



ANFIELD BICYCLE CLUB.

(FORMED 1879.)

Editor



Report and Accounts.



© Anfield Bicycle Club

FOR THE

YEAR ENDING 31st DECEMBER

1904.



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⇌ OFFICERS ⇌

FOR 1905.

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. N. M. HIGHAM.

Hon. Treasurer :

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

Committee :

MR. R. BARTON.

MR. E. EDWARDS.

.. E. J. CODY.

.. S. IRVING.

.. T. B. CONWAY.

.. H. POOLE.

.. W. P. COOK.

.. W. T. VENABLES.

Hon. Secretary :

MR. H. M. BUCK, Beach House, Rowson Street,
New Brighton, Cheshire.

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 5th January, 1905.

MR. CHAIRMAN AND GENTLEMEN,

In again presenting my report of the Club's doings during the past year it is a great pleasure to be able to preface my remarks by the statement that we have undoubtedly gained considerable ground, and, on the whole, had a most successful year. Our Runs and Tours have been remarkably successful, and we have secured three excellent Records. It is true we have not yet provided the winner of the blue riband of the road, our Invitation 100 Miles Unpaced Handicap, but our men were better placed, and the fine R. R. A. Unpaced Tandem Records for Liverpool to Edinburgh and London to Liverpool secured by Messrs. R. L. L. Knipe and S. Irving, and the excellent N. R. R. A. 24 Hours Tandem Record secured by Messrs. S. Holt and W. B. Kendrick are records to be proud of, and go far to show that we still rank with the best road Clubs.

Our Membership List shows absolutely no change during the year, and none of those resigned have been very active members of the Club, but we still have had to strike off the names of some who ignored repeated applications for their subscriptions, which should not be the case in a Club of our standing.

During the year we have elected 16 new members, which is rather over recent averages, but our resignations have been 12, and 4 have been struck off for non-payment of subscriptions.

The attendance prizes have again been won by Messrs. J. Lowenthal and C. Keizer, who only missed 4 and 5 runs respectively, Officers and Committee-men being barred from this competition, and I am sure we must all regard the result as a fine example for our younger members, some of whom seem so easily prevented from turning out at all regularly. The competition was unusually keen, for during the first six months five members never missed a run, and up till October there were still two in this position; however, neither of these two was eligible, and Messrs. Lowenthal and C. Keizer, who had only missed four runs each, continued to attend every fixture and tied for the two prizes until the last fixture but one which Mr. Keizer was compelled by indisposition to miss. I would again point out that it is only by regular attendance that the full value of the Club life can be appreciated, and some of our members have never made this attempt, while others have yet to experience the pleasures of our well organised Tours and Week-end Runs which do so much to draw members together in comradeship.

The Officers and Committee have been summoned to 12 meetings and have attended as follows:—

H. M. Buck	12	W. T. Venables	10
W. P. Cook	12	A. G. White	10
W. M. Owen	12	T. B. Conway	9
W. R. Toft	12	H. D. Wright (possible 9) ...	8
F. G. Worthen	12	R. L. L. Knipe	6
E. Edwards	11	H. Roskell (possible 9) ...	6
S. Irving	11	F. H. Koenen	4
G. B. Merner	11	H. Hellier (possible 3) ...	1
H. Poole	11	F. J. Cheminai (possible 3) ..	0

These attendances are in some respects rather disappointing, but show that, on the whole, those you elected a year ago have conscientiously attended to their duties.

The fixtures have been excellently supported, and the average attendance at the 54 Runs and Tours works out at the fine average of 32.80, which beats all records by 3.92. When the calibre of the fixtures is considered, together with the fact that they mean really cycling all the year round, while owing to

the distant residence of many old and valued members who cannot possibly attend fixtures, our EFFECTIVE strength is only about 80 in the Summer and 60 in the Winter, I think we can regard this average attendance of 32.80 as unapproachable by any other club. Our largest muster has been 57 and it is pleasing to record that this high-water mark was reached at a Club run pure and simple, and not like previous records made when the interest of a road event induced the large attendance, while our smallest muster was 17, which is considerably above the low-water mark of previous years. Only one member has the distinction of attending all the fixtures, but nine have attended over 45, and 29 over half. The individual figures were:—

W. P. Cook	54	A. T. Simpson	21
W. R. Toft	53	E. Buckley	20
E. G. Worth... ..	52	J. H. Sunter... ..	20
J. Lowenthal	50	P. C. Beardwood	17
C. Keizer	49	C. J. Conway	17
R. L. L. Knipe	48	S. Holt	17
H. M. Buck	45	S. P. Fairhurst	16
E. J. Cody	45	E. S. Gunton	16
H. Poole	45	J. P. Jones	16
E. Edwards	44	F. Gee	15
A. G. White... ..	43	D. Moir	15
W. T. Venables	42	J. Butler	14
T. B. Conway	41	H. W. Keizer	14
G. B. Mercer... ..	40	H. Knowles	14
S. Irving	38	G. R. Lichtenberg	14
R. Barton	37	W. R. Oppenheimer... ..	14
H. Roskell	37	D. C. Rowatt	14
H. Hellier	36	W. B. Kendrick	13
W. E. S. Foster	35	J. Park	13
W. M. Owen	35	T. J. Patrick	13
N. M. Higham	32	A. G. Banks	12
H. D. Wright	32	E. W. Barnaby	12
F. Roskell	30	R. H. Carlisle	12
R. E. Prichard	29	G. J. Theakstone	12
W. C. Tierney	28	C. H. Woodroffe	11
A. M. Higham	27	F. G. Cartman	10
F. H. Koenen	27	R. T. Rudd	10
A. McCall	27	W. C. Humphreys	9
A. L. Thomas	27	C. A. Hurst	9
R. H. Corlett	25	D. R. Fell	8
J. V. Marchanton	23	C. E. Grisewood	7
F. J. Cheminiais	22	Chester Jones	7
W. H. Kettle	22	G. S. Hammond	6
L. Oppenheimer	21	F. Keizer	6

E. A. Tooth...	...	...	6	W. Bland ...	...	...	2
E. M. Duggan ...	...	...	5	W. Osborne ...	...	...	2
J. M. James ...	...	...	5	J. H. Baynes ...	...	...	1
A. H. Maddock ...	...	...	5	A. E. Fraenkel ...	...	...	1
F. Bird ...	...	...	4	H. Fraser ...	...	...	1
A. R. Peers ...	...	...	4	J. E. Green ...	...	...	1
D. Rushton ...	...	...	4	R. J. Large ...	...	...	1
H. B. Saunders ...	...	...	4	L. E. Menzies ...	...	...	1
F. H. Wood ...	...	...	4	H. Park ...	...	...	1
E. H. Fox ...	...	...	3	W. J. Slade ...	...	...	1
T. B. Handley ...	...	...	3	H. W. Smith ...	...	...	1
C. J. Slade ...	...	...	3	E. J. Webb ...	...	...	1

Easter found 34 members and one friend at the Glan Aber, Bettws-y-Coed, which is rather below the record of recent years, although quite up to the average. The reduced muster was probably caused by the stormy weather and heavy rain on the Saturday afternoon, which certainly prevented several of our motor members joining us, but taken altogether the weather was not so bad. It is true, a whole gale was blowing, and on the Friday hail showers were frequent, while the Saturday afternoon was quite wet, but then Easter was fairly early and the conditions might have been a good deal worse, for the roads were mostly dry. I believe there are some who think a change of venue might advantageously be made, and they showed their feelings on this point by carrying out a tour and not joining us till the Saturday, which procedure adds greatly to the difficulty in securing the accommodation of the Glan Aber for ourselves, but like most objectors they have not yet suggested any reasonable alternative. The fact remains that no other place that could accommodate us offers such a fine centre in North Wales, and that Snowdonia is well worth visiting once a year, even if the weather is rather wetter there than elsewhere. On the Saturday the ride was a circular one, via Dolwyddelan, Blaenau Ffestiniog, Maentwrog, Penrhyn deudraeth, Aberglaslyn, Beddgelert, Pen-y-gwryd and Capel Curig, and was one of the finest ever carried out by the Club, the route from Dolwyddelan to Penrhyn deudraeth being entirely new to almost everyone, and thoroughly enjoyed. At Beddgelert the rain descended heavily, and the rest of the trip was a very wet one, but as the wind was behind the going was very fast. On the Sunday the majority, as usual, took a big walk to Dolwyddelan, and over the mountains back to

Bettws-y-Coed, but cycling parties were made up for Beddgelert and Llanberis. On the Monday morning the weather was quite wet, but about the time for starting it cleared up, and a perfectly lovely day followed. The high wind soon dried the roads and nearly everyone returned via Llanwrst, Llanfair Talhaiarn, St. Asaph, Mold, and Queens Ferry, thus bringing the outing to a close under most enjoyable conditions.

Four Official Week-end Runs have been held this year. The first, on April 30th, to Shrewsbury, was attended by 18, which is rather a disappointing number considering the splendid weather that obtained, and the fact that the run is specially fixed to give our racing men an opportunity of getting on the 100 miles course, so that new members may familiarise themselves with it and old members see what condition the roads are in. However, those who went down had an excellent time, and on the Sunday morning a circular route to Newport was taken, and then with the wind behind a fast run home followed and brought a most enjoyable outing to a close.

The second, on September 24th, to Blackpool, was attended by 21, and proved a very pleasant trip, favoured as it was by excellent weather, but it was chiefly noticeable for the absence of those members who in the past have so frequently and strongly pleaded for "ocean breezes," and we can only conclude that they are not sincere in their criticisms. Blackpool was specially fixed for their benefit and they did not avail themselves of it, and as other districts provide ever so much better touring country, I do not think we need repeat this experiment.

The third, on October 22nd, to Llangollen, was most successful, the large number of 20 supporting the fixture and being again rewarded by splendid weather. It is very pleasing that at last this October week-end was so fully appreciated, for those who have never tried it can have no conception of what they miss. On the Sunday the touring party made for Llandegla, some going direct up the Horseshoe, and others via Corwen and Bryn Eglwys, and all proceeding down the Nant-y-Garth to Ruthin, the magnificent Autumnal tints being simply indescribable in the glorious sunshine. From Ruthin the climb over the Loggerheads was again taken to Mold and Chester, where the party broke up for their several destinations, after one of the most enjoyable week-ends ever experienced.

The fourth, on November 14th, at Tarporely, did not prove an attractive fixture, as only 10 members participated therein, which was a very small muster considering that the roads were excellent for the time of the year, and brilliant moonlight prevailed. However, those who went had a thoroughly good time and spent the Sunday morning lane-riding in the Peckforton-Harthill district which is not sufficiently known by the majority of our members, who have no idea of its beauties. No rain was experienced while riding; indeed, the roads were excellent until nearing Chester on the way home, and the week-end was altogether most enjoyable.

The All-Night Ride was to Northampton, and was fairly well supported considering the weather which broke down completely on the Friday afternoon. The night party numbered about 15, and 17 was the muster at Northampton, while several others joined in parts of the ride, but in one respect the event was a complete failure, for the destination had been fixed with a view to familiarising likely record breakers with the road to London, and these members were conspicuous by their absence, with the result that the Club very nearly thereby lost a splendid record, and the fixture may be said to have been carried out solely by the touring members. The roads were heavy at the start, and it was rather wet from Knutsford to Trentham, but with daylight came a brilliant day, and the strong wind behind soon dried the roads and made the going so easy that Northampton was reached half-an-hour ahead of time. The return journey was made by various parties riding most of the way, while a touring party took advantage of the opportunity to ride on the Great North Road before returning.

The August Tour in Mid-Wales was a great success from most points of view, the weather and roads being excellent and the scenery grand, but although 25 took part therein, the real touring party only consisted of 15, or nearly as few as last year when weather conditions were unfavourable and the touring district less accessible. The smallness of the number is partly explained by many members who could have joined us touring on their own instead, and by one of our officers conducting another touring party in much the same district. The party met at Llangollen, and had a delightful ride down to Bala, via the lovely Vale of Edeyrnion. On the Sunday the

tour was continued to Dolgelly, where the grand Pass of Bwlch Oer Drws was climbed, but with the breeze behind did not prove very arduous, and the extensive views amply repaid us for our exertions, and Dinas Mawddwy was reached for lunch. Thence following the Dovey Valley to Cemmaes Road the route was continued via Llanbrynmair, Carno and Llanwnnog to Newtown through as lovely a vale as one could desire. On Monday in glorious weather the whole party, save three on motors, refused to take the two optional easier routes and tackled the direct precipitous road through Tregynon to Llanfair Caereinion, which was not found to be as heavy as anticipated, and as each summit provided magnificent panoramic views it will never be forgotten. From Llanfair Caereinion the Vyrnwy Valley was entered and followed through Meifod to Llansantffraid yn Mechain, whence the tour was completed via Llynelys and Oswestry.

Our Racing Programme has been carried out with greater success than in recent years and entirely free from accident to the general public or to the competitors. The entries have been rather larger, but except among the new members, who have not had time to cultivate the bad habit, there is still a great tendency among the competitors to make their entries in the most casual way at the last possible moment, and in some cases even after the handicap had been made up.

The first of our 50 miles Unpaced Handicaps was held on Saturday, April 16th, and notwithstanding the earliness of the date some excellent rides were accomplished. Twenty entries had been received and 15 men faced the starter, 13 of whom finished, and all but one were well inside 3 hours, which foreshadowed an excellent season on the road. The day was fine, but the roads were somewhat rough, and the times all round were better than generally expected. First place was secured by Mr. D. Moir, who proved to have been too generously treated by the handicappers with 17 minutes start, for, notwithstanding losing several minutes with a puncture, he went through in 2 hrs. 50 mins. 14 secs., and was an easy winner. Mr. E. W. Barnaby, off the same mark, took second prize with 2 hrs. 52 mins. 10 secs., which was an excellent ride for a complete novice, and Mr. H. Knowles, off 12 minutes, secured third prize with 2 hrs. 49 mins. 0 secs., which was an improvement.

of 6 minutes on his previous best. Mr. R. L. L. Knipe secured fastest time medal with the grand ride of 2 hrs. 38 mins. 31 secs., which was nearly 10 minutes faster time than he accomplished in the corresponding event last year. The handicapping proved fairly close as Messrs. H. D. Wright and S. Irving, both off 15 minutes, deadheated for fourth place with excellent rides of 2hrs. 52 mins. 39 secs., and the other finishers were Mr. H. Roskell (17 mins.) 2 hrs. 56 mins. 49 secs.; Mr. W. H. Kettle (15 mins.) 2 hrs. 55 mins. 44 secs.; Mr. N. M. Higham (13 mins.) 2 hrs. 54 mins. 0 secs.; Mr. E. J. Cody (5 mins.) 2 hrs. 46 mins. 52 secs.; Mr. F. Roskell (scratch) 2 hrs. 42 mins. 11 secs.; Mr. J. E. Green (scratch) 2 hrs. 48 mins. 24 secs., and Mr. W. E. S. Foster (17 mins.) 3 hrs. 22 mins. 58 secs. All the performances may be considered very good, and it is very pleasing that so many of our new members did so well, but perhaps the best ride of all, under the circumstances, was that of Mr. H. Roskell, who made a most welcome re-appearance at speedwork after four years' absence in Argentina and surprised everyone by the form he disclosed, while it should be mentioned that Mr. J. E. Green was unfortunate enough to lose several minutes through getting off the course.

The second 50 Miles Unpaced Handicap was held on May 7th, but the day was very raw and cold with frequent showers that made the roads heavy in places, and altogether it was far from favourable for speed. Mr. H. D. Wright secured first prize, off 13 minutes, with an excellent ride of 2 hrs. 49 mins. 15 secs., which was over three minutes faster than his previous best. Mr. R. L. L. Knipe, scratch, secured 2nd prize and fastest time medal with a splendid ride for the day of 2 hrs. 40 mins. 29 secs., and Mr. W. C. Tierney, off 10 minutes, took third prize with 2 hrs. 50 mins. 36 secs., being only seven seconds behind Mr. Knipe on the handicap, and making an excellent novice appearance. Mr. D. Moir, off five minutes, was fourth, with 2 hrs. 47 mins. 2 secs, an improvement of three minutes that entitled him to a Standard medal, and the other finishers were Mr. H. Roskell (14 mins.) 2 hrs. 58 mins. 36 secs.; Mr. F. Roskell (scratch) 2 hrs. 45 mins. 50 secs.; Mr. W. H. Kettle (16 mins.) 3 hrs. 1 min. 55 secs.; Mr. E. J. Cody (7 mins.) 2 hrs. 56 min. 7 secs.; Mr. S. Holt (12 mins.) 3 hrs. 1 min. 55 secs.; Mr. W. E. S. Foster (25 mins.) 3 hrs.

15 mins. 15 secs.; Mr. W. B. Kendrick (6 mins.) 2 hrs. 59 mins. 55 secs.

Whit Monday again saw the "Anfield Hundred" successfully carried out, and the meeting of hard road riders at Shrewsbury now forms a most unique gathering, for all the road-riding clubs of any "class" are represented in full force, and the race itself is by general consent considered THE event of the year. Notwithstanding efforts made to reduce the number of entrants the number on the card proved to be a record one of 55, and it is pleasing to be able to chronicle the fact that the members of visiting clubs did mostly observe the request to keep away from the immediate start and finish, although there is still plenty of room for improvement in this respect, particularly in the thoughtless way many visitors ride up to the finish in a body all over the road when competitors are finishing. The date was again early, but the weather previously had been quite favourable for training and some fast times were expected. The weather was very favourable, on the whole, and the roads were in good condition for the most part, only the late starters experiencing much inconvenience from the wind and showers in the afternoon. Of the 55 entrants, 44 faced the starter, the only important non-starters being Mr. R. S. Copley, North Road C. C., Mr. A. Powell, Midland C. and A. C., Messrs. T. P. Nicholls and H. Wheatler, Leeds Road Club, Mr. O. Bird, Speedwell B. C., and Mr. H. Long, Yorkshire Roads Club. Mr. J. Taylor, Cheetham B. C., off 25 minutes, proved the winner with an excellent ride of 5 hrs. 44 mins. 37 secs., an improvement of nearly 14 minutes on his previous best. Mr. F. Wingrave, North Road C. C. (scratch) was second with the magnificent ride of 5 hrs. 23 mins. 2 secs., which also secured him fastest time prize, and is 10 minutes faster than done over the course previously; indeed at the time the performance was better than had ever been done in competition even on the Great North Road. Mr. E. J. Cody, of "Ours," off 10 minutes, was third with a splendid novice's performance of 5 hrs. 43 mins. 9 secs., being only 7 seconds behind Mr. F. Wingrave on handicap, and Mr. W. H. Kettle, of "Ours," off 35 minutes, was fourth with another excellent novice performance of 5 hrs. 58 mins. 57 secs., being only 48 seconds behind Mr. Cody on handicap, which secured him the "Del Strother" Prize. The other

finishers in order of handicap were:—Mr. H. Paul, Vegetarian C. C. (14 mins.) 5 hrs. 42 mins. 57 secs.; Mr. G. A. Olley, Vegetarian C. C. (scratch) 5 hrs. 30 mins. 13 secs.; Mr. E. Dighton, Bath Road Club (20 mins.) 5 hrs. 52 mins. 19 secs.; Mr. F. Newell, Vegetarian C. C. (10 mins.) 5 hrs. 43 mins. 17 secs.; Mr. R. Ibbotson, North Road C. C. (10 mins.) 5 hrs. 43 mins. 59 secs.; Mr. H. H. Agnew, North London C. C. (15 mins.) 5 hrs. 49 min. 8 secs.; Mr. R. A. Wingrave, North Road C. C. (8 mins.) 5 hrs. 42 mins. 25 secs.; Mr. W. E. Till, Unity C. C. (12 mins.) 5 hrs. 46 mins. 31 secs.; Mr. C. B. Haysom, Polytechnic C. C. (10 mins.) 5 hrs. 45 mins. 1 sec.; Mr. J. B. Barnes, Bath Road Club (15 mins.) 5 hrs. 50 min. 35 secs.; Mr. W. Ash, North Liverpool B. C. (30 mins.) 6 hrs. 5 mins. 44 secs.; Mr. E. J. Amooore, Bath Road Club (scratch) 5 hrs. 35 mins. 59 secs.; Mr. H. Roskell, of "Ours," (30 mins.) 6 hrs. 6 mins. 52 secs.; Mr. J. Lindsay, Manchester Wednesday C. C. (22 mins.) 6 hrs. 0 min. 9 secs.; Mr. W. C. Tierney, of "Ours," (22 mins.) 6 hrs. 1 min. 27 secs.; Mr. H. Wheaton, North London C. C. (8 mins.) 5 hrs. 48 mins. 19 secs.; Mr. G. Gurley, Manchester Wheelers C. C. (18 mins.) 5 hrs. 58 mins. 45 secs.; Mr. W. H. Nutt, North Road C. C. (scratch) 5 hrs. 40 mins. 58 secs.; Mr. F. J. Urry, Midland C. and A. C. (20 mins.) 6 hrs. 3 mins. 48 secs.; Mr. R. L. L. Knipe, of "Ours" (scratch) 5 hrs. 45 mins. 14 secs.; Mr. W. Welsh, Midland C. and A. C. (10 mins.) 6 hrs. 7 mins. 49 secs.; and Mr. C. B. Elmhirst, Yorkshire Road Club (15 mins.) 6 hrs. 17 mins. 49 secs. The handicap again proved wonderfully close, 24 doing times that would have placed them in previous years, second, third and fourth positions being covered by 55 SECONDS. As usual, punctures caused the retirement of a good many who might otherwise have been expected to put up good performances, among whom may be mentioned Mr. W. T. Bishop, North London C. C. (5 mins.), Mr. J. Caldow, Bath Road Club (5 mins.), Mr. P. S. Murray, North Road C. C. (10 mins.), Mr. E. A. Boyle, Bath Road Club (12 mins.), and Mr. W. S. Ragan, Vegetarian C. C. (16 minutes), while the position of some who finished was affected by the same cause. From an Anfield point of view the result is distinctly encouraging, and we seem to have turned the corner of our bad luck at last. It is true we were still without the help of Messrs. W. R. Oppen-

heimer, W. Osborne, and J. E. Green, while Mr. F. Roskell was unable to get fit in time, and Mr. H. D. Wright was taken ill just before the event, but it is something to have three men get inside 6 hours, and two others who with a bit of luck would have done so, particularly as Messrs. Cody and Kettle came out so well in the handicap. Mr. Knipe seemed to be riding too close to a time-sheet made out for 5-33, which was not fast enough on such a day, for he was right up to it at 60 miles, and getting nearly an hour more of the afternoon's wind and rain it is not surprising he got 12 minutes behind it on the last stages, but it is some satisfaction to record that he was not pursued with the tyre troubles so fatal in previous years, and that although he did a good ride we all know he is capable of much better. Mr. E. J. Cody's performance is worthy of all praise, and Mr. W. H. Kettle's ride should be a stimulant to a lot of our younger members. Mr. W. C. Tierney just missed getting inside 6 hours and Mr. H. Roskell would certainly have done so, but for frequent punctures.

On June 21st, Mr. E. S. Gunton went for a 12 Hours Unpaced ride, and notwithstanding the heavy course chosen from Chester to Bridlington, he accomplished an excellent novice performance of 149 miles.

On July 9th, Messrs. S. Holt and W. B. Kendrick on a tandem, and Mr. E. J. Cody on a single attacked the respective N. R. R. A. unpaced records for 50 miles, but neither attempt was successful, the tandem puncturing early on, and Mr. Cody finding that the stiff breeze was in absolutely the worst direction for the course.

On July 16th, an Out and Home Distance Ride Unpaced Handicap of 202½ miles was held, but can hardly be called a success, for it attracted no more entries than the Chester to Holyhead and back event of last year, when the heaviness of the course was the great excuse for lack of competition. This is very surprising when it is considered what an excellent opportunity it offered for members to secure 12 Hours Standard Medals on the unpaced basis, besides the chance of being placed in the handicap. There were only nine entries and eight starters, two being on a tandem, and the course and start were so arranged that Northern record could have been claimed had it been beaten, but the day proved very windy and as the wind

backed right round it was more or less against the riders all day. However, Messrs. S. Holt and W. B. Kendrick on a tandem, although also handicapped by chain and tyre troubles, did a most excellent ride, accomplishing 191 miles in the 12 hours and completing the full course in 12 hrs. 42 mins. 2 secs., making it quite evident that on a good day and with ordinary luck they have the record at their mercy. On the handicap of 10 minutes behind scratch, the tandem team were first, and Mr. H. Roskell, who rode 169 miles in 12 hours, secured second prize, off 75 minutes, by completing the course in 14 hrs. 28 mins. 58 secs. Mr. R. L. L. Knipe, scratch, was the only other finisher, and secured third prize and fastest-time medal (tandem barred) by getting through in 14 hrs. 5 mins. 11 secs after some most awful tyre troubles. Messrs. S. Irving and N. M. Higham stopped at 12 hours, and accomplished 152 miles in the time, while Messrs. A. H. Maddock and J. Lowenthal early on abandoned their attempts to qualify for Standard Medals. Mr. F. G. Cartman took advantage of the ride to qualify for a Standard Medal, and riding very strongly throughout accomplished 163 miles in the 12 hours, and it is a great pity he had not entered for the event, but he had omitted to send his entry in, and it is perhaps this laxity on the part of our speedmen more than anything else that explains why the Club's events are not better supported, but if the men will not enter in time with due notice given, it is no one's fault but their own. I believe others intended riding in this event, but "forgot" to enter, and all of those who did ride left their entry till the last minute, which is rather discourteous and seriously handicaps your secretary in making the necessary checking and feeding arrangements.

On July 19th, Mr. W. H. Kettle, who had been unable to get away from business to compete in the distance ride, went for a 12-hours unpaced ride, and notwithstanding a strong wind and losing a lot of time over checking and feeding, accomplished 151 miles.

On August 13th, Messrs. S. Holt and W. B. Kendrick again attacked the Unpaced Tandem Record for 50 miles, and although the day was very breezy they rode splendidly throughout, and were within three miles of the finish with a certainty of beating the record by about five minutes when they punc-

tured badly and had the mortification of being beaten entirely by ill luck, which we all keenly regret.

On August 20th, Messrs. R. L. L. Knipe and S. Irving attacked the R. R. A. Standard of 15 hours for the Unpaced Tandem Record, Liverpool to Edinburgh, and although they handicapped themselves by starting at mid-night from Liverpool, and would have been much better advised to have made a daylight start from Edinburgh they were successful in securing the record with an excellent performance of 14 hours 44 minutes. Heavy rain fell before the start, and the greasy Liverpool setts took some negotiating, while the night was very dark and frequent misty rain showers fell, so a fair amount of time was lost, and the wet setts of Preston brought the riders down and further handicapped them with bruises. However, good progress was made and daylight brought dry roads, but the riders had a stiff head wind to contend with, and it is marvellous how well they kept to their schedule made out for 14 hours, until beyond Beattock when a bad burst cost them half an hour, and then again 12 miles from Edinburgh they had the further misfortune to puncture and lose another 15 minutes. Thus taken altogether their ride was remarkable, and only goes to show that under entirely favourable conditions they would probably have put up a record of about 13 hours. We are all pleased they fulfilled our hopes by going again after their cruel luck of last year, and really doing a comparatively better ride, for the Liverpool to Edinburgh records have all been made, with one exception, by Anfielders.

The 24 Hours Ride was started at 10 p.m. on Friday, August 26th, and it would have been impossible to have had more perfect conditions, the night being clear and moonlight, and the day warm and sunny. For the first time pacing was restricted to single machines, and it certainly made the contest more even and more a 24-hours event, but it did not have the expected result of increasing the number of entrants. Unfortunately Messrs. R. L. L. Knipe and S. Irving had not recovered from their Liverpool to Edinburgh record ride and the fall they sustained at Preston, but eight entries had been received, one tandem pair and six on singles, and all faced the starter at Vicars Cross. The course had been slightly shortened

by the cutting out of the heavy Whalebone Inn and Hill Column extensions, owing to the altered conditions making so long a course unnecessary, but was otherwise the same as in previous years. The tandem pair, Messrs. S. Holt and W. B. Kendrick had declared their intention of attacking Northern Records and it was unfortunate the course did not permit of them attacking unpaced records, for although they rode entirely unpaced and unaccompanied, and as a matter of fact did not infringe the rules and regulations referring to unpaced records, it could not be guaranteed that such would be the case, or else notice would have been given to both the R. B. A. and N. R. R. A. Messrs. Holt and Kendrick at once assumed the lead and got back to Chester at 11-50, being followed by Mr. W. C. Tierney at 12-5, Messrs. H. Roskell, E. J. Cody, and W. H. Kettle arriving at 12-25, and Messrs. R. Barton and N. M. Higham at 12-32. From the Gayton extension Messrs. Holt and Kendrick arrived back at Chester corner 60½ miles at 1-12, with a lead of 21 minutes on Mr. W. C. Tierney, while Messrs. Roskell, Cody and Kettle were 27 minutes behind Mr. Tierney, and Messrs. Barton and Higham a further 10 minutes behind. On the Childer Thornton-Queens Ferry-Chester triangle taken twice the same relative positions were kept, but the tandem pair further increased their lead and at Chester the last time, 98¼ miles, they arrived at 3-29 and were 39 minutes in front of Mr. Tierney, while Messrs. Roskell, Cody and Kettle by some very fast work had reduced their disadvantage to 19 minutes, and Messrs. Barton and Higham were only 17 minutes later. Going to Whitchurch the tandem pair punctured, and rode 12 miles on pumpings thereby losing a lot of time as they did not arrive till 5-10, and then their tyre took so much repairing that they did not get away till 5-50 and all ideas of the 12 hours record had been abandoned. Meanwhile Mr. Tierney had arrived at 5-40 and took the lead for a brief period, and Messrs. Roskell, Cody and Kettle were only 10 minutes behind the tandem, while Messrs. Barton and Higham had reduced their disadvantage by seven minutes. Messrs. Holt and Kendrick quickly got the lead back again, and by the time Hoo Green (163½ miles) was reached punctures had quite altered the position of the other competitors. Messrs. Holt and Kendrick arrived at 8-40 with Messrs. Tierney,

Roskell and Kettle 20 minutes behind, Mr. Cody having punctured and fallen back to Messrs. Barton and Higham, who were 35 minutes further behind. On the return from Hoo Green, Messrs. Holt and Kendrick maintained their lead, arriving at Whitechurch, 208½ miles, at 11-48, having ridden 181 miles in 12 hours, while Mr. H. Roskell was only 19 minutes behind them, having ridden 179 miles in 12 hours, but Mr. Tierney had suffered further tyre trouble and arrived with Mr. Cody, who had got away from Messrs. Barton and Higham, at 1-10. Mr. Tierney rode 173 miles and Mr. Cody 168½ miles in 12 hours respectively. Messrs. Barton and Higham arrived at 1-37, having ridden 168½ miles in 12 hours, and Mr. Kettle, who had lost 2 hours with tyre troubles, arrived at 2-10, having ridden 167 miles in 12 hours. At this point it was clearly seen that the tandem was certain to break the record and a close contest for the places was expected. Round the Shropshire triangle Mr. Roskell was sternly chasing the tandem, and at Shawbury, 254 miles, was only half an hour behind, having a clear lead of an hour and three-quarters over Messrs. Tierney, Cody, Barton, and Higham, the latter pair having caught Messrs. Tierney and Cody by the very steady and consistent work that characterised their riding throughout, and Mr. Kettle who, despite his ill luck, was continuing for a Standard medal was a further hour and a half behind. At this point Mr. Higham unfortunately abandoned the ride, owing to nervousness caused by a spill at the Cock Inn, but there were still three competitors striving for third place, which was something of a novelty after the experience of recent years. Messrs. Roskell and Kettle both took the Shrewsbury extension of 12 miles, and Mr. Kettle finished at Whitechurch, 281 miles, with nearly an hour to go when he found it impossible to secure the 300 mile Standard. The tandem pair continued riding strongly and although they went off the course at Tilstock by mistake and put in 2 miles that could not count for them in the race, they reached Shawbury for the second time (314 miles) at 7-48, having then beaten the record by 10¼ miles, counting the two extra miles, with over 2 hours to go, and finally rode out time and finished at the 6th milestone from Chester with a total of 343 miles in the race and 345 miles altogether, thus securing first prize and putting up a very

fine Northern record as passed by the N. R. R. A. and coming within 5 miles of the R. R. A. Standard, which, with a bit of luck, they would have beaten. Mr. Roskell with his 12 miles extension in hand continued riding very strongly and was only an hour behind the tandem at Hodnet Corner (320 $\frac{1}{4}$ miles) with an hour and a half to go, and it was expected he would make a very close finish of it as he had only to get within 14 miles of the tandem to secure first prize, but unfortunately having made sure of second place and Standard C he abandoned the contest at Shawbury with an hour to go and a total of 326 miles. Messrs. Tierney, Barton and Cody kept together as far as Newport, 289 miles, arriving at 8-20, and here illness forced Mr. Cody to retire, but Messrs. Tierney and Barton continued riding very strongly and finished together with a total of 307 $\frac{1}{2}$ miles and tying for third place. Thus in many respects the event was most successful. It was regrettable that Messrs. Knipe and Irving could not compete on a tandem as they intended, and it was extraordinary that more of the younger members did not take advantage of the splendid opportunity to secure long distance Standards. Hitherto the great complaint has been the difficulty of securing tandem pacing, regardless of the fact that such pacing is not required for any but the very high Standards or records, but the limiting the pacing to singles did not increase the number of competitors, and seemed merely to cause less interest to be taken in the event, for I do not suppose the 24 hours has ever been run before with so comparatively few members actively or passively participating therein, a number of members not booked for pacing or checking as in previous years keeping strictly away from the course when they might have been out helping in various ways; and I am afraid if ever the event becomes strictly unpaced it will mean that only the competitors, officials and checkers will be present. The one gratifying feature is the fact that ALL the competitors really made a 24 hours' ride, all securing 24 hours' standards, which I do not think has ever happened before, and this I hope will be repeated frequently in the future, as there is no doubt that competitors riding only for 12 hours in the past frequently prevented others getting through the 24 hours by inducing them to ride too fast the first 12 hours. The lateness of

the date did not prove any disadvantage, and is merely a return to previous custom which can safely be repeated. The result speaks for itself, the tandem record being particularly meritorious, and with ordinary luck all the competitors would have put in over 300 miles. As it is we have now had 30 members accomplished over 300 miles in the day, which is a record not approached by any other road club.

The third 50 Miles Handicap was held on September 17th, and was favoured by excellent weather and roads, but a strong S.E. wind prevailed and made it very trying for the outward journey, while it dropped so much as to be of no real help on the way back, with the result that slow times prevailed. The winner turned up in Mr. S. Irving, who seemed well suited by the slower day and actually beat his previous best in these races by nearly 2 minutes, finishing strongly in 2 hrs. 50 mins. 46 secs., which with his handicap allowance of 15 minutes made him an easy first. Mr. W. C. Tierney, who also improved on his previous best, secured second prize off 10 minutes with 2 hrs. 50 mins. 13 secs., and Mr. E. J. Cody secured third prize and fastest time medal with an excellent ride of 2 hrs. 47 mins. 20 secs. The other finishers were Mr. W. E. S. Foster (27 mins.) 3 hrs. 8 mins. 32 secs., Mr. E. S. Gunton (10 mins.) 2 hrs. 55 mins. 31 secs., Mr. D. Moir (7 mins.) 2 hrs. 53 mins. 2 secs., Mr. R. Barton (22 mins.) 3 hrs. 10 mins. 22 secs., Mr. R. L. L. Knipe (scratch) 2 hrs. 50 mins. 9 secs., Mr. H. D. Wright (9 mins.) 3 hrs. 3 mins. 9 secs., and Mr. H. Roskell (13 mins.) 3 hrs. 18 mins. 5 secs.

On October 1st, Messrs. Holt and Kendrick made a further attack on the Northern Unpaced Tandem 50 miles Record, but the roads were not entirely dry after 24 hours' rain, and the day was cold for fast riding, so their getting through in 2 hrs. 22 mins. 7 secs. was a most meritorious performance, being only 4 mins. 17 secs. outside record.

On October 8th, Messrs Knipe and Irving made an attempt on the London to Liverpool Unpaced Tandem Record, and notwithstanding heavy roads and torrential rain storms they were favoured by the wind and rode very strongly right up to their 12 hours' timesheet as far as Lichfield, when unfamiliarity with the route caused them to take the wrong road, and lose so much time that they had to abandon the attempt just when

the roads were getting dry and everything pointed to their getting through and putting up a very fine record, but on October 15th, they started again and being favoured by a good day and riding splendidly, they, notwithstanding a puncture and again losing their way at Rugeley, got through in 11 hours 22 minutes, thus beating the record by one hour and three minutes, making one of the best road records of the year, and one we are all very proud of.

The most important service in connection with our racing, viz., the checking and marshalling, has on all occasions been most ably and willingly rendered, although there have this year been less voluntary offers of such services, and there have been several cases of checkers and marshals who have found it impossible to serve, returning the checking cards at the eleventh hour instead of finding their own deputy, and this is hardly fair to your secretary, although doubtless the result of thoughtlessness. Among those who have earned the thanks of the Club I would wish to mention Mr. Massie Harper, of Congleton, and of our own members Messrs. G. B. Mercer, W. M. Owen, R. Barton, L. Oppenheimer, F. H. Koenen, J. M. James, W. R. Oppenheimer, E. Edwards, F. G. Cartman, H. Hellier, F. H. Wood, C. E. Grisewood, W. T. Venables, F. Gee, J. V. Marchanton, S. P. Fairhurst, C. Keizer, F. J. Cheminais, R. E. Prichard, H. M. Buck, A. T. Simpson, W. J. Slade, A. M. and N. M. Higham, E. H. Fox, E. Buckley, J. Lowenthal and T. B. Conway, while our President, Mr. A. G. White, rendered invaluable services as Referee and Judge.

I would also again wish to refer with thankfulness to those members who have worked on the Club's behalf on the R. R. A. and N. R. R. A. I am afraid most of us have no idea of the time and expense thereby involved, and we should be particularly grateful for the services of Mr. H. Fraser, who has not missed a single Committee Meeting of the R. R. A. and kept us well posted with the affairs of that body.

Mr. R. L. L. Knipe again heads the prize list, and although he did not ride in the 24 hours event, he has had a most successful year. His performances in the 50 Miles Unpaced Handicaps have been most consistent, while he did fairly well in the 100, and had bad luck in the Out and Home Distance Ride, but undoubtedly his greatest success has been on the

tandem with Mr. Irving, and I am sure words will not convey the gratification we feel over the two splendid Place to Place Records secured—Liverpool to Edinburgh and London to Liverpool—the latter of which particularly we are all very proud of.

Mr. S. Irving has shown rather better form in the 50 Miles Handicaps, but we still feel we have not seen the best he can do at pure speed work, while we should all like to see what he really could do in the 24 Hours event. He has again shown his long distance riding capabilities in partnership with Mr. Knipe on the records mentioned above.

Mr. H. Roskell proved a very welcome addition to the ranks of our competitors, and it is noticeable that he got up in every event. We all regret he has had to again leave us, for he set an infectious example to others and accomplished some excellent performances, particularly in the 24 Hours event, considering the condition he was in at the beginning of the season.

Messrs. Holt and Kendrick have ridden exceedingly well on a tandem, and won both the long distance races with excellent performances. We all congratulate them most heartily on their fine 24 Hours Record, and sympathise with them over the ill-luck that undoubtedly robbed them of the 12 Hours' and 50 Miles Unpaced Records. It is greatly to be hoped they will continue their endeavours and secure the 50 Miles Tandem Record they have already shown to be in their grasp.

Messrs. N. M. Higham, W. H. Kettle, and H. D. Wright have quite fulfilled our expectations with performances that show we may rightly anticipate much better things in the future.

Mr. F. Roskell showed excellent form early in the season and we all expected he would have tackled some records during the year, but in this respect were disappointed by his abandonment of all speedwork. That he is capable of first-class work we all know, and we trust he will resume much benefited by his rest and take his place again in the first rank.

Mr. R. Barton returned again to speedwork and showed considerable long distance ability in the 24 Hours, so that we all hope he will continue and do even better this year.

Mr. F. G. Cartman showed considerable ability at long distance work in his 12 Hours Unpaced Ride, and we regret he cannot compete oftener in our events.

Mr. H. Knowles only rode in the first 50 Miles Handicap and showed such form that we regret he seemed to lose all interest in road work later on. We should all like to see him tackle the longer distances as we are convinced we have by no means seen his real powers.

Mr. J. E. Green did not keep his promise to return to the road, but now he has secured the Appleby Cup, we trust to see more of him. He rode well in the first 50, and would have attacked the N. R. R. A. 50 Miles Unpaced Record at the end of the season, but for ill-health; and we shall not be satisfied until he has taken up road riding seriously.

Among the novices, Messrs. E. J. Cody, W. C. Tierney, D. Moir, E. W. Barnaby, and E. S. Gunton have shown up prominently, especially Messrs. Cody and Tierney, for whom I prophesy a successful future, as both rode remarkably well in the 100 and 50's and put up excellent performances in the 24 Hours event. We trust they will be encouraged to further efforts, and that Messrs. Moir and Barnaby will be able to compete in the longer distance events. Mr. E. S. Gunton, who only joined us late in the season, showed by his 12 hours Standard ride and performance in the last 50 that with further experience he will prove quite an acquisition to our speed ranks.

We have a great many members who could, if they would, get fit again and help to sustain the Club's reputation for road work. Some in retirement have been we know prevented by indisposition, but others we hear of coming out of their shell for other Clubs, although sedulously refraining from competition in our events. Among those whom we should like to see in training again I might mention Messrs. W. Osborne, R. E. Prichard, F. H. Koenen, W. R. Oppenheimer, W. C. Humphreys, H. Poole, W. M. Owen, and D. Rushton, for with these, added to those who have ridden this year, all enthusiastic, we should again resume our place as the premier road Club, showing up well in competition with other Clubs and securing many more records.

In conclusion, I would again urge for energetic and harmonious enthusiasm in all directions which will result in the continued success and prosperity of the good old Club. As most of you know, I, to-night, retire from office after several years' hard work on the Club's behalf, and perhaps a personal note will be excused in this report. My work has been a labour of love lightened sufficiently by the encouragement and support of those willing to make generous allowances for my many short comings to offset the criticisms of those not so generous in their judgments. At all events I feel that I have not neglected my duties, and that the Club is not worse off for my period of service. In my retirement I shall continue to work to the best of my ability for the Club's welfare by consistent support of the fixtures and by practising what I have preached in my several reports. For my successor I would plead for generous consideration. It is impossible for any active Secretary to do everything to please everybody, but we can all do a great deal to lighten his labours in many ways. Those who are racing members can enter for the events in good time, and those who are not competing can volunteer their services as checkers, while we can all support the fixtures and be lenient in our criticisms. To-night we elect our officers for the new year, and if we carefully select the new executive with a desirable accession of new blood we shall have a year of success far exceeding any in the Club's history, and further add to the traditions of the Anfield so dear to us all.

W. P. COOK,

HONORARY SECRETARY.

ANFIELD BICYCLE CLUB.

Dr.	Cash Account for 1904.	Cr.	
	£ s. d.	£ s. d.	
To Balance from 1903	49 6 2	By Printing, Postage, &c.	28 8 7
„ Entrance Fees and Subscriptions ...	110 4 0	„ Road Ride Prizes... ..	94 14 6
„ Entrance Fees to Long Distance Races. 13 13 0	13 13 0	„ Timekeepers' Fees	4 14 6
„ Badges Sold	2 12 0	„ Feeding Expenses in Long Distance Races	11 2 9
„ Bank Interest	1 3 3	„ Subscriptions to R.R.A. and N.R.R.A...	0 15 0
		„ Badges Account	2 14 2
		„ Bank Commission... ..	0 3 6
		„ Cash in Bank	23 7 3
		„ Cash in Hand	0 18 2
	£176 18 5		£176 18 5
Liabilities.		Assets.	
	£ s. d.		£ s. d.
Prizes not yet selected	1 10 0	By Cash Balance	34 5 5
Balance	38 0 5	„ Subscriptions Outstanding and Good ...	5 5 0
	£39 10 5		£39 10 5

Audited and found correct, 4th January, 1905,

G. R. LICHTENBERG.
C. KEIZER.

W. M. OWEN,
Hon. Treasurer,

AT THE
Annual General Meeting of the Members
 HELD AT
Laurence's Hotel, Clayton Square,
 LIVERPOOL,

On Thursday, the 5th January, 1905, at 6-45 p.m.

PRESENT :

Mr. A. G. Waite in the Chair.

Messrs. R. Barton, H. M. Buck, E. Buckley, F. J. Cheminais, E. J. Cody, C. J. Conway, T. B. Conway, W. P. Cook, R. H. Corlett, E. Edwards, W. E. S. Foster, F. Gee, N. M. Higham, S. Holt, S. Irving, C. Keizer, H. W. Keizer, R. L. L. Knipe, H. Knowles, F. H. Koenen, J. Lowenthal, A. McCall, G. B. Mercer, L. Oppenheimer, W. M. Owen, T. J. Patrick, A. R. Peers, H. Poole, R. E. Prichard, F. Roskell, D. C. Rowatt, R. T. Rudd, D. Rushton, A. T. Simpson, G. J. Theakstone, W. C. Tierney, W. R. Toft, W. T. Venables and E. G. Worth.

Mr. G. J. Theakstone moved, and Mr. C. J. Conway seconded, and it was **RESOLVED**—

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

Mr. F. H. Koenen moved, and Mr. G. J. Theakstone seconded, and it was **RESOLVED**—

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

Mr. D. C. Rowatt moved, and Mr. C. J. Conway seconded, and it was **RESOLVED**—

“That the Accounts for the year ending 31st December, 1904, be adopted.”

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

“That the Annual Subscription for Active Members during the year 1905 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.”

Mr. T. B. Conway moved, and Mr. R. L. L. Knipe seconded, and it was unanimously **RESOLVED**—

“That the name of Mr. H. Roskell be placed on the Honorary Membership List under Rule 23.”

Mr. G. B. Mercer moved, and Mr. H. Poole seconded, and it was **RESOLVED** to substitute the following Rule in place of Rule 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 six months), and forward the same to the Secretary. Each candidate's name, together with the names of his proposer and seconder, must be formally posted at the four Runs next ensuing after the candidate's nomination has been received, after which the nomination shall come up for consideration at the next Committee Meeting. If any objections are received the Committee shall consider them on their merits, two negative votes to exclude; but if 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.”

Messrs. E. Buckley and R. E. Prichard having been appointed Scrutineers, Mr. G. J. Theakstone proposed—

“The re-election of the retiring President, Mr. A. G. White,” which was carried with acclamation.”

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

Mr. W. R. Toft, proposed by Mr. A. G. White from the Chair, was unanimously re-elected Captain.

Mr. R. L. L. Knipe, proposed by Mr. T. B. Conway and seconded by Mr. H. Knowles, and Mr. N. M. Higham, proposed by Mr. H. Poole, seconded by Mr. F. H. Koenen, were unanimously elected as Sub-Captains.

Mr. W. M. Owen, proposed by Mr. A. G. White from the Chair, was unanimously re-elected Treasurer.

Mr. H. M. Buck, proposed by Mr. F. Gee, and seconded by Mr. H. Poole, was unanimously elected Honorary Secretary.

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

Messrs. R. Barton, E. J. Cody, T. B. Conway, W. P. Cook, E. Edwards, S. Irving, H. Poole, and W. T. Venables.

Mr. W. P. Cook proposed, and Mr. G. J. Theakstone seconded, and it was carried unanimously, that Messrs. G. R. Lichtenberg and C. Keizer be re-elected to audit the Accounts of the Club, for the year ending 31st December, 1905.

Mr. W. R. Toft proposed, and Mr. S. Irving seconded, and it was RESOLVED—

“That the Club's Racing Programme consist of two or three 50 Miles Unpaced Handicaps, at the discretion of the Committee, 100 Miles Invitation Unpaced Handicap, 100 miles Unpaced Handicap, and the 24 Hours Road Ride.”

Mr. H. Knowles proposed, and Mr. E. J. Cody seconded, and it was RESOLVED—

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

Mr. E. Edwards proposed, and Mr. H. Knowles seconded, and it was RESOLVED—

“That in the 24 Hours Road Ride the question of tandems competing be left to the decision of the Committee.”

Mr. W. M. Owen proposed, and Mr. T. B. Conway seconded, and it was RESOLVED—

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

Mr. H. M. Buck proposed, and Mr. R. Barton 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 or members of the Anfield Bicycle Club. Tandem riders to divide the Prize as per Rule 8."

Mr. H. M. Buck proposed, and Mr. F. J. Cheminais seconded, and it was RESOLVED—

"That the Club Tour at Easter be to Shrewsbury."

Mr. W. R. Toft proposed, and Mr. H. Poole seconded, and it was RESOLVED—

"That the June All-Night ride be to Warwick, and the August Bank Holiday Tour be in the Lake District."

Mr. W. P. Cook reported that Mr. F. Del Strother offered another special prize, and it was unanimously decided that it be awarded to the first placed Anfielder in the 100 Miles Invitation Handicap, prize winners barred.

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

A cordial vote of thanks to Mr. W. P. Cook for past services to the Club as Honorary Secretary, proposed from the Chair, was carried unanimously with acclamation.

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 six months), and forward the same to the Secretary. Each candidate's name, together with the names of his proposer and seconder, must be formally posted at the four Runs next ensuing after the candidate's nomination has been received, after which the nomination shall come up for consideration at the next Committee Meeting. If any objections are received, the Committee shall consider them on their merits, two negative votes to exclude; but if 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 1905.

—❖—

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:—

	A	B	C	D	E	F	G	H
Bicycle								
(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 30m	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, or Members, 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, 1904, 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 55s	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 230 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 35 hours
London to Bath and back	F. W. Barnes 11h 48m 42s	J. G. Gibb 14h 8m 37s	Lowest Standard 12 hours	Lowest Standard 14h 8m 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 7h 50m 37s	Lowest Standard 9h 15m 0s	Lowest Standard 7h 13m 10s	Lowest Standard 9h 15m 0s
London to Liverpool	W. J. Neason 11h 43m 0s	S. H. Keeling 14h 57m 0s	Lowest Standard 11h 22m 0s	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' Groats	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	G. A. Olley 27h 10m 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 5 m 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	W. E. Ward 7h 50m 37s	M. A. Crosbie 9h 26m 47s	F. H. & R. A. Wingrave 7h 13m 10s	Lowest Standard 11 hours
London to Liverpool	H. Green 1 h 0m 0s	Lowest Standard 16 hours	R. L. L. Knipe & S. Irving 11h 2 m 0s	Lowest Standard 16 hours
Liverpool to Edinburgh	R. L. L. Knipe 14h 49m 0s	Lowest Standard 18 hours	R. L. L. Knipe & S. Irving 14h 44m 0s	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- 12h 17m 0s [Walpole]	Lowest Standard 16 hours
Land's End to John o' Groats	F. W. Wesley 4d 7h 25m	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 16m 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 326¾ miles	S. Holt & W. B. Kendrick 345 miles	Lowest Standard 275 miles
Fifty Miles Unpaced		J. H. Banks 2h 36m 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	T. P. Nicholls & J. F. Spencer *205½ miles	Lowest Standard 165 miles
Twenty-four Hours Unpaced .. .		M. Higham 318½ miles	Lowest Standard 275 miles	T. P. Nicholls & J. F. Spencer *342 miles	Lowest Standard 275 miles

* Not yet passed.

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. No Standard Medals can be claimed for any distance in Place to Place Rides. 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 for single machines, 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.

On Whit Monday the Unpaced Hundred Miles Invitation Road Handicap will be held as usual, over a course to be selected by the Committee. Prizes, value Five Guineas, Three Guineas, and Two Guineas, will be offered, and also a Gold Medal for fastest time in the Race.

An Unpaced Hundred Miles Road Handicap for single 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.

The above two events will also give members opportunities of competing for the 100 miles Unpaced Standards as per list.

The 24 Hours' Road Ride for single machines 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 decline any entry and to cancel any fixture.

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, 1904.

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50 MILES' UNPACED HANDICAP.—April 16th.—1st, D. Moir, 2 hrs. 50 mins. 14 secs.; 2nd, E. W. Barnaby, 2 hrs. 52 mins. 10 secs.; 3rd, H. Knowles, 2 hrs. 49 mins. Fastest time R. L. L. Knipe, 2 hrs. 38 mins. 31 secs.

50 MILES' UNPACED HANDICAP.—May 7th.—1st, H. D. Wright, 2 hrs. 49 mins. 15 secs.; 2nd, R. L. L. Knipe, 2 hrs. 40 mins. 29 secs.; 3rd, W. C. Tierney, 2 hrs. 50 mins. 36 secs. Fastest time R. L. L. Knipe, 2 hrs. 40 mins. 29 secs.

100 MILES' INVITATION UNPACED HANDICAP.—May 23rd.— E. J. Cody, 5 hrs. 43 mins. 9 secs.; W. H. Kettle, 5 hrs. 58 mins. 57 secs.; H. Roskell, 6 hrs. 6 mins. 52 secs.; W. C. Tierney, 6 hrs. 1 min. 27 secs.; R. L. L. Knipe, 5 hrs. 45 mins. 14 secs.

DISTANCE RIDE (202½ miles) UNPACED HANDICAP.—July 16th.—1st, S. Holt and W. B. Kendrick (tandem), 12 hrs. 42 mins. 2 secs.; 2nd, H. Roskell, 14 hrs. 28 mins. 58 secs.; 3rd, R. L. L. Knipe, 14 hrs. 5 mins. 11 secs. Fastest time (tandem barred) R. L. L. Knipe, 14 hrs. 5 mins. 11 secs.

Distance in 12 hrs.

S. Holt and W. B. Kendrick ...	191 miles
R. L. L. Knipe	171 ..
H. Roskell	169 ..
F. G. Cartman	163 ..
S. Irving	152 ..
N. M. Higham	152 ..

24 HOURS' ROAD RIDE—August 26th/27th.

	Distance in 12 hrs.	Distance in 24 hrs.
S. Holt and W. B. Kendrick ...	181 miles.	345 miles.
H. Roskell... ..	179 ..	326 ..
W. C. Tierney	173 ..	307½ ..
R. Barton	168½ ..	307½ ..
E. J. Cody	168½ ..	289 ..
W. H. Kettle	167 ..	281 ..
N. M. Higham	168½ ..	254 ..

50 MILES UNPACED HANDICAP.—Sept. 17th.— 1st, S. Irving, 2 hrs. 50 mins. 46 secs.; 2nd, W. C. Tierney, 2 hrs. 50 mins. 13 secs.; 3rd, E. J. Cody, 2 hrs. 47 mins. 20 secs. Fastest time, E. J. Cody, 2 hrs. 47 mins. 20 secs.

STANDARD RIDES.

June 21st, E. S. Gunton, 149 miles in 12 Hours' Unpaced Single Bicycle.

July 19th, W. H. Kettle, 151 miles in 12 Hours' Unpaced Single Bicycle.

ROAD RECORDS (R. R. A.)

Aug. 20th, R. L. L. Knipe and S. Irving, Liverpool to Edinburgh Unpaced Tandem Bicycle, 14 hours 44 minutes.

Oct 15th, R. L. L. Knipe and S. Irving, Liverpool to London Unpaced Tandem Bicycle, 11 hours 22 minutes.

ROAD RECORDS (N. R. R. A.)

Aug. 26/27th, S. Holt and W. B. Kendrick, 345 miles in 24 hours, tandem bicycle.

© Anfield Bicycle Club

LIST OF MEMBERS.

LIFE MEMBER.

- 1 LAWRENCE FLETCHER14, Palmer Street, Westminster, London, S.W.

ACTIVE MEMBERS.

- 2 E. W. BARNABY1, Peel Terrace, Higher Downs, Bowdon, Cheshire
 3 R. BARTON57, Ramillies Road, Sefton Park, Liverpool
 4 J. H. BAYNES73, Piccadilly, Manchester
 5 P. C. BEARDWOOD64, Parkhurst Road, New Southgate, London, N.
 6 D. J. BELL5, Chapel Avenue, Walton, Liverpool
 7 F. BIRD40, Olan Road, Anfield, Liverpool
 8 W. BLAND11, Crown Street, Bolton
 9 H. M. BUCK“Beach House,” Rowson Street, New Brighton
 10 E. BUCKLEY6, Maple Avenue, Cheadle Road, Cheadle Hulme
 11 J. BUTLER105, George Street, Altrincham
 12 R. H. CARLISLE239, Deansgate, Manchester
 13 F. G. CARTMAN19, Booth Avenue, Withington, Manchester
 14 F. J. CHEMINAIS66, Hilberry Avenue, Tuebrook, Liverpool
 15 E. J. CODY192, Salisbury Road, Oakfield Road, Liverpool
 16 C. J. CONWAY“Immensee,” Mossley Hill Road, Aigburth
 17 T. B. CONWAY“Bleng,” Tarbock Road, Huyton
 18 W. P. COOK15, Brunswick Street, Liverpool
 19 R. H. CORLETT18, Bold Street, Liverpool
 20 E. EDWARDS16, Fort Street, New Brighton
 21 S. P. FAIRHURSTParr's Bank House, Altrincham
 22 D. R. FELL31, Cheltenham Avenue, Sefton Park, Liverpool
 23 E. H. FOX43, Narboro' Road, Leicester
 24 A. E. FRAENKELBergstrasse 13, Hamburg
 25 H. FRASER4, Glendale Avenue, Wood Green, London, N.
 26 W. E. S. FOSTER124, Marlands Road, Brooklands, Sale, Cheshire
 27 FREDERICK GEE62, Stanley Street, Liverpool
 28 J. F. GERMAN15, Oriol Road, Bootle
 29 C. E. GRISEWOOD“Langdale,” Rudgrave Square, Egremont
 30 W. GRUNDY“Casterton,” Cressington Park, Liverpool
 31 E. S. GUNTONChurch Street, Northgate, Chester
 32 H. HELLIER99, Washway Road, Brooklands, Sale, Cheshire
 33 J. L. HEWITT12, Sunnyside, Devonshire Road, Liverpool
 34 A. MARSHALL HIGHAM“The Rowans,” Dunham Massey, near Altrincham
 35 N. M. HIGHAM“The Rowans,” Dunham Massey, near Altrincham
 36 S. HOLT63, Eastbourne Street, Liverpool
 37 W. C. HUMPHREYS“Halidon,” Heaton Chapel, Stockport
 38 C. A. HURST4, Norfolk Street, Manchester
 39 S. IRVING1, Hesketh Street, Southport
 40 J. M. JAMESThe Electric and Ordnance Accessories Co., Ltd., Slippery Lane, Hanley, Staffordshire
 41 W. J. JENKINS17, Catherine Street, Liverpool
 42 CHESTER JONES18, James Street, Liverpool
 43 J. P. JONES133, Lodge Lane, Liverpool

- 44 C. KEIZER 30, South Castle Street, Liverpool
- 45 F. KEIZER "Glen Maye," Warren Drive, New Brighton
- 46 H. W. KEIZER 70, Falkland Road, Egremont
- 47 W. B. KENDRICK 63, Eastbourne Street, Liverpool
- 48 W. H. KETTLE 6, Norton Street, Higher Broughton, Manchester
- 49 R. L. L. KNIPE 35, Skerries Road, Anfield, Liverpool
- 50 H. KNOWLES 8, Fernhill Road, Bootle
- 51 F. H. KOENEN Egerton Road, The Crescent, Davenport, near Stockport
- 52 S. J. LANCASTER Brougham Terrace, West Derby Road, Liverpool
- 53 G. R. LICHTENBERG Bank of Liverpool, Water Street, Liverpool
- 54 J. LOWENTHAL 2, Normanby Street, Liverpool
- 55 A. H. MADDOCK "Osborne House," Alsager, Staffordshire
- 56 J. V. MARCHANTON "The Hollies," Dunham Massey, Nr. Altrincham
- 57 A. McCALL 44, Woodville Terrace, Everton, Liverpool
- 58 A. A. MENZIES, JR. "Holt House," Preseot
- 59 I. E. MENZIES 13, Lilley Road, Fairfield, Liverpool
- 60 G. B. MERCER 95, Chatham Street, Liverpool
- 61 DOUGLAS MOIR Hale Bank, Ringway, Cheshire
- 62 M. MONTGOMERY, JR. 233, Boundary Street, Liverpool
- 63 LUDWIG OPPENHEIMER 28, Ellesmere Road, Chorlton-cum-Hardy, Manchester
- 64 W. R. OPPENHEIMER 30, College Road, Whalley Range, Manchester
- 65 W. OSBORNE 4, Powerful Street, Walney Island, Barrow-in-Furness
- 66 W. M. OWEN 25, Coltart Road, Liverpool
- 67 JAMES PARK 28, Crosby Road, Birkenhead, Southport
- 68 A. R. PEERS Kings Avenue, Meols
- 69 H. POOLE 29, Alexandra Road, Waterloo
- 70 R. E. PRICHARD 2, Eversly Villas, Mount Road, New Brighton
- 71 R. J. ROBINSON "Euston Cottage," Woodchurch Rd., Oxtou, Birkenhead
- 72 F. ROSKELL 1, North John Street, Liverpool
- 73 D. C. ROWATT 23, Esplanade, Waterloo
- 74 R. T. RUDD 156, Queen's Road, Everton, Liverpool
- 75 DOUGLAS RUSHTON 80, Portman Road, Liverpool
- 76 H. B. SAUNDERS 6, Sidney Avenue, New Brighton
- 77 A. T. SIMPSON 34, Hornsey Road, Anfield, Liverpool
- 78 H. W. SMITH "Annestyle," Ashley Road, Bowden, Nr. Manchester
- 79 J. H. SUNTER Commerce Chambers, 15, Lord Street, Liverpool
- 80 G. J. THEAKSTONE 1, West Bank Road, Edge Lane, Liverpool
- 81 ARTHUR L. THOMAS 7, Thackeray Street, Liverpool
- 82 R. THOMAS "Bryntirion," Gyffin, Conway
- 83 W. C. TIERNEY 216, Scotland Road, Liverpool
- 84 W. R. TOFT "Acresfield," Greenhill Road, Allerton
- 85 E. A. TOOTH "The Hollies," Park Grove, Birkenhead
- 86 W. T. VENABLES "Beach House," Rowson Street, New Brighton
- 87 E. J. WEBB 28, Easton Road, New Ferry Park, New Ferry
- 88 A. G. WHITE 119, Duke Street, Liverpool
- 89 F. H. WOOD 55, Bold Street, Liverpool
- 90 C. H. WOODROFFE 55, Dollis Park, Church End, Finchley, London, N.
- 91 E. G. WORTH 55, Botanic Road, Liverpool
- 92 H. D. WRIGHT 8, Seymour Road, Broadgreen, Liverpool

HONORARY MEMBERS.

- 93 F. BATH 25, Sydenham Avenue, Sefton Park, Liverpool
 94 J. B. BEAZLEY* c/o Inglis, Lomax and Co., Iquique, Chile
 95 O. D. BLACK Central Chambers, South Castle Street, Liverpool
 96 A. H. FLETCHER* Bulls Ferry, Guttenberg, New Jersey, U.S.A.
 97 J. P. FLETCHER 6, Dale Street, Liverpool
 98 T. B. HANDLEY North & South Wales Bank, 62, Castle Street, Liverpool
 99 R. W. LLOYD* Chicago
 100 W. J. NEASON De Dion Bouton, 10, Great Marlborough St., London, W.
 101 H. PARK 15, Brunswick Street, Liverpool
 102 J. C. ROBINSON 3, Castle Street Arcade, Liverpool
 103 HUBERT ROSKELL* Plantation Baltimore, Chinameca, Vera Cruz, Mexico
 104 J. D. SIDDELEY 79 and 80, York Street, Westminster, London, S.W.
 105 H. P. SPENCE 166, Falkner Street, Liverpool
 106 H. STEPHENS 346, Tuebrook Terrace, Tuebrook, Liverpool
 107 F. C. DEL STROTHER* c/o Schlusselfurg Calico Printing Co., Ilnka, Youshokoff
 pereouok, Moscow

* Residing abroad.

NAMES REMOVED DURING THE PAST YEAR.

RESIGNED—

- A. G. BANKS 22, Trafalgar Road, Birkdale, Southport
 H. B. BRENTNALL "Moorfield," Moor Lane, Wilmslow
 J. K. CONWAY 7, Lorne Terrace, Sinderland
 E. M. DUGGAN "The Downs," Altrincham, Cheshire
 J. E. GREEN 50, Westbank Road, Devonshire Park, Birkenhead
 G. S. HAMMOND 129, Eastbourne Road, Birkdale, Southport
 R. HARTLEY Eccleston Park, Prescot
 A. HEALEY Mount Road, New Brighton
 C. E. JONES 33, Cavendish Drive, Rock Ferry
 F. A. KLIPSCH "The Shanty," Warren Drive, Blundellsands, near
 Liverpool
 R. J. LARGE 31, Cavendish Drive, Rock Ferry
 J. T. McKETTRICK 23, Francis Road, Edgbaston, Birmingham
 T. J. PATRICK 53, Park Road S., Birkenhead
 K. PFLIEDERER "Eversleigh," Lovelace Road, Surbiton, Surrey
 H. C. SIDDELEY "The Croft," Foxley Lane, Purley, Surrey
 C. J. SLADE "Moss Brow," Warburton, near Warrington
 W. J. SLADE 57, Bold Street, Liverpool
 A. W. WHITE "Fernside," Northenden Road, Sale

STUCK OFF FOR NON-PAYMENT OF ANNUAL SUBSCRIPTION—

- A. N. DEAKIN "Devonia," Springfield Park, Acton, London, N.
 J. J. FINLEY Sandiway Head Hotel, Sandiway, near Northwich
 M. PAQUIN 59, Rue de Prony, Paris

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

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