to form a quorum.

9.—It shall be the duty of the Committee or Secretary to convene a General Meeting when requested to do so, in writing, by ten or more Members of the Club, and they shall call such meeting within two weeks after receiving such requisition. If the Committee or Secretary fails to call such meeting, then the requisitionists shall be entitled to call it.

10.—Six days' notice of all General Meetings shall be given by the Hon. Secretary, who shall at the same time circulate amongst the Members an Agenda paper of the matters to be brought forward.

11.—Any Member wishing to bring forward any matters should send particulars to the Hon. Secretary, who shall cause the same to be entered on the Agenda of the next General Meeting.

12.—Business which does not appear on the Agenda paper shall not be brought forward until all the subjects on the Agenda have been disposed of, nor shall such business then be discussed unless it be voted URGENT by two-thirds of the Members present.

13.—Any proposition appearing on the Agenda paper in the name of an absent member shall be deemed equal to, and treated as, a proposition made "in propria persona" by the said Member, and shall be moved by the Hon. Secretary.

14.—Every Amendment and every proposition which does not appear on the Agenda paper shall be written and signed by its proposer and seconder, on a form which shall be provided by the Hon. Secretary.

15.—No resolution of any previous General Meeting shall be rescinded unless the Member proposing to cancel such resolution shall have given notice on the Agenda paper of his intention to do so.

16.—No alteration of the Rules of the Club shall be made except at a General Meeting, and then only by a two-thirds majority of the Members present and voting.

17.—ALL Active members residing at a distance of not less than fifteen miles from Liverpool may exercise the right of Proxy Voting upon any subject appearing on the Agenda of any General Meeting, or which the Chairman may rule to be coincident thereto.

18.—The Minutes of all Meetings shall be open for inspection to any Member of the Club on giving reasonable notice to the Hon. Secretary.

19.—Committee Meetings shall take place during the second week of each month. Seven to form a quorum.

Active Membership.

20.—Candidates for Membership must fill up a form provided by the Club, which must also be signed by the proposer and seconder (both having been Active Members of the Club for at least two months), and forward the same to the Secretary, who shall place it before the next Committee Meeting. No professional member shall be eligible to compete in Club Races, but may receive Record or Standard Medals. "A professional is a rider who has competed for a money prize or staked bet, or one who has ridden in competition against such professional." If there be any objection and the Nomination be still insisted on by the proposers, a Special General Meeting shall be called to consider the Candidature. Ten black balls to exclude.

21.—Any Member violating the rules or regulations of the Club, or being discovered not to be, or ceasing to be an amateur or being guilty of misconduct, may be expelled by the votes of a two-thirds majority of the Members present, and voting, at a Special General Meeting summoned for the purpose, and such Member shall receive six days' notice of such Meeting. Any Member so expelled shall forfeit all claim upon the property of the Club, and shall cease to be a Member. Voting to be by ballot.

Life Membership.

22.—A General Meeting of the Members may, for eminent services rendered the Club, elect to Life Membership any Member of 15 years standing; such Life Member shall enjoy all the rights and privileges of Active Membership.

Honorary Membership.

23.—Candidates for Honorary Membership shall be proposed and seconded by Active Members, and shall, unless objected to, be elected by the Committee at their next meeting; but should any objection be made, it shall be dealt with under Rule 20.

A General Meeting of the Members may, for service rendered the Club, place upon the Honorary Membership List the name of any Member of three years standing who shall be leaving the country. Such name to remain there during the term of his residence abroad, free from any Annual Subscription. Such a Member may on his return resume Active Membership upon his notifying the Secretary of his intention so to do, without undergoing the formality of re-election.

24.—Honorary Members shall not receive the regular notices of Club Runs, etc., neither shall they be permitted to attend or vote at any General Meetings, nor to take part in more than three Club Runs during the year, nor compete for any of its long-distance prizes, or in any of its closed events.

25.—An Honorary Member may become an Active Member upon payment of the difference between his honorary subscription and the current subscription and Entrance Fee of the Club; but his name must come before the Committee in the usual way.

Subscriptions, &c.

26.—The MINIMUM Annual Subscription for Honorary Members shall be 10/-, no entrance fee being charged to them. The Annual Subscription for Active Members shall be one guinea, payable within one month from date of election, with an Entrance Fee of 5/-. Any Member whose Renewal Subscription is not paid by 1st March shall receive written application from the Treasurer, and if payment be not made within one month from the date of such notice, the Treasurer shall bring the matter before the Committee, that body having full power to deal with the case as it thinks fit. After the 31st August in each year, the subscription to incoming Members shall be one-half the ordinary Annual Subscription, but the full Entrance Fee shall be chargeable under all circumstances.

Resignations, &c.

27.—Any Officer or Member of the Committee wishing to resign his office or seat on the Committee, shall notify the same (in writing) to the Hon. Secretary, for the information of the Committee, but until such resignation shall have been accepted, he shall continue to exercise the duties and retain the responsibilities of his office.

28.—Any Active Member wishing to resign must give notice (in writing) to the Hon. Secretary, before the Annual General Meeting; otherwise he will be held accountable for the ensuing year's subscription.

Finance.

29.—The funds of the Club shall be banked in the name of the Anfield Bicycle Club, the President and Treasurer for the time being shall jointly sign cheques to meet current expenditure, as authorised by the Committee. All accounts to be passed by the Committee and initialled by the Chairman before payment.

30.—The Financial Year of the Club shall expire on the 31st December in each year.

Club Colours.

31.—That the Club Colours shall be Blue and Black. The Captain to be distinguished by a gold badge.

Committee.

32.—All runs shall be arranged by the Committee, and shall not be altered without its consent.

33.—The Committee shall have power to fill up any vacancy in the Officers or Committee which shall occur within the year, subject to confirmation by the next General Meeting.

34.—The Committee may decide any question on the meaning of these Rules, or anything relative to the Club not provided for therein, and may do whatever they deem necessary for the well-being of the Club, which is not inconsistent with these Rules. The decision of the Committee shall be final, unless notice of appeal, in writing, be given to the Hon. Secretary within seven days following that on which the decision is arrived at. All such appeals shall be heard at the next General Meeting, and the decision of such Meeting shall, in every case, be final.

PRIZE LIST AND RULES FOR COMPETITION.

SEASON 1904

No. 1.—No Medals, Record Medals, or prizes of any description, will be awarded, unless the claimants have ridden under the name of the Anfield B.C. *only*. No Record Medal will be awarded to any but *first-claim* Members, and no Member is eligible to receive any of the Standard Medals or Record Prizes, unless he has attended at *least* twelve ordinary Club Runs during the current year.

No. 2.—For 24 hours' rides, Standard Medals will be awarded as follows :—

Bicycle	A	B	C	D	E	F	G	H
(Single or Tandem)	250	275	300	325	350	375	400	410
Tricycle								
(Single or Tandem)	225	250	275	300	325	350	375	385

Five per cent. extra for Rides in the District of the Great North Road.

Fifteen per cent. reduction for unpaced Rides. Previous winners barred.

No. 3.—For 12 hours' rides, Medals will be awarded as follows:—

	A	B	C	D	E	F
Bicycle (Single or Tandem)	140	160	180	200	215	220
Tricycle (Single or Tandem)	125	145	165	185	200	205

Five per cent. extra for Rides in the District of the Great North Road.

Ten per cent. reduction for unpaced rides. Previous winners barred.

No. 4.—For 100 miles rides, Medals will be awarded as follows:—

	A	B	C	D
Single Bicycle, or Tandem Tricycle } paced	5h. 40m.	5h. 20m.	5h. 0m.	4h. 45m.
Tandem Bicycle, paced	5h. 30m.	5h. 10m.	4h. 50m.	—
Tricycle, paced	6h. 0m.	5h. 40m.	5h. 20m.	—
Tandem Bicycle, unpaced	6h. 0m.	5h. 30m.	5h. 10m.	4h. 55m.
Single Bicycle, unpaced	6h. 30m.	6h. 0m.	5h. 40m.	5h. 25m.
Tricycle, unpaced	7h. 0m.	6h. 30m.	6h. 10m.	5h. 55m.

No. 5.—No Member will be entitled to more than one Standard Medal at the end of the year in each of the Classes (that is Bicycle, Tricycle, and Tandems—Bicycle and Tricycle—100 miles, twelve hours, and 24 hours each), such medal being for the longest distance, or best time during the year. Previous winners barred.

No. 6.—A Gold Medal will be awarded to any Member who succeeds in beating any of the Road Records, or Northern Road Records for the time being, the ride to be proved to the satisfaction of the Road Records Association or Northern Road Records Association, as the case may be.

A Special Prize value Five Guineas in lieu of the usual Gold Medal will be awarded to any first claim Member who succeeds in beating any of the Unpaced Place to Place Records recognised by the Road Records Association, and not held by a Member of the Anfield Bicycle Club. Tandem riders to divide the Prize as per Rule 8.

A Member who succeeds in beating a Record more than once shall be entitled to a Medal for the highest performance ONLY at each distance during the year. This Rule does not apply to the Special Place to Place Record Prizes.

No. 7.—For the purpose of awarding Record Medals, the records existing on the 31st December, 1903, must be noted as follows:—

ROAD RECORDS ASSOCIATION'S RECORDS AND STANDARDS—PACED.

DETAILS.	SAFETY BICYCLE.	TRICYCLE.	TANDEM SAFETY.	TANDEM TRICYCLE.
Fifty Miles	A. E. Walters 1h 55m 50s	F. T. Bidlake 2h 22m 15s	W. T. Walton & P. Wheelock 1h 55m 50s	S. D. Begbie & T. G. King, Jr. 2h 16m 50s
Hundred Miles	A. A. Chase 4h 16m 35s	F. T. Bidlake 5h 15m 57s	M. A. Holbein & J. W. Stocks 4h 46m 18s*	S. F. Edge & J. E. L. Bates 5h 30m 31s
Twelve Hours	F. R. Goodwin 245 miles	F. T. Bidlake 194½ miles*	M. A. Holbein & A. E. Walters 280 miles	M. A. Holbein & F. T. Bidlake 181½ miles
Twenty-four Hours	F. R. Goodwin 428 miles	F. T. Bidlake 356½ miles	M. A. Holbein & J. A. Bennett 397½ miles	M. A. Holbein & F. T. Bidlake 333 miles
London to Edinburgh	F. R. Goodwin 25h 26m 0s	Lowest Standard 33 hours	E. Oxborrow & H. H. Sansom 27h 33m 0s	Lowest Standard 33 hours
London to Bath and back	F. W. Barnes 11h 48m 42s	J. G. Gibb 14h 18m 37s	Lowest Standard 12 hours	Lowest Standard 14h 18m 37s
London to York	F. R. Goodwin 10h 16m 0s	F. T. Bidlake 13h 19m 0s*	T. Hobson & H. E. Wilson 11h 37m 0s*	M. A. Holbein & F. W. Shorland 13h 19m 0s
London to Brighton and back	W. J. Neason 5h 6m 42s	J. Parsley 6h 18m 28s	P. Wheelock & G. Fulford 4h 54m 54s	Lowest Standard 6h 18m 28s
London to Portsmouth and back	Lowest Standard 8h 15m 0s*	Lowest Standard 9h 15m 0s	Lowest Standard 7h 30m 0s	Lowest Standard 9h 15m 0s.
London to Liverpool	W. J. Neason 11h 43m 0s*	S. H. Keeling 14h 57m 0s	Lowest Standard 12 hours	Lowest Standard 14h 57m 0s
Liverpool to Edinburgh	T. B. Conway 14h 35m 0s	Lowest Standard 15h 30m 0s	Lowest Standard 14 hours	Lowest Standard 15h 30m 0s
Edinburgh to York	A. Hogg 12h 15m 0s	Lowest Standard 14 hours	Lowest Standard 12 hours	Lowest Standard 14 hours
Land's End to John o' Groat's	G. P. Mills 3d 5h 49m	G. P. Mills 3d 16h 47m	G. P. Mills & T. A. Edge 3d 4h 46m	Lowest Standard 3d 16h 47m
Land's End to London	Lowest Standard 20 hours	Lowest Standard 22h 30m 0s	Lowest Standard 20 hours	Lowest Standard 22h 30m 0s
Thousand Miles	Lowest Standard 4d 9h	Lowest Standard 5 days	Lowest Standard 4d 9h	Lowest Standard 5 days

* No claim for record will be passed unless the time or distance is better than the existing unpaced record.

ROAD RECORDS ASSOCIATION'S RECORDS AND STANDARDS—UNPACED.

DETAILS.	SAFETY BICYCLE.	TRICYCLE.	TANDEM SAFETY.	TANDEM TRICYCLE.
Fifty Miles	A. A. Chase 2h 7m 8s	J. Van Hooydonk 2h 35m 10s	C. Bryer & E. H. Grimsdell 2h 1m 50s	Lowest Standard 2h 45m 0s
Hundred Miles	H. Green 4h 36m 22s	A. G. Markham 5h 57m 22s	R. J. & A. F. Ilsley 4h 36m 29s	Lowest Standard 6 hours
Twelve Hours	H. Green 226½ miles	W. T. Hall 197 miles	E. A. Cully & E. H. Grimsdell 219½ miles	Lowest Standard 170 miles
Twenty-four Hours	H. Green 394 miles	Lowest Standard 300 miles	Lowest Standard 350 miles	Lowest Standard 300 miles
London to Edinburgh	Frank Wright 31h 48m 0s	Lowest Standard 40 hours	Lowest Standard 33 hours	Lowest Standard 40 hours
London to Bath and back	H. Green 12h 12m 29s	W. W. Robertson 16h 16m 38s	J. C. Paget & E. H. Grimsdell 12h 0m 4s	Lowest Standard 16h 30m 0s
London to York	H. Green 10h 19m 0s	W. T. Hall 11h 50m 0s	A. H. & P. S. Murray 10h 50m 0s	Lowest Standard 15 hours
London to Brighton and back	H. Green 5h 30m 22s	Lowest Standard 7h 45m 0s	A. C. Gray & H. L. Dixon 5h 17m 18s	Lowest Standard 7h 45m 0s
London to Portsmouth and back	E. J. Angore 8h 5m 38s	Lowest Standard 11 hours	R. Ibbotson & F. H. Wingrave 8h 25m 10s	Lowest Standard 11 hours
London to Liverpool	H. Green 11h 0m 0s	Lowest Standard 16 hours	Lowest Standard 13h 30m 0s	Lowest Standard 16 hours
Liverpool to Edinburgh	R. L. L. Knipe 14h 49m 0s	Lowest Standard 18 hours	Lowest Standard 15 hours	Lowest Standard 18 hours
Edinburgh to York	E. H. Sexton 13h 14m 0s	Lowest Standard 16 hours	L. W. B. Martin & T. H. B. Vade- Walpole 12h 17m 0s.	Lowest Standard 16 hours
Land's End to John o' Groat's	C. J. Mather 5d 5h 12m	Lowest Standard 6 days	Lowest Standard 5½ days	Lowest Standard 6 days
Land's End to London	J. E. Naylor 22h 7m 18s	Lowest Standard 30 hours	Lowest Standard 24 hours	Lowest Standard 30 hours
Thousand Miles	Lowest Standard 5½ days	Lowest Standard 6 days	Lowest Standard 5½ days	Lowest Standard 6 days

NORTHERN ROAD RECORDS ASSOCIATION'S RECORDS & STANDARDS—PACED & UNPACED.

DETAILS.	ORDINARY BICYCLE.	SAFETY BICYCLE.	TRICYCLE.	TANDEM SAFETY.	TANDEM TRICYCLE.
Fifty Miles	A. J. Jack 3h 12m 43s	F. H. Koenen 2h 11m New Standard 2h 16m 41s	J. Fowler 2h 19m 46s New Standard 2h 23m 47s	F. H. Koenen and W. R. Oppenheimer 2h 4m 46s New Standard 2h 10m 29s	H. Hellier & C. J. A. Decker 2h 19m 46s New Standard 2h 23m 47s
Hundred Miles ..	A. J. Jack 6h 58m 25s	J. M. James 4h 43m 25s New Standard 4h 47m 17s	W. R. Toft 5h 34m 48s New Standard 5h 40m 23s	C. W. Schafer & A. E. Cunliffe 4h 49m 2s New Standard 4h 54m 46s	Lowest Standard 5h 45m 0s
Twelve Hours	A. J. Jack 156 miles	T. P. Nicholls 225½ miles	H. Hellier 188½ miles	W. E. Gee & M. Wild 206½ miles	Lowest Standard 165 miles
Twenty-four Hours ..	A. J. Jack 286 miles	R. L. L. Knipe 406½ miles	H. Hellier 326½ miles	W. M. Owen & F. H. Wood 305½ miles	Lowest Standard 275 miles
Fifty Miles Unpaced		J. H. Banks 2h 30m 6s	F. Roskell 2h 43m 10s New Standard 2h 50m 34s	T. E. Hesketh & G. Gurley 2h 17m 50s	Lowest Standard 2h 45m 0s
Hundred Miles Unpaced .. .		R. L. L. Knipe 5h 31m 52s New Standard 5h 36m 23s	Lowest Standard 6h 15m 0s	C. W. Schafer & A. E. Cunliffe 4h 49m 2s New Standard 4h 54m 46s	Lowest Standard 5h 45m 0s
Twelve Hours Unpaced .. .		J. A. Walker 193¾ miles	Lowest Standard 165 miles	W. M. Jolly & S. Hurst 201 miles	Lowest Standard 165 miles
Twenty-four Hours Unpaced ..		M. Higham 318½ miles	Lowest Standard 275 miles	Lowest Standard 300 miles	Lowest Standard 275 miles

No. 8.—All tandem prizes will be divided, half to each man, and both riders must be active Members of the Anfield B.C. and comply with Prize Rule No. 1.

No. 9.—If a Record Medal is awarded, no Standard Medal can be claimed for the same ride. Gold Medal from Club Die shall only be awarded for Records, Fastest Times, First Prizes, Standards in 24 hours from Standard C and upwards, and in 12 hours from Standard D and upwards.

No. 10.—Members winning Medals may substitute Prizes of equal value, subject to the approval of the Committee as to the form these may take.

No. 11.—Claims for Medals, accompanied by proofs, must be sent in to the Hon. Secretary within 7 days after the performance of each ride.

No. 12.—No distance ridden in any of the Competitions will be recognised if it be done either wholly or partially on a Sunday.

No. 13.—NO PIECE OF ROAD MAY, UPON ANY PRETEXT, BE COVERED MORE THAN TWICE, or if covered, shall not be counted in the total distance claimed.

No. 14.—Motor pacing is barred for Club Races, and attempts for Standard Medals.

No. 15.—All Prizes and Medals will be awarded at the discretion of the Committee, who shall have full power to decide any question which may arise as to the interpretation or application of the Rules.

Races.

Members are requested to consider the information contained herein as "Private and Confidential."

It is intended to hold during the season, not exceeding three Unpaced Fifty Miles Road Handicaps, over courses to be selected by the Committee. Four prizes will be offered, viz. :—First Second, Third, and Gold Medal for the fastest time.

Time Medals will be awarded as under, Prize Winners barred :—

	Bronze	Gold	Centre Silver	Gold Star
Single Bicycle	3 hrs. 10 mins.	3 hrs.	—	2 hrs. 45 mins.
Tricycle	3 hrs. 25 mins.	3 hrs. 15 mins.	3 hrs.	—

In order to win any of these time medals the rider must improve on his previous best time.

The Unpaced Hundred Miles Invitation Road Handicap will be held as usual, over a course to be selected by the Committee, on Whit Monday. Prizes, value Five Guineas, Three Guineas, and Two Guineas, will be offered, and also a Gold Medal for fastest time in the Race. The above will also give Members an opportunity of competing for the 100 Miles Unpaced Standards, as per list.

A Handicap Race unpaced, of about 12 hours duration, for all classes of machines, over a course to be selected by the Committee, will be held in July, when three Prizes and Fastest Time Medal will be offered. An Entrance Fee of 10/6 will be charged each entrant to assist in covering feeding and other expenses.

The 24 Hours' Road Ride will be held in August, when three prizes will be offered. The above will also afford Members an opportunity of competing for the Paced Standards for twelve and twenty-four hours, as per list. Pacing by single cycles only allowed. An Entrance Fee of £1 1/- will be charged each entrant to assist in covering feeding and other expenses.

In all cases the Committee reserve the right to cancel any fixture for which, in their opinion, insufficient entries are received.

Prizes will be withheld if, in the opinion of the Committee, the performances done are not sufficiently meritorious.

Special Prizes.

Special Prize, presented by Mr. F. Del Strother, will be awarded to the best placed Member in the 100 Miles Invitation Handicap, Prize Winners barred.

Runs, &c.

A Gold-Centred Silver Medal will be presented to the Member attending the greatest number of Club Runs and Tours, and a Silver Medal to the Member with the second largest attendance (Officers and Committee barred).

Members are particularly requested to notify any change of address to the Hon. Secretary.

SUMMARY OF PERFORMANCES, 1903.

50 MILES' UNPACED HANDICAP.—April 25th.—1st, N. M. Higham, 2 hrs. 59 mins 11 secs. ; 2nd, A. H. Maddock, 3 hrs. 7 mins. 4 secs. ; 3rd, R. L. L. Knipe, 2 hrs. 48 mins. 20 secs. Fastest time R. L. L. Knipe, 2 hrs. 48 mins. 20 secs.

100 MILES' INVITATION UNPACED HANDICAP.—June 1st.—D. Rushton, 5 hrs 56 mins. 48 secs. ; K. Pfleiderer, 6 hrs. 16 mins. 1 sec.

24 HOURS' ROAD RIDE—July 17/18th :

	Distance in 12 hrs.	Distance in 24 hrs.
J. Park	166 miles	326 miles
W. C. Humphreys	164 "	253 "
R. L. L. Knipe	185½ "	232¼ "
H. D. Wright	166 "	232¼ "

50 MILES' UNPACED HANDICAP.—August 29th. 1st, J. Park, 2 hrs. 50 mins. 21 secs. ; 2nd, F. Roskell, 2 hrs. 39 mins. 54 secs. ; 3rd, N. M. Higham, 2 hrs 54 mins. 28 secs. and W. H. Kettle, 2 hrs. 56 mins. 28 secs. Fastest time, F. Roskell, 2 hrs. 39 mins. 54 secs.

CHESTER TO HOLYHEAD AND BACK HANDICAP—September 5th.—1st, J. Park, 14 hrs. 13 mins. 50 secs. ; 2nd, R. L. L. Knipe and S. Irving (tandem) 13 hrs. 22 mins. 33 secs. ; 3rd, S. Holt, 17 hrs. 8 mins. 24 secs. Fastest time (tandem barred) J. Park, 14 hrs. 13 mins. 50 secs.

Distances in 12 hours.

R. L. L. Knipe } S. Irving }	172 miles
J. Park	161 "
S. Holt	135 ,

LIST OF MEMBERS.

LIFE MEMBER.

- 1 LAWRENCE FLETCHER, 14, Palmer Street, Westminster, London, S W.

ACTIVE MEMBERS.

- 2 R. BARTON 57, Ramilies Road, Sefton Park, Liverpool.
 3 F. BATH 25, Sydenham Avenue, Sefton Park, Liverpool.
 4 J. H. BAYNES 73, Piccadilly, Manchester.
 5 P. C. BEARDWOOD 14, Huntington Street, Liverpool.
 6 D. J. BELL 5, Chapel Avenue, Walton, Liverpool.
 7 F. BIRD 65, Newlands Street, Liverpool.
 8 W. BLAND 11, Crown Street, Bolton.
 9 H. B. BRENTNALL .. 31, Major Street, Manchester.
 10 H. M. BUCK 3, Magazine Avenue, Upper Brighton.
 11 E. BUCKLEY 6, Maple Avenue, Cheadle Road, Cheadle Hulme.
 12 J. BUTLER 105, George Street, Altrincham.
 13 R. H. CARLISLE 239, Deansgate, Manchester.
 14 F. G. CARTMAN 19, Booth Avenue, Withington, Manchester.
 15 F. J. CHEMINAIS 66, Hilberry Avenue, Tuebrook, Liverpool.
 16 E. J. CODY 192, Salisbury Road, Oakfield Road, Liverpool.
 17 C. J. CONWAY "Innensee," Gordon Drive, Grassendale.
 18 T. B. CONWAY "Bleng," Tarbock Road, Huyton.
 19 W. P. COOK 15, Brunswick Street, Liverpool.
 20 A. N. DEAKIN "Devonia," Springfield Park, Acton, London, W.
 21 E. EDWARDS 16, Fort Street, New Brighton.
 22 S. P. FAIRHURST .. Parr's Bank House, Altrincham.
 23 D. R. FELL 31, Cheltenham Avenue, Sefton Park, Liverpool.
 24 J. J. FINLEY Sandiway Head Hotel, Sandiway, near Northwich.
 25 E. H. FOX 165, London Road, Leicester.
 26 A. E. FRAENKEL 80 Rue du Faubourg Poissonniere, Paris.
 27 H. FRASER 4, Glendale Avenue, Wood Green, London, N.
 28 FREDERICK GEE 62, Stanley Street, Liverpool.
 29 J. F. GERMAN 15, Oriel Road, Bootle.
 30 J. E. GREEN 33, Woodchurch Lane, Prenton, Birkenhead.
 31 C. E. GRISEWOOD .. "Langdale," Rudgrave Square, Egremont.
 32 W. GRUNDY "Casterton," Cressington Park, Liverpool.
 33 R. HARTLEY Eccleston Park, Prescot.
 34 ARTHUR HEALEY Mount Road, New Brighton.
 35 H. HELLIER 99, Washway Road, Brooklands, Sale, Cheshire.
 36 J. L. HEWITT 13, Sunnyside, Devonshire Road, Liverpool.
 37 A. MARSHALL HIGHAM "The Rowans," Dunham Massey, near Altrincham.
 38 N. M. HIGHAM "The Rowans," Dunham Massey, near Altrincham.
 39 S. HOLT 94 Commercial Road, Kirkdale, Liverpool.
 40 W. C. HUMPHREYS... "Halidon," Heaton Chapel, Stockport.
 41 C. A. HURST 4, Norfolk Street, Manchester.
 42 S. IRVING 1, Hesketh Street, Southport.

- 43 J. M. JAMES The Electric and Ordnance Accessories Co., Ltd., Slippery Lane, Hauley, Staffordshire.
- 44 W. J. JENKINS 11 Hope Place, Liverpool.
- 45 C. E. JONES 33 Cavendish Drive, Rock Ferry.
- 46 C. KEIZER 30 South Castle Street, Liverpool.
- 47 F. KEIZER "Glen Maye," Warren Drive, New Brighton.
- 48 H. W. KEIZER 70, Falkland Road, Egremont.
- 49 W. B. KENDRICK 63, Eastbourne Street, Liverpool.
- 50 W. H. KETTLE "Avondale," Devonshire Park, Birkenhead.
- 51 F. A. KLIPSCH "The Shanty," Warren Road, Blundellsands, near Liverpool.
- 52 R. L. L. KNIPE 35, Skerries Road, Anfield, Liverpool.
- 53 H. KNOWLES 8, Fernhill Road, Bootle.
- 54 F. H. KOENEN Egerton Road, The Crescent, Davenport, near Stockport.
- 55 S. J. LANCASTER Brougham Terrace, West Derby Road, Liverpool.
- 56 R. J. LARGE 371, Borough Road, Birkenhead.
- 57 G. R. LICHTENBERG Bank of Liverpool, Water Street, Liverpool.
- 58 J. LOWENTHAL 2, Normanby Street, Liverpool.
- 59 A. H. MADDOCK "Osborne House," Alsager, Staffordshire.
- 60 J. V. MARCHANTON "The Hollies," Dupham Massey, near Altrincham.
- 61 A. McCALL 44, Woodville Terrace, Everton, Liverpool.
- 62 JAMES T. McKETRICK, 142, Bedford Street South, Liverpool.
- 63 A. A. MENZIES, JUN "Holt House," Prescot.
- 64 L. E. MENZIES 13 Lilley Road, Fairfield, Liverpool.
- 65 G. B. MERCER 38, Chatham Street, Liverpool.
- 66 M. MONTGOMERY, JUN, 233, Boundary Street, Liverpool.
- 67 LUDWIG OPPENHEIMER 28, Ellensmere Road, Chorlton cum Hardy, Manchester.
- 68 W. R. OPPENHEIMER 144, Withington Road, Whalley Range, Manchester.
- 69 W. OSBORNE 135, Abbey Road, Barrow-in-Furness.
- 70 W. M. OWEN 25, Coltart Road, Liverpool.
- 71 M. PAQUIN 59, Rue de Prony, Paris.
- 72 JAMES PARK 28, Crosby Road, Birkdale, Southport.
- 73 A. R. PEERS King's Avenue, Meols.
- 74 KURT PELEIDERER "Eversleigh," Lovelace Road, Surbiton, Surrey.
- 75 H. POOLE 29, Alexandra Road, Waterloo.
- 76 R. E. FRICHARD 2, Eversley Villas, Mount Road, New Brighton.
- 77 R. J. ROBINSON Euston Cottage, Woodchurch Road, Oxton, Cheshire.
- 78 F. ROSKELL 16, Derwent Road, Stoneycroft, Liverpool.
- 79 H. ROSKELL 16, Derwent Road, Stoneycroft, Liverpool.
- 80 D. C. ROWATT 23, Esplanade, Waterloo.
- 81 DOUGLAS RUSHTON 52, Ashfield, Wavertree.
- 82 H. B. SAUNDERS 6, Sydney Avenue, New Brighton.
- 83 A. T. SIMPSON 34, Blessington Road, Anfield, Liverpool.
- 84 C. J. SLADE Moss Brow, Warburton, near Warrington.
- 85 W. J. SLADE 57, Bold Street, Liverpool.
- 86 H. W. SMITH "Amnestyle," Ashley Road, Bowdon, near Manchester.
- 87 J. H. SUNTER Peel Buildings, 5 Harrington Street, Liverpool.
- 88 G. J. THEAKSTONE 1, West Bank Road, Edge Lane, Liverpool.
- 89 ARTHUR L. THOMAS 7, Thackeray Street, Liverpool.
- 90 R. THOMAS "Bryntreton," Gyffin, Conway.

- 91 W. C. TIERNEY216, Scotland Road, Liverpool.
 92 W. R. TOFT“Acresfield,” Greenhill Road, Allerton.
 93 E. A. TOOTH“The Hollies,” Park Grove, Birkenhead.
 94 W. T. VENABLES“Beach House,” Rowson Street, New Brighton.
 95 A. G. WHITE119, Duke Street, Liverpool.
 96 A. W. WHITE“Fernside,” Northenden Road, Sale.
 97 F. H. WOOD55, Bold Street, Liverpool.
 98 E. G. WORTH55, Botanic Road, Liverpool.
 99 H. D. WRIGHT8 Seymour Road, Broad Green, Liverpool.

HONORARY MEMBERS.

- 100 J. B. BEAZLEY*c/o Inglis, Lomax & Co., Iquiqui, Chili.
 101 J. K. CONWAY7, Lorne Terrace, Sunderland.
 102 A. H. FLETCHER*Bull's Ferry, Guttenberg, New Jersey, U.S.A.
 103 J. P. FLETCHER6, Dale Street, Liverpool.
 104 T. B. HANDLEYNorth and South Wales Bank, 62, Castle Street, Liverpool.
 105 R. W. LLOYD*Chicago.
 106 W. J. NEASONDe Dion Bouton; 10, Great Marlborough Street, London, W.
 107 H. PARKCanada.
 108 J. C. ROBINSON3, Castle Street Arcade, Liverpool.
 109 H. C. SIDDELEYThe Croft, Foxley Lane, Parley, Surrey.
 110 J. D. SIDDELEY79 & 80 York Street, Westminster, London, S.W.
 111 H. P. SPENCE166, Falkner Street, Liverpool.
 112 H. STEPHENS346, Tuebrook Terrace, Tuebrook, Liverpool.
 113 F. C. DEL STROTHER*c/o Lazareff and Strother, Fourkassoffsky Pereonok
 Moscow.

* Residing abroad.

NAMES REMOVED DURING THE PAST YEAR.

DIED—

- J. H. COOK18 Mostyn Avenue, West Kirby.

RESIGNED—

- J. J. BROCKLEBANK“The Hollies,” Woolton, near Liverpool.
 J. CRAIG“Bank View,” Cheadle Heath, Stockport.
 E. A. CRIPPS14, Bold Street, Liverpool.
 J. R. DAVIES18, Lark Lane, Liverpool.
 H. E. GROBE5, Old Ropery, Liverpool.
 W. E. PARRY310, Upper Parliament Street, Liverpool.
 S. H. KEELING“Ravensbourne,” Rossett, North Wales.
 J. R. THOMPSON92, Upper Hill Street, Liverpool.

STRUCK OFF FOR NON-PAYMENT OF ANNUAL SUBSCRIPTION—

- F. SHIELDS22, Liversidge Road, Birkenhead.
 D. H. SIMPSON“One Oak,” Cheadle-Hulme, Manchester.
 G. R. WHITTEN14, Cintra Park, Upper Norwood, London, S.E.
 W. F. COLLIER33, Sudbourne Road, Hayter Road, Brixton Hill, London.

Members are PARTICULARLY requested to notify any change of address to the Hon. Secretary.

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