

HANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JANUARY, 1908.

	LIGHT UP AT
January 4th—Hunt's Cross (Hunt's Cross Hotel).....	5-12 p.m.
„ 9th—Annual General Meeting at St. George's Restaurant, 6-45 p.m. prompt.	
„ 11th—Warrington (Patten Arms Hotel).....	5-22 „
„ 13th—Committee Meeting (St. George's Restaurant, 7-30 p.m.)	
„ 18th—Hinderton (Shrewsbury Arms Hotel)	5-33 „
„ 25th—Cronton (Unicorn Hotel).....	5-45 „
Alternative Run for Manchester Members.	
January 18th—Mobberley (Roebuck Inn).....	5-33 „

MONTHLY CIRCULAR.

70, FALKLAND ROAD,

EGREMONT, CHESHIRE.

Committee Notes.

A.G.M. day is Thursday, January 9th, not Monday as announced in last Month's Circular. Propositions, etc., not on the Agenda can only be dealt with after the other business has been gone through.

The Hon. Treasurer has received Donations to the Prize Fund in addition to the names mentioned in the February Circular, from:—Messrs. J. Butler, A. M. Higham, N. M. Higham, J. Park, E. Bright, and E. A. Bentley.

New Member.

Mr. G. A. Evanson, 33, Mellor Road, Prenton, Birkenhead.

The above gentleman was elected a member of the A.B.C. at the last Committee Meeting.

H. W. KEIZER,
Hon. Secretary.

Mems.

Hello! Hello!! Hello!!! Here we are again. What! Going Roller-Skating? Nonsense! Absolute piffle! Come out to Hunt's Cross and see the lime-light pictures of "Ye Ancient Anfield Bicycle Club" in past and bygone days. And there's to be a grand Concert afterwards; just think of it and leave Roller-skating alone for one night at least.

Cronton, November 30th.

Fog bad for consumption? 'm yes, I'm afraid so. But you're not consumptive; I mean you my dear sir, you who did not come out to the tea party. Talking of consumption, well, you ought to have seen 19 fog-begrimed Anfielders doing away with turkeys, pig in the lump, chickens and other trifles in the comestible line and you'd have said agreeer Monsieur, Galloping Consumption. Our esteemed Sub-Captain, Ted Cody was very much overdue and was just about to be quoted at 90 guineas per cent. when he suddenly hove in sight; he had been on a time charter with Chester, Runcorn, etc., as ports of call, and I believe he was ashore somewhere but refloated and proceeded with nothing worse than being fouled, usually where a ship fouls herself (a keen sense of propriety forbids my saying exactly where). Cook & Co. world-renowned tourists, had to proceed direct. Shame! not one of them able to steer by the compass. Now all this sounds very nautical, but in a fog a great many people feel nautical, just the same as in rain capeless ones feel wet; unless of course you happen to be the very Cook himself. One consolation is that fog has a very good habit of dispersing as quickly, almost as it sets in, and like unto the proverbial school-boy stick-jaw toffee it cannot last for ever. We found, on resuming the homeward journey, that the yellow demon had vanished. Stay! Where? Perhaps it had gone to Manchester since no one from that district put in an appearance.

Hunt's Cross, December 7th.

We were favoured with a pleasant December afternoon, but only a comparatively small number turned out. The usual small crowd toured out *via* Chester and the Racetrack, two of them arriving rather late owing to tyre trouble in the neighbourhood of the Rock Savage. A large number of members and one friend sat down to a most excellent tea, after which much interest was taken in the attendance card which, according to custom had been brought out by the Hon. Secretary. After a little chat we were treated to a splendid concert opened by Archie. Mr. Pritchard sang "The Sailor's Grave," and Chem played some beautiful selections on his mandoline, including the "Broken Melody," by special request.

Cook was responsible for the fit-bit of the evening, he having asked a friend, Mr. Arthur Proudman, to come out and sing for us, and he really was magnificent. Mr. Proudman sang "Songs of Araby," "To Anthea," "The Mountains of Mourne," and "The Toreador," all of which the audience enjoyed immensely. Dave Fell gave us "Razors in the Air," which went down very well, as did also Bentley's "Tobermorey," the patter inserted being very good stuff, and Blackburn's "Glorious Devon" was very fine too. There was a slight diversion caused by a few members in one corner singing the Anthem of the "Three Old Crows" during the interval. At nine o'clock we began to disperse, and everybody was agreed that we had spent a most enjoyable evening.

Manchester Run. Mottram St. Andrew's, December 7th.

Seven Manchester members and a friend sat down to the excellent fare provided at the Bull's Head. W. Oppenheimer, having dined before our arrival, was there also to charm us with his (alas, too infrequent) presence. The weather conditions were fair on the outward journey, but later, the doings of Jupiter Pluvius and Jupiter Boreas were wicked in the extreme.

Sankey, December 14th.

Sankey affords the enthusiastic cyclist a good ride *via* Chester and the more docile specimen a pleasant jaunt through Liverpool. But even Sankey with all its charms did not tempt many members, and our first run this winter to the Chapel-house was not greatly patronised. The Mancunians were conspicuous by their entire absence; why this thushness? No doubt the weather was responsible for the absence of a few; the early morning being absolutely tempestuous. The members arrived in the usual straggling fashion, and on the appearance of the enthusiastic party who had ridden out *via* Chester, the order was given to get on our marks and go "all out" through a good and well served meal—quite up to the usual standard of the house. Afterwards chairs were drawn round the fire and the usual highly technical and profoundly obscure discussions on things in general, followed. The party gradually broke up, one portion departing to their homes and the other wended their way to the "Royal George" at Knutsford and week-ended there.

Hoylake, December 21st.

When the December Circular arrived and it was found that our Committee had fixed a run for Hoylake, there was much consulting of maps and railway guides to find out where this strange place was and the best way of getting there. Anyhow Hoylake was a success, a great success! for did it not bring out some of our Battle scared veterans, including the Club's pet comedian and the once famous tandem-team. After tea a very pleasant evening was spent, the "D.O.," the Comedian and Maggie's Cousin gave us some very touching melodies on the piano, after which Boniface favoured us with a pathetic little ballad, and the evening finished with a little dancing and a sprig of Mistletoe.

E. A. BENTLEY,

Editor.

© Anfield Bicycle Club

HANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)



PRIVATE AND CONFIDENTIAL.

FIXTURES FOR FEBRUARY, 1908.

	LIGHT UP AT
February 1st—Hunt's Cross (Hunt's Cross Hotel)	5-50 p.m.
.. 8th—Hoylake (Green Lodge Hotel)	6-4 ..
.. 10th—Committee Meeting (St. George's Restaurant, 7-30 p.m.)	
.. 15th—Warrington (Patten Arms Hotel).....	6-18 ..
.. 22nd—Hinderton (Shrewsbury Arms Hotel)	6-32 ..
.. 25th—Chester (Bull & Stirrup Hotel).....	6-45 ..
 Alternative Run for Manchester Members	
February 8th—Lostock Gralam (Black Greyhound Hotel).....	6-4 ..
.. 22nd—Allostock (Three Greyhounds)	6-32 ..

MONTHLY CIRCULAR.

70, FALKLAND ROAD,

EGREMONT, CHESHIRE.

Committee Notes.

The Committee Meetings will commence at 7 o'clock instead of at 7-30, until further notice.

New Member.

Mr. George Jackson, 12, Hartington Road, Sefton Park, Liverpool.

The above gentleman was elected a Member of the A.B.C. at the last Committee Meeting.

New Addresses.

Please note the following changes of Address :—

Mr. F. J. Cheminai, 50, Hillberry Avenue, Tuebrook, Liverpool.

Mr. George Croft, Messrs. Ten Bosch & Co., Fenwick Street, Liverpool.

Mr. W. H. Gibson, 51, Halliwell Lane, Cheetham Hill, Manchester.

Mr. S. Irving, 589, 22nd Street, Oakland, San Francisco.

Delegates for 1908.

R.R.A.—Messrs. H. W. Keizer and H. Poole.

N.R.R.A.—Messrs. N. M. Higham and A. P. James.

A. P. JAMES,

Hon. Secretary.

Mems.

Positively the last appearance at Hunt's Cross this winter. Over 40 men turned out to the last Social (the Lantern Show), so come again and help to make the final a never-to-be-forgotten success. Great talent is promised from all over the country, also the World Renowned KEIZERPHONE will discourse sweet music and songs by Tetrzami, Melba, Caruso, etc., etc., etc. FOR ONE NIGHT ONLY.

Now all you Simon Pures hurry up and get fit. There's a special prize for novices this year, only mind, you must be absolutely innocent of any cycling pots (grass, cement, wood, or road) to enable you to compete for this prize.

The Prize Fund will be continued this year, and any charitably disposed persons wishing to subscribe to this good cause can send their donations to Mr. W. M. Owen, 40, Karlake Road, Sefton Park, Liverpool. The following have already promised to contribute:—Messrs. W. R. Toft, E. G. Worth, G. B. Mercer, H. W. Keizer, E. A. Bentley, F. Gee, W. P. Cook, J. Park, H. Pritchard, E. Edwards, A. P. James, R. A. Fulton, A. M. Higham, T. B. Conway, L. Oppenheimer, D. R. Fell and H. Poole.

* * * * *

RUNS.

Knutsford, December 21st, 1907.

There was a very fair muster at this Manchester run—nine members and one visitor, the brother of W. M. Bailey. Tea is always good at the "Lord Eldon," the mince pies being in great demand, and one man who says he once ate thirteen (don't you think he ought to see a doctor? Ed.), had some difficulty in securing his own share. The reporter of this article left early as his gas-lamp showed some signs of exploding; his departure was welcomed by the rest of the party with indecent joy. They seemed likely to spend a merry evening, for Buckley betrayed the fact that Dakin had that day reached years of discretion, and if the age caused some surprise that could be no reason for neglecting to celebrate the occasion. Many happy returns Dakin. (And so say all of us. Ed.)

Chester, Boxing Day, 26th December, 1907.

Although very different weather conditions prevailed from last Boxing Day, when it will be remembered the country-side was shrouded in about a foot of snow, the south-east wind was very piercing and troublesome and not many of the large number of members present cared to prolong the morning ride much beyond Chester. The roads were in very good condition and made "tricycling" quite possible. Cook was on three wheels and in the heat of an awful scrap shed one of his pedals, causing much injury to the thread on the spindle. He had great difficulty in persuading any of the cycle-repairing citizens of Chester to make it good for him. Like Sunter's car, perhaps they strongly objected to work on bank-holiday. Dinner was safely disposed of and the usual amount of

skylarking indulged in by the "Youthful Irrepressibles," and by degrees the crowd dispersed; a small but very select party adjourning to the pantomime where, having found the best jeering place, they proceeded to do their best. After the performance they toured quietly to Hinderton for tea. 10 miles:—31 minutes.

Warrington, 28th December, 1907,

This run to the "Marble Halls" was very successful as far as numbers and good feeding went. Quite a large Manchester contingent put in an appearance. There was a lot of talk about the forthcoming A.G.M., and some very fine games of Billiards were witnessed; Crowcroft and the Doctor putting up a very even and interesting match. Of course there might have been a much larger muster, but the evil effects of this new Roller Skating Rink are becoming more and more pronounced. At the same time one can easily have an hour or two on rollers and get out to a place like Warrington before six o'clock. The ride home in the evening was most enjoyable, for the Liverpool men at least, the wind being directly behind.

January 4th, Hunt's Cross.

Magic Lantern Night, a bumper house and everyone delighted about fills the bill for the third run of the present winter season to Hunt's Cross. After partaking of a good tea which was quite up to Hunt's Cross standard, we had once again the pleasure of renewing our acquaintance with events of the past, by means of photos shewn on a screen by the agency of a Magic Lantern, which Mr. Williams had kindly offered to our Committee, providing Mr. C. J. Conway would again exhibit his collection of slides representing groups, etc., which he has taken during the last 14 years, Added to Mr. Conway's collection we had the pleasure of viewing slides lent by Mr. Hooydonk of the North Road Club; two slides which Mr. Mercer had prepared illustrating groups in the very early days of our Club, and which were of very great interest; also a number of slides belonging to Mr. Smith who so efficiently helped Mr. Williams in the manipulation of the Lantern, and last but not least of interest, about 70 slides which Mr. Cook with his usual keenness for the welfare of the Club and the enjoyment of its members had gone to the trouble and expense to have made from negatives of photos he had taken during the last few years. I venture to think that to everyone of the 40 odd present, both new and old members, the evening was most enjoyable, and our best thanks are due to Mr. Williams for his bringing out the Lantern and the paraphernalia requisite, to Messrs. Smith, (not of ours) Conway, Mercer and Cook for the loan of the slides, and I think also to Mr. Hilditch for the trouble he had gone to in having one of the gas pendants taken down so as not to interrupt the rays from the lantern.

It was pleasing to note the number of our members who turned out and the interest evinced in things of the past, surely such may be taken as a good omen for the future.

Warrington, January 11th.

It is to be hoped our new President and Secretary will not be discouraged by the small support accorded this fixture, for only 18 narrow minded regular run attenders turned up—all from the West! Surely the Anfield tradition of hard and consistent road riding is not in danger of death? The day was perfect in every respect, and while one can understand members staying away to take advantage of one of the few opportunities to indulge in ice skating, this exception can hardly apply to skating of the roller variety! One of our "sacred" veterans toured to Cuddington and two parties of juveniles circumnavigated Chester and Frodsham, so we have some members who show practical appreciation of

being favoured by excellent going in the depth of Winter. Returning from Warrington was very like an old-fashioned Club run which, after a stop at Cronton to oil up, developed into something like a fire as Old Swan was approached.

Mobberley, January 18th.

Cheadle Hulme, Chorlton-cum-Hardy, Whalley Range, Old Trafford, Bramhall and Northenden were all represented at the above run, the various sections arriving by many and devious ways. Turnor the last to arrive had to submit to most scathing criticism from the assembled group, owing to the fact that he utilised "the rattler" on the outward journey.

Food having been disposed of, the party were regaled with tales of knight-errantry by Sir Bickley, which certainly shows that chivalry is not dead. It appears that some time after daybreak Sir Bickley sallied forth upon his steed intent upon the sport of fox chasing. Whilst in this quest he chanced upon one Sir Brocklehurst likewise engaged upon the self same quest, and these two knights without stopping to dress their shields or couch their lances charged at each other with mighty force. Sir Bickley was vanquished, being unseated by the mighty shock and he does not appear to appreciate the joys of tournament. We would respectfully suggest that before repeating the experiment he should read "A Yankee at the Court of King Arthur," as we should think there would be less risk of personal damage if he, like the hero referred to above, used a lasso. The six members started for their respective destinations at a reasonable hour.

Hinderton, January 18th.

The afternoon proved quite fine enough for the three-tracker men and lane exploring in Wirral at this time of the year is really splendid. Twenty-three members and one friend made the journey to the Shrewsbury Arms, and after tea a small party left for Nant Hall near Prestatyn; but their doings are another story which I have first hand from one of the wanderers. The going was fairly good up to Queen's Ferry, but shortly after leaving there the mud-plugging commenced and rather hard work was experienced along the coast-road. Cook in his white jacket and mounted on his trike was a source of great amusement to the villagers. On entering the large and well lighted city of Bagilt E. G. W.'s back tyre went "bang," a performance which it went through several times on the tour. I once knew a certain brand of tyre.....but that's another story. Nant Hall was eventually reached and found to be a splendid place for a week-end, and my reporter thinks the Committee would do well to consider an official Week-end run there in March. It just so happened that a concert party who had been giving a function at Mostyn were staying at the hotel and some of them turned out to be friends of Cook. The concert party turned in about 10-15 p.m., and fraternising with our fellows had supper and proceeded to make a night of it. The house is situated in splendid grounds and the feeding is excellent, and while 24 can be comfortably accommodated, there is no doubt that a good many more could be housed if it came to a pinch. The Billiard room and general hall seem to be amongst the chief attractions, and the bed-rooms are clean and well appointed. The tour was continued on Sunday through Caerwys and Newmarket and so on to the Shrewsbury Arms for tea. The bill of fare at the "Cross Foxes" at Caerwys was nearly the limit:—Fat pig and pickled onions.

E. A. BENTLEY,

Editor.

ANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR MARCH, 1908.

	LIGHT UP AT
March 7th—Lymm (Church Inn).....	6-58 p.m.
„ 9th—Committee Meeting (St. George's Restaurant, 7 p.m.)	
„ 14th—Kelsall (Royal Oak Hotel).....	7-12 „
„ 21st—Chester (Bull & Stirrup Hotel) Week-end Nant Hall near Prestatyn	7-24 „
„ 28th—Great Budworth (George & Dragon)	7-37

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

New Members.

The following gentlemen were elected Members of the A.B.C. at the last Committee Meeting (Feb. 10th.)

Mr. C. F. G. Boyes, The Beeches, Higher Heath, Whitechurch, Shropshire.
Mr. J. Oliver Cooper, 27, Chesnut Grove, Higher Tranmere, Birkenhead.

Sub-Committees.

FOR HANDICAPPING—Messrs. E. Edwards, A. P. James, H. Poole,
E. G. Worth.

COURSE COMMITTEE—Messrs. A. M. Higham, H. Poole and E. G. Worth.

Touring and Racing Programme for 1908.

April 16th to 20th—Bettws-y-Coed. Easter Tour.
May 16th—First 50 Miles Unpaced Handicap (no Course yet decided upon.)

June 8th—100 Miles Open Handicap (unpaced). Whitsuntide.
June 19th—All Night Ride to Oxford.
July 10th to 11th—24 Hours Road Ride (unpaced).
August 1st to 3rd—Tour in Derbyshire.
August 22nd—Second 50 Miles Unpaced Handicap. (Shropshire Course).
Sept. 12th—Third 50 Miles Unpaced Handicap. (Shropshire Course).

** ** *

Prize Lists Rule No. 9 (page 34). The last clause has been altered to read:—"Gold Medal from the Club shall only be awarded for Records, Fastest times, First prizes and Standards in 12 and 24 hours from Standard E and upwards." The old Rule was altered because it entitled a Competitor to a more valuable prize for Standards C and D than if he broke record.

A. P. JAMES,
Hon. Sec.

Mems.

The Talk is:—

That we ought to run a sealed handicap in connexion with the first "50." The Committee would like to know the feeling of members on this matter, so a post-card from you to the Hon. Sec., at 74, Cotton Exchange Building, Liverpool, would go a long way to further the scheme. DO IT NOW!!!

That we are all very much indebted to "Boss" Higham for bringing those splendid singers from Manchester to entertain us on the occasion of our last run to Hunt's Cross.

That Nant Hall is a splendid place for an official week-end. Please don't forget March 21st. Usual terms—6/6 Supper, Bed and Breakfast.

That Subscriptions are now due and can be remitted to Mr. W. M. Owen, Hon. Treas., at 40, Karlslake Road, Sefton Park, Liverpool, or paid in at any branch of the North & South Wales Bank, for credit at their Kirkdale Branch, account Anfield B.C.

That the Editor will be very pleased to receive literary contributions. It is really quite astonishing how shy a man becomes when asked to write an article for the Circular.

RUNS.

Cronton, 25th Jan.

In contradistinction to our last visit here, when it took us all our time to find our way through the fog, we were this time favoured with a nice sunny afternoon. The four Manchester men, however, found it rather draughty, whilst those whose homes lie to the West of Cronton might have been forgiven for thinking that they were getting fit thus early.

Some two dozen of us cycled, motored, or trained out, not excluding one tramp, and we were well through the feed before we found that Teddy Edwards had not been spoken, but he turned up, "Usual luck, punctured before I got to Chester, struck a stone on Rock Savage." Such is life, let the words unspoke remain.

After tea, when our distant friends, and 'some of those who have wives and homes' had departed, a fight with corks made things a little lively, until one (to whom alone it was possible) placing his hand in a receptacle nearer the roof than the floor, some eight or nine feet up produced a penny ball, the Baron and he then giving us a fine exhibition of Table Tennis, with bottles as bats, and pictures as nets. Result—One tumbler broken, several narrow shaves, and a lot of language.

This being played out we made for home, and it was nice from the tonneau of Sunter's car shout rude things at 'common cyclists.'

Hunt's Cross, January 1st.

The last of the series of Socials at Hunt's Cross must certainly be written down as an event in the Annals of the A.B.C. We owe a deep debt of gratitude to "Pa" Higham for bringing such splendid talent all the way from Manchester to entertain us. These gentlemen included a tenor, a baritone, a comedian, and a pianist; Messrs. C. Blackburn (of ours) and Tomlinson also delighted us with a duet of good quality. Each song was received with great enthusiasm and repeated calls of encore. Unfortunately, however, our good friends the musicians had to journey back on the 9-8 train and we were left without a pianist, "Little Archie" being laid up with "Flue." Sunter has been discovered as a "strummer," and, no doubt, if he practises his five-finger exercises for a while, he will become quite proficient. The attendance was splendid, and Miss Hilditch had provided the usual good things in the comestible line. Reviewing the whole series of socials I think we may congratulate ourselves on our good fortune in being so well entertained, and I think our best thanks are due to the following gentlemen: To Messrs. Toft and Mercer for the admirable way in which they have conducted the socials, and to Messrs. McCall, Cook, C. J. Conway, Higham, Blackburn, Theakstone, H. W. Keizer and many others whose names I cannot think of at the moment. Let us hope we shall do as well next winter season.

Hoylelake, February 8th.

Quite a satisfying breeze prevailed on the Bidston-Hoylelake road, and the welcome shelter of a cockle cart (to say nothing of the advantage of being paced) was very much appreciated. Thanks to this kindly aid, the ascent of Meols mountain was successfully accomplished. The muster roll was a rather disappointing one in view of the highly coloured reports of the previous run to the Green Lodge. Several well-known regulars were absent, but there was quite a goodly number of casuals. After tea all gathered round the fire. The absence of Archie McCall was much deplored, and a very sensible suggestion was made, that an additional man should be sent out to train for the piano as deputy accompanist. A visitor with a slight Welsh accent appeared on the scene, and entertained us with some very interesting observations on Welsh National history. The return journey was made in a very scattered detachments, many of the riders losing sight of each other in the darkness. We are able to state that all of us arrived home safe, moist, but thirsty.

Warrington, February 15th.

Quite a presentable turnout, considering the boisterous weather on Saturday morning. The breeze was a grand help to "round the earthers," and some very fast travelling was witnessed on the top Chester Road, which was in excellent condition. Not so the bottom road; this was reported as very greasy, and the lanes through Upton gave one the choice of seven inches of sand, or four inches of mud. Afternoon tea at Frodsham was not only a luxury; it was a necessity to those lazy creatures who cannot get further than Hinderton on a Sunday afternoon. Warrington was reached comfortably, the speed merchants' conduct being merciful in the extreme. A very excellent dinner was provided, and it is worthy of note that there was a tremendous consumption of rice pudding. This is very gratifying, as it clearly shows the determination of our men to get accustomed to the dreadful things awaiting them. The ride home to Liverpool in the cool of the evening under the silver moon was entirely spoiled by the strong breeze prevailing. It is desirable that the Committee consider the advisability of not fixing the run until it is ascertained in which direction the wind is blowing; we give this suggestion for what it is worth. The adverse weather conditions necessitated a halt at Cronton where refreshments were purchased. All hands reached Liverpool in more or less exhausted condition, mostly more.

Hinderton, February 22nd.

The atmospherical conditions had, undoubtedly, a great deal to do with the smallness of the muster on Saturday. Of course the Manchester and district members had a run of their own which accounted for some, but in any case I see no reason why we should not get 28 or 30 at Hinderton no matter what sort of weather obtains, as the distance is short and the train service to Neston is splendid. It is surmised that a certain Bootle speedman was either blown into Raby Mere or went for the Albrighton Hundred, as he was certainly sighted at Woodside Ferry and did not materialize at tea time. If he has since succumbed to injuries received or "acid," prominent cycling papers please copy. The "Baronial One" was in splendid form after tea and provided us with a very recherche entertainment, and a very heated discussion as to how fit a man should be before attempting record (ably illustrated by the Baron) brought a very pleasant evening to a close.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)



PRIVATE AND CONFIDENTIAL.

FIXTURES FOR APRIL, 1908.

	LIGHT UP AT
April 4th—Aldford (Grosvenor Arms).....	7-50 p.m.
.. 11th—Lower Whitley (Millstone Inn).....	8-2 ,
.. 13th—Committee Meeting (St. George's Restaurant, 7 p.m. prompt.)	
.. 16/20th—Easter Tour, Bettws y Coed (Glan Aber Hotel)	8-11 to 8-19
.. 25th—Knutsford (Lord Eldon Hotel).....	8-28 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes.

As Oxford is not available, the Committee have altered the destination of the "All Night Ride," to Gloucester.

Invitations for the "100" have been sent to the following Clubs:—North Road C.C., Bath Road C.C., Vegetarian C.C., North London C.C., Manchester Wheelers C.C., Manchester Wednesday C.C., Midland C. and A.C. Polytechnic C.C., Unity C.C., Speedwell C.C., Leeds Road Club, Yorkshire Road Club, North Liverpool C.C., Warrington C.C., Cheetham B.C., Cheadle B.C., Congleton C.C., Catford C.C., Salford Wheelers C.C., Cheadle Hulme C.C., National Clarion C.C., Electric C.C. and Birkenhead C.C.

First "50."

This time trial will be run over the Shropshire course.

Please note the following change of address:—

Mr. R. Barton, 13 Courtland Road, Mossley Hill, Liverpool.

A P JAMES,

Hon Sec

** ** *

Mems.

"Aay Bill, wot's henthusia'm?" "Ah doan't know Tom, but if it's ah't alove t'dog'll pin it. Tom should have asked Secretary James and he would have been told that the members of the A.B.C. were asked for their opinion regarding the sealed handicap for the first "50." They were to write their reply on a post card, and send it to the Hon. Sec. Four replies were received, that's ENTHUSIASM.

Don't forget Bettws, April 16th to 20th. Splendid daily tours, no scrapping and all weaklings carefully nursed. Personal guarantee given that no one will be left to die miserably by the roadside. Special sea-side attractions, invigorating ozone and fresh surroundings at bed-rock prices. See small bills herewith.

We hear that a party of North Roaders intend joining us at Easter, and right welcome will they be.

The Captain is once more on his way home. It is to be hoped that L'Enfant Pugeot will very shortly be seen going elfforlether.

RUNS.

Chester, February 29th.

Snow during the night probably accounts for the small number of 17 members and one "prospective" who supported this fixture, but a faithful account of actual experiences may induce some of the absentees to get out of the silly way of being affected by the weather existing hours before the necessary time of starting. Why not wait and decide at 3 or 4 p.m., instead of giving up all idea of turning out because the weather is bad on the Friday! The day was brilliant with a good breeze, so that by the afternoon the snow had entirely disappeared, and the roads were nearly bone dry, and even those who proclaim the fear of a wetting had no excuse. Three small parties crossed Queen's Ferry, and one of them toured round by Wrexham, but the other two, being bent on week-ending, contented themselves with turning at Hawarden, and it is reported that the tandem pair won quite a lot of money in bets by scaling the hill, while two of the party had some difficulty in persuading the manager of the Glynne Arms (now remodelled and a place to remember for Club runs), that his billiard table cloth was in no danger! Another party toured round by Warrington, and with the usual direct and rattler parties we sat down 18 to tea, and drank in silence the toast of the absent ones! A week-end party of nine departed for Newport in three sections, and with the wind behind a fast ride ensued. The real tourists called at Whitechurch to oil up, but the muck or nettles party went straight through and met Nemesis in the form of a puncture near Chetwynd. Crossing Prees Heath,

Boyes was on the lookout to greet us, and at Hinstock some of the party found their bunkers short of coal, and stopped to replenish with the result that they got caught in a mild blizzard before getting into Newport, but all were safely housed in good time, and after an excellent supper the party were entertained by Mr. Pitchford with a clever and mystifying conjuring entertainment into the wee small hours. Sunday morning was fair, and Nantwich was decided on for dinner, and a somewhat grafty ride it proved, for although the wind had dropped a bit it was dead ahead, and just beyond Hinstock a blizzard was encountered which lasted for nearly an hour. The tandem pair forged through it making a non-stop run, and getting out of the snow zone beyond Audlem, while the rest of the party made several stops and were somewhat late in reaching The Crown, but a good dinner soon put everyone in good fettle, and at 4 o'clock the tour was resumed, the weather meanwhile having turned beautiful again. Beyond Tarporley dry roads were suddenly come upon, and after a stop at Chester, Hinderton was duly reached for tea, and the party broke up after a most enjoyable week-end.

Lymm, March 7th.

".....With its best foot first,
An' the road asliding past,
An' ev'ry bloomin' campin' ground
Exactly like the last."—Rudyard Kipling.

Though camping grounds were out of the question for some few of us who were with the Cook's excursion party; our anxiety to get on with it, even at the expense of walking up Preston Brook, was intense. Then we hear reports of how the Skipper, who was to be waited for at Frodsham at all costs, in case he might just get there, toured out through Northwich with the "All Night" to Edinburgh merchant. Lymm direct, gentle reader, is about 25 miles, via Chester, and Warrington about 45 miles, but through Chester and Northwich.....???: words fail us. Several Manchester and District members put in an appearance, Buckley and Dakin arriving rather late having put in a very strenuous day with the Foxhounds. The good lady at the "Church" had not provided too much grub, and it was very amusing to see the look of despair on the Baron's countenance when he thought the supply had run out before he was on his mark. The return journey to Liverpool was made via Warrington, calling at Cronton for slight refreshment. Thanks to the Committee for opening up fresh ground, it is to be hoped they will endeavour to vary the fixtures as much as possible; distance and hard work never do any harm if the mind is made up.

Kelsall, March 14th.

If I remember correctly Pliny says that there is a certain land in which neither snow nor rain falls. If that is so I am certain he does not refer to this country. Of course W. P. C. when he reads this account will chuckle to himself and at once contradict my statement; whoever heard the one and only "Pagancook" say "it rained to-day" or snowed as the case might be. Cook had signed on Chief Constable Bright, C.T.C., fresh from the field of battle (the C.T.C. annual meeting in Liverpool), on the result of which the whole of Europe waited with bated breath. The food at the "Royal Oak" was good, but the room in which it was served was somewhat small, a larger one would have been more appreciated. (No doubt, the Committee will have this matter seen to at once—Ed.) After the usual small talk and smoke had been indulged in the early birds

departed and the remaining ones got up a very heated discussion on high pressure engines, in which discussion Band really excelled himself, but was unfortunately continually interrupted by the village yokels who were determined to force their company upon us, being drawn I suppose by Band's wonderful oratory. We showed our dislike for their interruptions by leaving the premises and proceeded *via* Chester. The roads were rather sloppy and several halts had to be made to allow a few of us to dig trenches down our cheeks so as to thoroughly drain our eyes of large quantities of slush which was carefully and accurately thrown into our faces from beneath something labelled "Bluemel's No-weight." Who was it that was seen riding towards Birkenhead in the early hours of the morning with a fresh ?? herring carefully tied to the stays of his back mudguard?

Chester, Nant Hall, March 21st.

This, the first official week-end of the year, may be written down a great success from nearly every point of view. The weather on the Saturday was perfect, and we had a most satisfactory muster of over 30 at Chester, several "strangers" being welcomed back to the fold. Of course the usual energetics had toured round by Wrexham and elsewhere before reaching Chester, and Manchester was well represented. After tea in three sections the week-end party of 16 departed for Nant Hall, which was a very good number considering how few of the officials supported the fixture. The coast road was found to be so densely populated that one member who despises gas lamps ran a man down and had to be "rescued" with some little difficulty. Notwithstanding this interlude and the stoppage of the real tourists at Mostyn, all were safely housed at Nant Hall by 9-30, and a merry evening ensued. We sadly missed our pianist who faithfully promised to come and as faithfully failed to materialise, but with such items as Billiards and "picking the match," and some help from the Ryall family the time passed all too quickly. Sunday brought wind and some rain, as well as disclosing the fact that there were tyres to mend—so it was nearly 11-30 before we got away. Five of the party made tracks Chesterwards in a hurry to get home, and another departed for Rhyl and the rattler, so our numbers were reduced to 10, and Ruthin decided on for lunch. The wind was somewhat trying and the roads very heavy, but we encountered so little rain that no one thought of donning macs, and a nice steady pace was kept up until about five miles from Ruthin, when "Sir Bickley" woke things up and split up the party, but the fire was quite out by the time the Castle Hotel was reached. After lunch the sun came out, and at 3-30 we started to climb Bwlch-y-parc, but sad to relate only one old gentleman seriously tackled the job—the others declaring that pedestrian exercise was good enough,—indeed some of the party got so fond of walking that they resumed it at the Loggerheads! The result was that Mold was not reached till 5-15, and here we parted with "Sir Bickley" Dakin and Boyes who were bound for Manchester and Whitechurch. Now reduced to "we are seven" we fortified ourselves with tea and a fast run with the wind abaft the binnacle soon brought us to Hinderton, where the party finally broke up after a grand outing. Those who were visiting Nant Hall for the first time found that it was quite all that the prospecting party reported it, and when this fact is better known I expect the Spring week-end at Nant Hall will become as appreciated a fixture as the Autumnal one to Llangollen. It is vastly superior to Denbigh both in eating and sleeping accommodation.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR MAY, 1908.

	LIGHT UP AT
May 2nd--Pulford (Grosvenor Arms).....	8-40 p.m.
.. 9th--Nantwich (Crown Hotel)	8-52 ..
.. 11th--Committee Meeting (St. George's Restaurant, 7 o'clock.)	
.. 16th--"50" Miles Unpaced Sealed Handicap (Elephant and Castle, Shawbury).....	9-4 ..
.. 23rd--Dunham Massey (Rope and Anchor Hotel).....	9-15 ..
.. 30th--Over, Nr. Winsford (Wheatsheaf Hotel).....	9-24 ..

Entries for the "50" must reach me before Saturday, May 9th.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes.

At the last Committee Meeting the following gentleman was elected an active member, Mr. F. Ridley, "High Beech," Storeton Road, Oxtou, Birkenhead.

The first "50" will be run as a sealed handicap and will be run off in Shropshire. Headquarters will be at the "Elephant and Castle Hotel," Shawbury. Racing men will please make their own arrangements with Mr. Kearsley, proprietor, "Unicorn Hotel," Shrewsbury.

Checkers and Marshalls will be wanted for the "50" and also for the Open "100." Please let me know if you can help in either or both events as early as possible.

Invitations for the Open "100" have been sent to the following clubs:—East Liverpool Wheelers (2), North Liverpool Y.M.C.A. (1), M.C. & A.C. (1 extra), Cheadle Hulme C.C. (1 extra), Brighton Stanley C.C. (1).

Changes of address.

Please note the following changes of address:—

Mr. T. B. Conway, Messrs. The Western Incandescent Supply Co., Christmas Street, Bristol.

Mr. R. H. Corlett, 19, Young Street, Kensington, W. London.

A P JAMES,

Hon Sec

** **

Mems.

We suggest that the speedman who was seen walking up a small pimple like Breck Road, should either remove the "Club's property" from his coat, or get a "Stare me Outer" fitted to a bath chair.

We are very sorry you have had to leave us "Mawr," and hope you will not forget "Ye Goode Olde Concerns." The A.B.C. sends greeting, and wishes Mrs. Conway and you long life and prosperity.

The following post-card was addressed to:—The Members of the **Anfield B.C. Betts-y-Coed, "Glen Aber Hotel" North Wales, England.**

"Easter Time is the time when I mostly long to be in England again, especially with you at beautiful Betts. Since for some time yet I cannot hope to fulfil this wish, I can only wish for you to thoroughly enjoy your good fortune, and be happy and jolly at Betts as you always have been, and I trust always will be for many many years to come."—The above is addressed from Mr. Herman Vos, Fuerth, Bavaria.

Do you owe the Hon. Treasurer any money? If so, please don't forget that the earlier you remit, the less work and trouble he will have.

RUNS.

Great Budworth, March 28th.

One might easily have been led to believe that spring had really come judging by the number of machines so gaily decked out with "wood and rags," and certainly on the journey out more than one poor worm found it quite a work of art to keep with these wood-rim mercharts. The weather conditions were nearly perfect with perhaps, just a trifle too much ventilation on the starboard bow (for Liverpoolians) to be quite comfortable. A large crowd of Manchester and District members, (including "White" Bailey, risen as it were from the dead) were present, and although we had to take tea in two different rooms, we managed to have quite a merry time. Before the time to depart had come Cook had lured quite a large party into the belief that going home through Northwich and Chester would be a very simple matter, and accordingly we got on with it but found to our great disgust on turning at Northwich that the wind had deliberately backed to North-West, this made the going exceedingly grafty. We reached Chester in small detachments, and with New Barnet (Hinderton) as the last stop we came to the conclusion that a very useful 80 miles had been put up for the afternoon and evening.

Alford, April 4th,

We were favoured with really good roads and had a most enjoyable day's riding. We understand that two speed-worms nearly outed themselves going via Chester and Wrexham, and Cook on a two man power machine took a small party over the wilds of Llandegla where the scenery was greatly admired by

those were not very baked. Twenty nine was a fairly good muster for tea including two prospectives, and though provisions ran rather short most of us managed with true Anfield voracity to make a good tea. The President said a few words afterwards on the departure of Tom Conway, who was attending his last club run for the present. Mr. Conway is going to Bristol on business for an indefinite period and we are exceedingly sorry to lose him, but trust that whenever possible he will do his best to be with us. The crowd toured home in small detachments against a very strong head wind, and arrived safely after calling at Hinderton.

Lower Whiteley, April 11th.

Once again the Committee have provided the "Latter-day Saints" with new ground. Although not quite off our beaten track, Lower Whiteley is a little difficult to find; several members went wrong and arrived late in consequence. More new speed machines were on view, one in particular looked very fierce with an Exonite covered handlebar. About twenty sat down to tea in the semi-ball-room semi-chapel building, the great topic of conversation being the approaching Bettws Tour. On the way home Blackburn insisted on our believing that he had had it drawn across him by a three-speed gear. We don't believe you Cecil.

Easter Tour. Bettws-y-coed, April 16th/20th,

A small number of tourists "sold the business" on Thursday afternoon and paddled more or less gently down to the "Glan Aber," some from Liverpool going over Llandegla, others proceeded by the usual Llangollen route. The early Cheadle birds stayed the night in Chester and came on to Bettws next day. On Friday a fairly early start was made for Pentre Voelias where the old road through Nebo was taken, the going being exceedingly grafty and several halts were called to admire beautiful scenery. Lunch was provided at the Victoria Hotel, Llanrwst, and here we bade farewell to Woodward who had arrived at Bettws that morning at 6 a.m., and was on his way home again. After basking in the sunshine on the hotel veranda for an hour or so, and being joined by Cook and Wells, who had been on a little jaunt of their own, we crossed the river, and visited Gwyddr Castle and examined the objects of interest contained therein. The Castle and grounds are very beautiful and we may say for the benefit of those who were not present that there is to be found growing in the garden a shaped cedar 48 yards in diameter, the guide said so, but we didn't believe him. Continuing the ride through Trefriw, we arrived back at the "Glan Aber," where we found a great number of new arrivals. The evening passed very pleasantly away, several outside gentlemen provided us with vocal and instrumental items. Saturday morning saw a godly number *en route* for the Nantlle Valley, to reach which place we went by Capel Curig and Pen-y-Gwryd to Beddgelert. The morning was cold, but the presence of "Monsieur Sol" went far to add to the enjoyment of the tourlet. The scenery through the pass of Aberglaslyn and on to Tremadoc is magnificent, and the going fairly good and easy. At Tremadoc we took the Carnarvon road to Pen-y-Groes and so into the Nantlle Valley. A most excellent lunch was served at the Nantlle Vale Hotel, Tal-y-Sarn to the accompaniment of a very bad piano-organ, and afterwards group snaps were taken of the tourists. Continuing up the valley we were great impressed with the vast mountains of slate-shale taken from the quarries located there. Walking was the order of the day, the track being quite unrideable till quite close to Rhyd-ddhu on the Carnarvon-Beddgelert road where a very fast run down to Beddgelert was obtained. Climbing the long pass to Pen-y-Gwryd, we called a halt for afternoon tea and here we came upon the Anfield Automobile Association, and after paying a very high price for a very rotten tea we ambled back to Bettws as fast as the punture fiend and the loose state of the road would permit.

(Wells was doing himself decidedly "proud" on extra light path Dunlops, he had only had 47 punctures and bursts since the tour began). The Keizerette's gramophone provided us with some excellent selections in the evening and was pronounced a distinct acquisition to an Easter Tour musical programme. Several gentlemen sang, and the evening passed all too quickly. On Sunday a very merry contingent started for Menai Bridge, going by Capel Curig, Lake Ogwen and the beautiful Nant Ffrancon pass, one of the prettiest spots of the tour. Ours was a fairly good road through Bethesda on to Bangor where we crossed the toll-bridge and reached our destination. Here we found lunch awaiting us and amid much mirth we did ample justice to the good fare provided. Afterwards photos of groups were taken, and a one act comedy presented by the inimitable ones Theakstone and Blackburn entitled, "A Wrestling Match." George gained first fall, and in the second bout Cecil so overpowered his opponent by breathing on him after eating spring onions that the jousts were declared at an end. The return was made by three different routes, one party going by Carnarvon and Llanberis, a second by steamer to Llandudno and thence per bicycle, and a third through Llanfairfechan, Penmaenmawr and Conway. After dinner a very large party of Anfielders and friends assembled in the drawing-room and listened to a very select musical programme. Songs were rendered by Messrs. Andrews, Blackburn and others, and the gramophone was much appreciated. Cheminails, who was staying at Llanrwst, came in and played charming selections for us on his mandoline. The main body retired to rest and left a few (always the same few) to carry their revels far into the night. Everything comes to an end, even so must an Easter tour, and it was not without feelings of regret that we bade farewell to good Dame Evans and her pretty daughters on Monday morning. An early start was made for Denbigh via Pentre Veolas and the Sportsman. The temperature on the way up could hardly be called tropical, snow falling quite thickly in places. At the inn on the summit a drunken youth of the labouring class took advantage of our temporary absence to unscrew the tyre-valves of most of the machines, and nearly riddled the back tyre of the Higham tandem with a pin. He denied the charge, however, and we could do nothing with him. A fairly large crowd arrived at the "Bull" at Denbigh for lunch, and in the afternoon after inspecting the hotel gardens the journey was proceeded with to Mold, where we bade farewell to the Manchester and Cheadle sections. Let us hope we shall have another tour as much of a success next Easter as the one just past.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

(FORMED MARCH, 1879.)



PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JUNE, 1908.

	LIGHT UP AT
June 2nd—Committee Meeting (St. George's Restaurant, 7 o'clock.)	
.. 6th—Whitchurch (Swan Hotel).....	9-32 p.m.
.. 8th—Invitation Hundred Miles Unpaced Handicap. Head Quarters:—"Royal Lion Hotel," Shrewsbury	9-34 ..
.. 13th—Tattenhall (Bear Hotel).....	9-38 ..
.. 19th—Gloucester (New Inn) All Night Ride	9-41 ..
.. 27th—Hoo Green ("The Kilton")—Club Photo'	9-42 ..

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes.

Entries for the "100" must reach me by Saturday, 30th May at latest.

Members of the Committee will please note that owing to the Whitsun-tide Holidays the June Meeting will be held on TUESDAY, 2nd June.

At the last Committee Meeting:

Mr. T. B. Conway's resignation from the Committee was accepted with much regret, and Mr. J. R. Wells was elected in his place.

The following gentleman was elected an active Member:—Mr. F. D. McCann, 188, Upper Parliament Street, Liverpool.

Please note the following changes of Address:—

Mr. W. M. Owen, Bank House, Netherfield Road, Liverpool.

Mr. Geo. Jackson 160, Whetstone Lane, Birkenhead.

Further "100" invitations have been issued as follows:—Unity C. C. (1), Tricycle, Highgate C. C. (1), Todmorden C. C. (1).

The run on June 6th will be to Whitchurch (Swan Hotel), continuing after tea to Shrewsbury (Royal Lion Hotel) for the official week-end in connexion with the "100." An unlimited supply of marshalls and a large number of checkers will be required to ensure absolute smoothness in the running of our great event.

Members who intend staying at the Royal Lion Hotel, Shrewsbury, will advise me as early as possible.

A. P. JAMES,
Hon Sec.

Mems.

In days of yore our forefathers were wont to hie themselves on long, all-night journeys in stage-coaches, "po-chays" and on horse-back. They had highwaymen and other marauding villains to put up with and very often something very near "evens" had to be done in order to keep out of range. You, gentle reader, can in these enlightened days ride in perfect safety to Gloucester without any fear of having to do twenty miles per— at the wrong end of a blunderbus. The ride is in no sense a speed ride and, as in former years, no one will be dropped unless he punctures.

Charlie Conway has very kindly consented to bring out his camera to Hood Green again this year. June 27th is the day fixed for the photo', and given good weather and a large attendance the fixture ought to be very successful.

RUNS.

Knutsford, April 25th.

A fairly good attendance but cold enough for January. The round the earth brigade sampled Chester and Northwich, one extra energetic riding the whole of the morning via Over, Congleton and Holmes-Chapel. Twenty-five members materialised at the Lord Eldon and did full justice to the excellent tea provided. There was much talk of the Easter Tour and sage discussions re the fitness of sundry Speedworms for the first "50." The R. T. E. B. returned via Chester, but Warrington and Croton proved far enough for the remainder.

Pulford, May 2nd.

This run was quite remarkable for the large muster of nearly 40, caused by a number of "resurrections." It was quite delightful to see Croft, Gee, "Sir A. L." Kinghorn, Lichtenberg, George Poole, Rudd, etc., at a Club Run again, and we hope other slackers will pluck up courage for if one's telegraphic address is not "Butterfly," it is not so apt to be changed into "Adsum." The day was perfect in every respect, and the Llandegala merchant must have found it delightful on the moors, but the majority seem to have preferred flatter roads in view of the racing season, and we hear of some hot times done by the Broxton-Wrexham tourists notwithstanding the presence of two trikes in the party, and judging by the lather they arrived in we can quite believe it for even Band was perspiring! The Skipper unfortunately was absent owing to a family bereavement, and the Baron had been forced to miss his first run in 18 months owing to a Continental journey, but as above recorded we made a crowded house, and rather upset the commissariat calculations. After tea the Roxton—beg pardon, Press Heath syndicate departed and some of us escorted the large Manchester contingent across Eaton Park, and got our circulation up on the Whitechurch road, but coming home from Chester it was very monotonous behind Cook's trike, for although paced by Band and Evanson we took fully 29 minutes to Hinderton, which is disappointing when you are out on rags and timber for the first time; however beyond Hinderton they woke up a bit, and it was not so monotonous up Evan's hill. Who says I was dropped? I had them in sight all the time. And so ended the best run we have had this year so far.

Nantwich, May 9th.

The splendid afternoon had a great deal to do with the good muster of 33, and brought out quite a number of men we do not often see at much shorter distances. Several scrapsters were out doing fast work and getting

tuned up for the approaching "50," and we hear of two of them clocking something like 2 hrs. 42 mins. for 50 miles, including tram lines in Birkenhead and Chester. Cook was unfortunately detained in town, and only arrived at the "Crown" about 8 p.m. with his front tyre hors de combat. A fair number week-ended in the neighbourhood of the "50" course and made tours of inspection on Sunday morning. It is rather satisfactory to know that the authorities have at last repaired most of the old main Stafford-Shrewsbury Road which runs through Crudgington on to Chetwynd Church on the "100" course. James and one or two of the members of the Higher Heath Syndicate rode into the "Unicorn" at Shrewsbury to make arrangements for the following Saturday's scrap. After lunch the Hodnet party toured slowly in the direction of home, and arriving at Chester were met by Band, Carpenter and Wells, while James and Fulton who had just arrived from Whitchurch joined us, and we scrapped on to Hinderton for tea.

50 Miles Unpaced Sealed Handicap—May 16th,

I am in some doubt as to the date of this event, as the Handicapping Committee had sealed the Handicap under date of April 16th, and the "Correct" Card gives the date as June 16th, but having purchased some expensive Almanacs I do not think I will be contradicted if I give the date as above. Why was the event run as a sealed Handicap? I can see no good reason, and it distinctly robbed the event of some interest for the checkers, etc. It seems to me quite harmless and innocuous from the competitor's point of view, but why make such an innovation without any advantage accruing? The modern form of time trial does not lend itself to sealed handicaps which only advantageously apply to races of the yacht type. Another criticism I have to make is that I regret a week-end run was not scheduled instead of leaving the members to split up between Hodnet, Shawbury and Shrewsbury. Perhaps now that the discovery has been made that the Lion at Shrewsbury has come under new management and been refurbished throughout and modernised as to its sanitary arrangements, the Committee will make it the headquarters for future events, and fix a week-end run, provided our Whitsuntide experience is satisfactory. And now for the event. After a wet week the day was gloriously fine, but unfortunately a stiff breeze was blowing, and the roads were somewhat rough after so much rain and a lot of motor traffic caused by the Parliamentary election two days before, so that really fast times were not to be expected. There were 20 entries and 16 starters—Rogers unfortunately missing the train. Punctures early on put Norman Higham and "Alphabet" Boyes out of action when travelling well, and Green, Rudd, and Fulton retired through lack of fitness, but the remaining 11 went through and finished as per table at foot.

James undoubtedly did the best performance relatively, and shows what we may expect in the future. Band went too easily in the early stages, but his ride shows that with better judgment he can come near to 2-30. Bentley was evidently fitter than we thought, for he had tyre trouble, and yet beat his previous best by 2 minutes. Crowcroft and H. G. Bailey both showed improvements, and W. M. Bailey was doing "evens" up to 46 miles, but shortness of training told in the last 5 miles against the draught. Carpenter is certainly a marvel, for he came up from Weston-super-Mare, changed in the station, sucked a few eggs and started right away; carried on long conversations with all the checkers—rode 5 miles on the rim, changed to a machine with 10 inches higher gear and longer cranks, losing 7 or 8 minutes while adjustments were made, and yet does a good ride, showing that with luck he would certainly have been placed. Evanson and Blackburn were somewhat severely treated by the handicappers, but Evanson did a remarkably good novice performance, and other novices will have to buck up to displace his claim for the special prize, while Blackburn improved on his pre-

vicious best by 9 minutes. Pritchard and Turner were obviously unfit, but Pritchard's ride rather discounts his talk of resorting to "Dirty Petersens"! The majority of week-enders stayed at Shrewsbury and toured home on Sunday. Who was the gentleman who had beer for breakfast? And where was the master? Replies to these conundrums should be sent in not later than June 31st.

E. A. BENTLEY,
Editor.

	To Shaw-			Shaw-			Hod-			Finish	Time			Handicap	Net		
	bury	birch	net	bury	birch	net	mins.	h.	m.		s.	h.	m.		s.		
A. P. James ...	9½	24½	30	20½	25½	32	18½	2	40	42	10 mins.	2	30	42	1st		
J. C. Band ...	10	25	30	19	25	31	19	2	39	7	5 "	2	34	7	2nd		
E. A. Bentley ...	9	26	32	20½	28½	33	20½	2	49	48	15 "	2	34	48	3rd		
A. Crowcroft ...	10½	26½	33	20½	29	34½	22	2	56	15	20 "	2	36	15			
H. G. Bailey ...	10	26	33	21	28	35	21½	2	54	42	18 "	2	36	42			
W. M. Bailey ...	9	23	28	18½	25½	32	21	2	37	15	scratch	2	37	15	fastest		
G. E. Carpenter...	10	26	32½	25½	26	34	20	2	54	7	16 mins.	2	38	7			
G. A. Evanson ...	10	25	30	20	29	35½	23	2	51	34	12 "	2	39	34			
H. Pritchard ...	10	25	32	20	28½	33	21	2	49	41	10 "	2	39	41			
C. Blackburn ...	10	26½	33½	21	28	35	21	2	55	2	15 "	2	40	2			
C. H. Turner ...	10	27½	33	22½	30	35	22½	3	0	21	18 "	2	42	21			
C. F. G. Boyes ...	10	24½	31	20	—	—	—										

Also started R. A. Fulton, J. E. Green, N. M. Higham, R. T. Rudd.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JULY, 1908.

	LIGHT UP AT
July 4th—Barton Nr. Malpas (Cock Inn).....	9-40 p.m.
.. 10/11—"24" Hours Road Ride Unpaced. Headquarters (Bull & Stirrup) Chester.....	9-35 p.m.
.. 13th—Committee Meeting (St. George's Restaurant 7 o'clock).....	
.. 18th Lostock Gralam ("Black Greyhound").....	9-28 p.m.
.. 25th—Wrexham ("Wynnstay Hotel").....	9-18 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes

Entries for the "24" (with entrance fees enclosed 10/6) must reach me not later than Saturday, July 4th.

Members willing to check or marshal in the "24" will oblige by communicating with me at once. Members who cannot get out to check are requested to be at the Whipping Stocks ("Mainwaring Arms") not later than 6 p.m. on Saturday July 11th and to place themselves at the disposal of the Timekeeper, Mr. W. P. Cook, to act as followers, etc.

New Member

At the last Committee Meeting (June 2nd) Mr. J. H. Parry was elected an active Member. His address is —41 Lea Road, Egremont, Cheshire.

Please note the following changes of address:—

Mr. E. Bright, 26, Sedgemere Avenue, East Finchley, N. London.

Mr. S. Irving, 1 Marlborough Road, Southport.

A. P. JAMES,

Hon. Sec.

Mems.

We are pleased to announce that Mr. J. V. Marchanton has consented to have his name re-placed upon the list of active members.

Official Week-ends, Tours, etc.

We make it perfectly clear to members who cannot make up their minds to support the Club Fixtures till the last moment, that they will receive no consideration whatever after the sleeping accommodation has been arranged. This also applies to feeding arrangements on the "All night rides." PLEASE ALWAYS NOTIFY THE HON. SEC. BEFOREHAND and so save him a deal of worry and annoyance. He is *not* a paid official.

Pleasant Sunday Afternoons at "Castle Boyes" with Gramophone and "Baronial" entertainments are quite "Le dernier cri."

Why trouble the North Roaders when a coal hammer will smash up your bike and quite as effectually?

What do you think of "Cycling's" plea for the use of solid tyres in the Open "100"? Tut! Tut! Robin Hood rides rags on his trike we'll be bound.

The Editorial Staff congratulates Evanson and Radcliffe on their splendid novice performances.

"If I had only known, Mr. Koenen, that the bicycle belonged to you, I would have done all in my power to restore it." Thus spoke the purloiner of F. H.'s speed beast. We regret to say, however that the said thief has not up to the present returned the £1 worth of accessories (peculiar to the "Master") which were originally attached to the Machine.

RUNS.

Dunham Massey. May 23rd.

Whoever was responsible for suggesting Dunham Massey should have furnished full directions as to how to get there. Fancy having to ride a trike over a meadow and under a canal bridge—rather rotten. Eh? However with all the drawbacks some 29 members, one friend and "Sammy" Barton after many enquiries found their way to the one and only Hostelry "Ye Rope and Anchor". The day was a glorious one and the atmospheric conditions all that could be desired, this no doubt was accounted for by the close proximity of the village to Manchester which has the reputation of being the driest and most salubrious place in England (who said liar?) Host Thompson evidently understands how to cook chickens almost as well as Captain Poole knows how to carve them, but not nearly as well as the members of the A. B. C. know how to eat them otherwise he would have cooked double the number; however the Club have had worse teas than at the Rope and Anchor. After tea no time was lost in setting about the return journey Liverpoolwards, the Baron and Burly James returning to their country quarter via "Dunham Town" and "Shepherds' Cottages" and it is to be hoped reached their destination without molestation by the hordes of ruffians who haunt the Altrincham-Knutsford Road at this time of the year. It is suggested that when next there is a run to such a well known Manchester Spa as this, maps should be furnished of the route to all the members at the expense of the proposer.

Over May 30th.

I quite thought we were out for a pleasant afternoon's tour till Wells that Modern Hercules got up in front and lit an immense fire which he kept burning till he had dropped nearly the whole crowd at Tarporley. The law against incendiarism should be very much stricter. The landlord at the "Wheatsheaf" had not quite grasped the situation for although explanations had evidently been most lucid the result was a very poor tea; perhaps as experience teaches, he will do better next time. A great bowling match was witnessed in which one "gentleman" frequently referred to by the other players as the "Birkenhead Champion" used most horrible language and consumed large quantities of beer. The fact remains that the more he drank the better he played and the worse his language became. White Bailey, Pa Ilgham and Bentley week-ended at Hodnet whilst the "Professional" week-enders went over to their country seat at "Castle Boyes".

June 6th to 8th Whitsuntide.

Saturday once more saw us wending our way towards Shrewsbury which was our headquarters for the week end, to be in readiness for our annual event on Monday, the 100 miles Invitation Unpaced Cycle Handicap, which was again strongly supported by members from nearly all the leading Road Clubs; the out side entry numbering 40 added to which 14 of our own members had given their names making a total of 54 to appear on the card. Unfortunately we had again to be divided into several parties the accommodation at The Lion which had been made the club headquarters not being

sufficient for the whole of the members, a number therefore stayed at The Unicorn, whilst our Cheadle members were in residence at Shawbury. Sunday was spent quietly by the members who were riding on Monday, a little jaunt to Coum passing the time away; another party went to view the beauties of Ludlow and to meet the members of the North Road Club who were en route from the small village of London, whilst our only F.H. and the Burgomaster had a little tour by themselves. Some 32 or 33 had dinner together at The Lion in the evening, but this did not nearly represent the number of our members who were in the vicinity of Shrewsbury.

During Sunday evening a small quantity of rain fell but Monday again saw the weather on its best behaviour, save that a rather strong N.W. wind was much in evidence, which coupled with the bad state of the road from the start to Prees Heath made this portion of the course none too fast and several riders found trouble early, 49 of the 54 riders whose names figured on the card were duly despatched without any untoward incident. It was regrettable that owing to an accident during the week previous our vegetarian friends were not able to be represented, but we were nevertheless pleased to see our friend Mr. Light although he had nothing to do in the way of looking after any of the competitors.

The race for fastest time seemed a fairly open question as several men in the first 50 miles were going very strong, but punctures destroyed the chance of Mr. C. E. Smith, it was early evident that Mr. Briault who was riding a tricycle had a very good chance of being placed even if he did not win, providing he kept clear of trouble, Mr. F. Wingrave experienced trouble early in the ride, whilst Messrs Pritchard Carpenter, Bentley and James of ours had visits from the puncture fiend. The race was eventually won by Mr. E. A. Merlin of the Polytechnic Club who was treated by the handicappers in a little too lenient a manner, having 15 mins start, his time of 5 hrs. 19 mins. 30 secs. being a very good ride and also giving him fastest time. Mr. G. H. Briault whose ride 5 hrs. 48 mins. 43 secs. on a tricycle was certainly the best of the day gave him the second place whilst Mr. J. J. Rogers of ours (18 mins) ran into third place with the improved time of 5 hrs. 32 mins. 1 sec. may he still do better is our wish, Mr. G. E. Evanson qualified for the Del Strother prize which is awarded for the best placed Anfilder (prize winners excepted) and by winning same I venture to think Mr. Del Strother's wish to encourage our younger members to ride 100 miles was fulfilled, his time of 5 hrs. 53 mins. 16 secs. being a very creditable performance for a first attempt; other members of ours to finish were Mr. R. A. Falton (30 mins) 5 hrs. 50 mins. 19 secs. Mr. A. P. James (20 mins.) 5 hrs. 51 mins. 22 secs.; Mr. G. E. Carpenter (35 mins.) 6 hrs. 14 mins. 20 secs. Mr. Radcliffe who had the misfortune to puncture the front wheel of his tricycle in the first few miles completed the course in 6 hrs. 33 mins. 48 secs. a very respectable maiden performance at 100 miles on this type of machine.

Thanks are due to the many members who turned out for checking and other work inseparably connected with a ride of magnitude and especially for the vigilance they displayed to ensure the race being conducted and run in a fair and sporting manner.

Tattenhall, June 13th.

Why the poorest-attended Club Run of the year should have to be written by me, I don't know. Any way the editorial voice bade me take up my pen and write the account right speedily, so he will have to put up with what he gets. The attendance was—let me break it gently to you—poor, nay it was very poor, in fact it was—!—!—! poor. In Tattenhall you have a charming run. It is in a district particularly rich in the variety of its attractions, and well served by good roads, yet only sixteen members put in an appearance. There was a rumour that a little rain had fallen during the afternoon—perhaps this kept a few from coming out. O ye men of little courage, it's a-wheeling of perambulators you ought to be, not attempting to push bicycles! [Not responsible for this burst of emotion on the part of the Contributor.—Ed.] A very good tea was provided and full justice was done to it, and, thinking the matter over, it really was a good thing Cecil arrived late, or we all should have fared badly indeed. He is cultivating a fearful appetite and a splendid thirst—I wonder what he is training

for? After tea the party broke up, a few for Hinderton to hear what Olley had done with the End-to-End Record. The Burganaster and Bentley accompanied the Bingalo Syndicate as far as Whitechurch, where the editorial one wisely purchased a big line in cross-patches [a new tyre would have been much better]. A call at the "Swan" to examine these patches, and then away to Higher Heath and Wen.

"All Night Ride" to Gloucester, June 19th/20th.

By 9-20 p.m. on Friday the All Night Pilgrimage had commenced and although perfect weather conditions prevailed (Viz:-a cloudless sky, absence of rain and a splendid north-east wind blowing) only 12 out of the 23 members present at Gloucester and out of 98 active members of the Club completed the double distance. At Eastham Village "Kekil" led off with a little solo on one of his wangled tyres but no further accidents were met with till one turned up in the shape of the Baron whom we found on Prees Heath dancing like a wild Indian, uttering diabolical yells and sending up sky-rockets. Hodnet was reached well inside schedule and here supper had been ordered which meal we proceeded to put away about 1-30 a.m. Day-light had broken through when we resumed the journey at 2-30 a.m. so lamps were not needed. The morning was fine and warm in spite of several heavy banks of mist between Crudgington and Shawburch. Our time sheet was very easy so it was little wonder that we found ourselves at Wellington with over half an hour to spare and Bridgenorth was reached quite that much ahead of schedule.

The road on to Kidderminster is of very good quality and, excepting between Wellington and Shifnal, the Scenery is very beautiful. The sunrise of that Saturday will not readily be forgotten. Poole and Cooke (on tricycles) seemed to have found tyre troubles before reaching Kidderminster for they were both busy repairing at the "Lion" after breakfast. The Master had arrived the previous evening, and he was up betimes to greet us from his bedroom window. After the morning repast fruit was purchased and the journey continued to Worcester, Boyes having been picked up about a mile outside Kidderminster. Many pounds weight of strawberries were consumed on arrival in the city, the Cathedral was visited, and after a short rest the tour was proceeded with to Tewkesbury, where we called in at the Abbey, a most beautiful edifice, at present undergoing alterations. By general consent we departed from the time table route and branched off for Cheltenham where lunch was obtained and a very pleasant afternoon spent on the promenade with such choice lines in refreshment as Strawberry ices and French Nougat. (Delightful training mixtures for "24" merchants) The Master was quite sure we should view to perfection "La Grande Directoire" at this fashionable resort but in this we were disappointed. Unfortunately, shall I say, Gloucester was our destination so once more it was boot and saddle and get on with it to the port on the Severn which place we reached at about 5 p.m.

Beardwood had motored up from London to meet us as also had Neason and Family and "Timbertiles" had pushed out from town to get a little training spin for the "24". The New Inn is a very comfortable house and on ordinary occasions no doubt very quiet, indeed at the time of our arrival a sacred calm seemed to pervade the atmosphere; not so when the Baron arrived, his youthful hilarity seems to be infectious for towards midnight the usual Anfield evening was in full swing. Most of the tourists seemed to have found the "Monks Retreat" judging by the number of picture postcards flying about and two hardy spirits went so far as to visit the city Music Hall, sleep overcame them however and they had to come out before the performance was over. After breakfast on Sunday morning the party was found to have split into four sections, one returning via Evesham, Warwick, Stratford on Avon etc., one going to London, a third home through Dymock, Leominster, Ludlow, Church Stretton and Shrewbury while the fourth section stayed out over Monday to do some big touring over Birdlip and through Broadway and Albrighton to Newport the whole tour was a distinct success both as to scenery and arrangements.

E. A. BENTLEY
Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR AUGUST, 1908.

	LIGHT UP AT
Aug. 1/3—Tour in Derbyshire. Tea on Saturday at Nantwich ("Crown").....	9-7 p.m.
.. 8th—Whitchurch ("Swan Hotel").....	8-54 p.m.
.. 10th—Committee Meeting, St. George's Restaurant, 7 p.m.....	
.. 15th—"50" Miles Unpaced Handicap, (Shropshire Course).....	8-40 p.m.
Headquarters in Shrewsbury:— "Royal Lion Hotel" and at Shawbury:— "Elephant and Castle Hotel". Entries for the '50' must reach me not later than Saturday August 8th.	
.. 22nd—"Mainwaring Arms" Whipping Stocks, Nr. Knutsford.....	8-25 p.m.
.. 29th—Pulford. "Grosvenor Arms".....	8-9 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes

New Members

At the last Committee Meeting (July 13th) the following gentlemen were elected active members:—

Mr. R. Radcliffe, 233 Stanley Rd. Bootle, Liverpool.

Mr. F. Band, "Brightholme", Egerton Park, Rock Ferry, Birkenhead.

Mr. J. Peacock, Dingle Rd. Higher Trannere, Birkenhead.

Please note the following change of address:—

Mr. C. H. Woodroffe, 5 Orchard Rd. Twickenham, Middlesex.

August Tour in Derbyshire.

Please read carefully enclosed circular *re* above

A. P. JAMES.

Hon. Sec.

Mems.

The Tour in Derbyshire gives Anfield invalids a splendid chance to take the World-famed Waters (and beer). Don't forget to let Secretary James know if it is your intention of joining in the excursion AND don't forget the Saturday fixture will be at the "Crown" at Nantwich.

At the last Committee Meeting one or two of the members expressed the opinion that one of the paragraphs under the heading "MEMS" was somewhat severely worded. By the sentence "will receive no consideration whatever" it was intended to convey to readers that doubtful starters would only be accommodated after those members who had notified the Hon. Sec. had been comfortably located.

James, in doing 328½ miles in 24 hours got within 9 miles of Northern record, Salaam, James Sahib.

Also our hats off to you, Sirs, Carpenter and Band for very meritorious performances.

The Wheelers are making desperate efforts to annex Cody's "50" record. They don't appear to find it at all simple.

It is to be hoped Bailey has not abandoned his idea of going for the Northern "100". Buck up Babs, you're just the man for it.

The "Modern Hairkules" evidently means business at last. We hear, on good authority he has taken to hard work and may be seen disporting himself nightly at Bebbington Show Ground Cycle-track. Other young womers in the vicinity please imitate; you will find the track in fairly good order.

Hoo Green, Photo Day. June 27th.

Forty members assembled on the bowling green after tea for the annual photograph, Charlie Conway very kindly officiating as camera fiend again this year. He exposed a number of plates in different positions saying after each exposure "Keep quite still please" "just one more". These phrases seem to come quite naturally to all photographers and on this occasion were greeted with remonstrances and threats of dire vengeance. Our thanks are again due to Charlie for so kindly bringing out his camera. We were very fortunate this year to be favoured with fine weather, which in the main, I suppose, accounted for the presence of a large number of members we do not often see at the club-runs in so days. Our new scratch man W. M. Bailey had been making an attempt on the Northern "100" record early on the same morning over the Cheshire course. The roads were very loose and flinty and at 25 miles, Bailey was on his third mount, which lasted him till a misguided fowl put him out of action while going strongly. He was able to reach Hoo Green however in spite of his wounds and bandages. On the way home we were sorry to learn that our good old camera man, Charlie, had croppered on the river bridge in Warrington. The result of the spill might have been very serious as at this particular spot the traffic is very congested, especially on Saturday evening. Fortunately no bones or plates were broken.

Barton 4th July.

We were favoured with a continuance of the fine weather of the last fortnight, which was very enjoyable, although some rain would have been much appreciated by the community at large, including the speed brigade. A fair muster sat down to a very good feed, and the usual small crowd of late comers were very much surprised to find that the six o'clock party had not eaten all the strawberries and cream. After tea a levee was held in the charming garden, the beauty of which was considerably enhanced by the flower(s) of the Anfield, and, of course, the chief topic of conversation was centred in the "21," which was scheduled for the following week-end. The small committee who were holding solemn conclave under the shade of the palm were subjected to some very pointed remarks. As the time for departure drew near intense excitement was caused when the Baron was seen endeavouring to commit suicide by violently precipitating himself into the hedge. No reason could be assigned for this rash act until it was discovered that the majority of the Bingleo Syndicate had left him to the tender mercies of the General Manager of the "Cash Register," who was mounted on a motor cycle. On the way home the usual compliments were exchanged with the people of Chester, and it was discovered that Jimmy Green was training either for the Olympic Games or the Prenton Fete.

24 Hours Unpaced Road Ride, July 10th-11th

Considering the illness of Rogers, and the sudden change of mind of several intending competitors there was a very fair entry of 7 for this event and all were starters. Of course when one thinks of the old days when practically everyone joining the club rode in the 24 hours ride to qualify for Standard medals without any idea of "getting among the prizes" the small entry of recent years is distressing. In the old days every member felt bound to progress year by year through the Standards until they had reached the limit of their capacity with the result that about 20 starters could always be counted on, and it would be a good thing if this spirit could be revived so that a man joining the club would at least try to win Standard A by riding 215 miles in the day, and then next year try to secure Standard B with 240, and so on until they had gained experience and aspired to be prize winners. Unfortunately there is none of this spirit nowadays, even among those who compete, for apparently Standard medals are despised judging by the way the men ignore them and all the Standards below D might just as well be withdrawn for all the interest taken in them. For example, circumstances brought about the retirement in this race of Fulton, Bentley, and Turner, and none of them thought of doddering on for Standards, although Fulton secured Standard A by accident, and had he troubled to ride one single mile further he could have made it Standard B. However, now for the event itself.

Cook started the seven competitors off at 5 minutes intervals between 9 and 9-30 p.m. with a strong S.W. gale blowing and the weather so unsettled that mud-guards were used by all. During the night all the competitors rode steadily except Woodroffe who seemed far from fit, and who eventually retired at 148 miles. Fulton had tyre trouble twice, and was somewhat behind the others, but by steady riding he kept in fourth place, and the retirement of Turner at 140 miles and Bentley who had injured himself at 166 miles only left 4 competitors in the race. Band and James were riding nip and tuck, James holding a slight lead with about 175 miles in 12 hours against Bands 174, while Carpenter was six miles further behind, but steady rain then set in and Fulton had the misfortune to cropper over a dog, and although he struggled on gamely his injuries eventually caused his retirement at 212 miles, but he rode a further 41 miles in getting to Knutsford which qualified him for standard A with 239 miles as 14 miles had to be deducted under Prize Rule 13. Then the rain became torrential, and it was really wonderful how James, Band and Carpenter kept going so strongly, indeed Carpenter actually began riding faster and pulled up a lot of leeway through the storm. Unfortunately the rain seemed to get at Band's knees, which gave him a lot of trouble the last 9 hours with the result that Carpenter gradually overhauled him, and took second place, Band being forced to content himself with touring the last 4 hours for Standard and third place. James continued riding strongly, and eventually ran out time with the fine score of 328-5-17, being a most popular winner, while Carpenter finished second with 322-7-189, and Band was third with 312-2-75, securing C Standard for 12 hours and E Standard for 24 hours as well.

These rides were all most excellent for the day, and show that in James, Carpenter and Band we have three 24 hours riders well worthy to rank with the giants of the past, and all capable of attempting N. R. B. A record. One pleasing feature was the way helpers were in attendance at the feeding and checking places in Shropshire to help and cheer the men on, and with another man at Shawbury conditions would have been perfect in this respect, but it is regrettable that only about 25 members showed any practical interest in the event beyond the competitors, and it was very few who did the bulk of the work. Many members who have in recent years had a lot of service rendered them in 24's were conspicuous by their absence, and few of our recent recruits displayed any enthusiasm, the example of Zandack and Jackson being notable exceptions and worthy of all praise. After the race the competitors stayed at Knutsford, and our Manchester members rendered yeoman service in attending to them, but there were only Zandack and Jackson with the Timekeeper to measure up the distances on the Sunday, and escort the competitors home, and they do appreciate attention the day after a 24.

Lostock Gralam. 18th July.

A great deal of interest was taken in the Wheelers "50" judging by the number of A. B. C. men at "Three Greyhounds" corner two miles from the finish of the course. It was quite amusing to watch the look of bewilderment on some of the competitors faces at seeing so large a crowd assembled. After Lowcock had gone through a start was made for Lostock, our venue for tea, and on the way the two tandems, as is the general rule commenced to scrap, the result was a horrible fire which rapidly thinned the ranks as the railway bridge was reached. Of course those interested in the "50" were very late for tea and rumour bath it that our good hostess of the "Black Greyhound" was getting quite desperate. Her fears were quickly set at rest when sixteen perspiring, hungry men made a sudden inroad on the dining-room. The quiet tour home in the evening was somewhat enlivened by the advent of two hot-stuff quarter-milers who carried on a great argument with Cook in dangerous proximity to that gentleman's side wheels. A short halt at Hinderton brought a very pleasant day to a close.

E. A. BENTLEY
Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR SEPTEMBER, 1908.

	LIGHT UP AT
Sept. 5th—"50" Miles Unpaced Handicap, Shropshire Course. Head-quarters:—	
"Elephant & Castle Hotel" Shawbury.....	7-52 p.m.
.. 12th—Tattenhall. ("Bear Hotel").....	7-35 p.m.
.. 14th—Committee Meeting (St. Georges Restaurant 7-p.m.)	
.. 19th—Preston ("Shelley Arms Hotel").....	7-18 p.m.
.. 26th—Knutsford ("Lord Eldon Hotel").....	7-1 p.m.

Entries for the "50" must reach me not later than Aug. 31st.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes

Checkers and Marshalls will be wanted for the "50" on Sept. 5th. I should be glad if you could make a special effort to be down in Shropshire on the day of the last Club event of the year.

Please Note the following Changes of Address:—

Capt. Woodward, "Olazabal" 2690 Belgrano, Buenos Ayres, Argentina.
Mr. E. G. Worth, 20 Southbank Road, Edge Lane, Liverpool.

A. P. JAMES
Hon. Secretary.

Mems.

IF

Cody would get fit and secure the 12 Hours single bicycle and Bailey make sure of the Northern "50," Northern "100" Edinburgh to Liverpool single bicycle and go with Johnny Band for the Tandem "100," James could (we know for certain) put the Northern "24" single bicycle where it would not be meddled with for some time and Buckley could just meander through some of his trike records and make them all perfectly safe heirlooms. Then Jack Rogers and the Baron could walk through the Northern "12" Hours tandem record whilst the Keizerette, by reason of ownership of the Tandem Trike, should with the Baron account for all records on that particular type of vehicle. Having secured all these records for good we could then sing with the French, "Le jour de gloire est arrivé"

Bailey's performance in the Bath Road "100" is deserving of honourable mention.

Stop-press News.

Buckley has anticipated my appeal. He is going for the "12" and "24" Hours Unpaced Records (Northern). Any number of followers, day and night will be of great assistance to Buckley and more so if they come provided with spare tubular tyres.

Buckley's 2. 33. 42. in the last "50" came as a pleasant surprise and is a magnificent performance for a somewhat elderly gentleman. "Dr." Carlisle, although not on the handicap, did a splendid unpaced "50" on the same day 2. 44. 54. wants a lot of beating.

RUNS—Wrexham, July 25th.

Though a little showery in the morning, the afternoon turned out perfect and we had a most enjoyable run. One small party arrived via the mountains, some via Broxton, and the remainder direct.

At tea we numbered 22 and were very glad to see W. M. Bailey and Boyes, the latter giving us a full detailed account of Tom Peck's great ride which he had been following. Shortly after seven we got on our marks again and it was amusing to note the coldness with which the tandem (the Apostle and Skipper) was treated, nobody being very keen to try and do them over.

We understand the "Bingalo" syndicate arrived quite safely in the sma' wee hours and did much good training on the Sabbath.

August Holiday Tour—Derbyshire, August 1st-3rd.

Why this fixture should have attracted such a record small muster it is difficult to say because the weather was simply perfect, but when Committee men go off into Shropshire on their own and very little official enthusiasm is shown, it is not surprising that the common or garden member kept away. At Nantwich there were about 15 for tea, and of these only Worth, the two Poles, James, Bentley, Wells and Cook were "tourists." Ridley was going to visit friends near Uttoxeter, and accompanied the party, but we never mustered more than 9 at Uttoxeter, while only 5 carried out the whole tour, and it cannot have been the supposed strenuousness of the country that kept men away, seeing that two who went were on trikes. The ride from Nantwich was very easy, although Wells and Bentley being late getting away and ignoring the instructions to "escape as much as possible the bad paving in the Pottery district" did not find the going so good. A stop was made at Blythebridge to "oil up," and another stop to change one of Poole's tyres and finally Uttoxeter was reached about 9-15 by the advance party who only had to light up a few miles out. The accommodation at the White Hart "was most excellent," but for the tour we were on Ashbourne would have been the best centre, and it is rather galling to think that Uttoxeter was fixed on because only 10 beds could be obtained in Ashbourne, when after all, they would have amply sufficed. On Sunday the "tour proper" began, and a ride without incident over good roads to Derby was part one. There the Derwent Valley was entered, and a lovely ride ensued to Rowsley. On the way Kettle "Ira Sheffield" met us near Ambergate, but as Skipper Poole had deserted us to visit relations near Stone it was still a case of "we are seven." After lunch the road to Youlgreave was taken, and struck us as being very like the Glynn Valley until beyond Youlgreave it became a much stiffer climb—so much so that the trike was jeered at by the yokels—and at the Newhaven Inn quite a business was done in some weird decoctions. Then followed a grand drop to Alsop-en-le-Dale which was very fast and through delightful country. Here we turned down an unrideably steep hill to the head of Dovedale, but finding by enquiry that taking machines *through* the dale was quite impracticable, we continued on to Milldale along a good and pretty road not shown on Bartholomew's, and avoided entirely the hilly road via Alstonfield—so reaching Hopedale at 11 a.m., where at the Isaac Walton, we got good views of Dovedale, and some very welcome afternoon tea. Continuing our ride through beautiful but undulating country to Mapletun we crossed Okeover Park to Mayfield and thence by Rochester redolent of George Eliot and "Adam Bede" to Uttoxeter. Of course the "young bloods" headed by Kettle started a fire on the last 6 miles of flat roads, but all got back in nice time for late dinner which was a most enjoyable function, after one of the grandest rides it is possible to imagine. On Monday we were surprised and delighted to see President Mercer arrive in his car for breakfast, even if he did make an undignified entry through the window, and we now mustered 9, but as the car could not tackle the Churnet valley, and George Poole departed for Stone, we were really 7 again. Leaving Uttoxeter, we made for Alton, and spent some time viewing Alton Towers from the bridge—one of the finest views imaginable. Thence we proceeded along a private road of the Earl of Shrewsbury's, through the Churnet valley to Oakamoor; but, while a level road, it has evidently been neglected for ages, and in places alternated between a sandpit and a river bed, so the trikes had a lovely time of it. Out of Oakamoor there was a terrific hill to be walked, and then some excellent going on the top, with magnificent views to Whiston, after which a dangerous descent brought us to Frogball, where we again climbed to Ipstones, although most of the hill was quite rideable. From Ipstones we continued in lanes of entrancing beauty to Chedderton where we struck a main road and were soon in Leek feeling quite ready for the sumptuous repast awaiting us. After lunch we proceeded past Rudyard Lake to Macclesfield where we parted with

Kettle (bound for Buxton and Sheffield) and then made for the Mainwaring Arms whipping stocks for tea, thereby missing Cody who had ridden out to meet us on the direct route and was exciting himself by watching a cricket match at Chelford. At the Whipping Stocks we were joined by Dr. Carlisle and L. Oppenheimer, and after tea the party broke up, Mercer making for his holiday quarters near Cuddington, Wells and Bentley proceeding home via Chester, and the remaining 4 sticking to the route "as per Circular" to the Old Swan where Captain Poole cut off for home direct, and the "complete tourists" James Worth and Cook finished the tour with a good square meal at the Stock. And so ended one of the jolliest August tours ever experienced—Excellent weather, lots of fun, and almost complete absence of stinkpots—which those who could have but did not participate in for various childish reasons should kick themselves for missing.

Whitchurch, Aug. 8th.

One half of the club don't know how the other half get to the fixtures and yet if some of those who were not at the Swan for tea had taken the matter in hand as we two did, they would have had a most enjoyable afternoon's riding and half an hour of more in which to cool down before tea. It seems a pity that men will not stop to consider that a fixture is so many miles distant and that it will take them just so long to get there and then there is the "Bound to arrive sometime" proposition which will always pull one through. Cook, who is at present in residence at Gresford called over to Chirk and there met Wright of the R.R.A. and N.R.C.C. This gentleman, who is I believe, familiarly known in Southern cycling circles as "the Kniffler", has been holiday touring in North Wales and district and Cook as before mentioned went to Chirk to show him the way (and the surrounding scenery at something like 20 miles per) to our "Tea Shop". The Baron caused a great deal of amusement by turning up in a pair of very loud and talkative knickers borrowed from the wardrobe de Boyes. Like the Irishman's shirt they fitted him exactly where they touched. The ride home in the evening was very pleasant and the total absence of motors all along the Whitchurch-Chester road greatly added to the charm of slow touring; also it was very interesting to sit up and watch some of the hot novice brigade being carefully trained and looked after. I hear that Wright, who had put up with the Bingalo Syndicate for the night went round the "50" course with some of the speed worms on Sunday morning and no doubt had a really good time for those Bingalo boys do know how to enjoy themselves.

"50" Miles Unpaced Handicap Aug. 15th.

It is customary to begin these reports by finding fault with something, unfortunately I can only think of one thing to grumble at and that is, the Handicapping Committee did not arrange the handicaps better, there should have been only eight seconds between the first and last of the ten finishers. Our Committee, by changing the date of this event must have fooled the Weather Clerk as it is very seldom that we run a race under such perfect conditions, and the times accomplished only go to prove that, given fair weather and roads our speed-men can still hold their own with the best. It is a pity that Carpenter, Cody, Dakin, Pritchard, James and Rogers could not see their way to enter and also that Koenen, Evanson, and Ridley did not trouble the starter; of course Evanson's knee-full of cinders, obtained while training on the Behington track, practically made it impossible for him to ride. W. M. Bailey's time is the fastest unpaced 50 that has ever been done by an Amateur and is all the more meritorious when we consider that the scratch man went off the course and must have lost a minute or two in getting right again. Buckley's resurrection was very welcome and shows us that the old record breaker is still able to hold his own in the best of company. Bentley's time was a wonderful improvement on his last years form and we are all very pleased to see our lengthy Editor once again amongst the pots. S. J. Buck did a remarkably good ride for a novice as also did George Poole who now displaces Evanson as winner of the Novice prize to date. J. C. Band improved very much on his previous best but should be still able to knock off several minutes while Fulton though improving four minutes on his last year's efforts did rather a disappointing ride, as considering the conditions he should have done something approaching 2.35. Crowcroft's was a good performance and he would very probably have been placed had he not punctured at Hodnet first time, as it was he had to cover the remaining 29 miles on a strange machine. H. G. Bailey and Turnor also showed improved form but F. Band found trouble early in shape of a large thorn, whilst Boyes and Cecil stopped to take afternoon tea at Waters Upton and found when they arrived at the finish in about 1½ hours that the timekeeper had departed. R. H. Carlisle though not competing had a try to see what he could do and surprised us all very much by his good performance. The intermediate times are appended.

E. A. BENTLEY,
Editor.

	Shawbury Corner	Shawbirch	Hodnet	Shawbury	Shawbirch	Hodnet	Finish	Time	HTCap.	Times
E. Buckley	10	24	29	17	25	32	17½	2 33 42	10	2 23 42
E. A. Bentley	10	26	30	16	26	31	19	2 41 0	17	2 24 0
S. J. Beck	11	28	30	18	27	35	20	2 49 6	25	2 24 6
G. Poole	10	26	30	18	28	36	19½	2 47 29	22	2 25 29
W. M. Bailey	10	23	28	15	25	30	17	2 26 1	Scr.	2 26 1
J. C. Band	10	24	27	16	25	33	17½	2 32 25	5	2 27 25
R. A. Fulton	10	25	30	16	26	35	18½	2 40 39	12	2 28 29
A. Cawcroft	11	27	34	20	27	35	20	2 53 59	25	2 28 29
H. G. Bailey	11	27	33	17	28	35	19	2 50 8	20	2 30 8
C. H. Turner	11	27	32	18	28	35	20½	2 51 25	20	2 31 25
R. H. Carlisle	10	25	32	17	26	36	19	2 44 51		

Also Started—G. Blackburn, C. E. G. Hayes and F. Bant.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR OCTOBER, 1908.

	LIGHT UP AT
Oct. 3rd—Farndon ("Raven Hotel").....	6-44 p.m.
.. 10th—Pulford. ("Grosvenor Arms Hotel") Week-End "Hand Hotel," Llangollen.	9-27 p.m.
.. 12th—Committee Meeting (St. Georges Restaurant 7-p.m.)	
.. 17th—Lymm ("Church Inn")	9-11 p.m.
.. 24th—Delamere ("Abbey Arms Hotel")	5-56 p.m.
.. 31st—Chester ("Bull&Stirrup Hotel")	5-41 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

Please note that a special tariff has been arranged with the Proprietor of the "Hand Hotel," Llangollen.

The Coming of age dinner of the R.R.A. will be held in the Holborn Restaurant on the 27th November (Stanley Show Week). It is to be hoped that all past and present record holders and others will do their best to be present.

A. P. JAMES,
Hon. Secretary,

Mems.

The ANTRIBE for ever. Three records in a month and another for a snip in the shape of Johnny Band's 100 on Saturday 26th.

On Friday and Saturday 11th and 12 September, Buckley attacked the 12 and 24 hours unpaced Northern records, and despite most disagreeable weather conditions during the first portion of his task he eclipsed J. A. Walker's total of 193 $\frac{3}{4}$, Buckley's mileage for once round the clock being 199 $\frac{1}{2}$. This is a magnificent performance considering the hours of rain and miles of wet roads he had to contend with. Going on for the "24" (Buckley's own record 336 $\frac{1}{2}$ Miles) he rode very strongly and although the morning of Saturday was bitterly cold and foggy he seemed very fit and cheerful and eventually ran out time with 347 $\frac{1}{2}$ miles. We are very proud of you Buckley.

October is the month of the Autumnal Tints Tours. Please don't forget to support the fixture to the "Hand" Llangollen. The afternoon run will be to Pulford (Grosvenor Arms).

RUNS—Mainwaring Arms, Whipping Stocks, Aug. 22nd.

Taking into account the number of commissariat fatalities we have suffered at our new "Pubs" this year the committee were rather doubtful as to the outcome of the venture to the Whipping Stocks. We have no cause to regret our new departure and I for one, trust that another run will be fixed there before the end of the year. The ride through Davenham and Lach Dennis is in very beautiful country and I think we could not do better than carry out another official week-end in this portion of Cheshire. It was very gratifying to see such a large number of men turn out to what is really a very distant fixture; from Liverpool at any rate. Our good host knew his business as far as we were concerned for there was no lack of good and wholesome feeding and while very busy "removing the goods" everybody seemed to be talking at once about records, anticipated records and racing generally. Fulton and James were out to see what they could do on the Tandem Trike and their front tyre seems to have done it well; they arrived very late and very hot having had seven bursts in their front tyre. The T.T. looks splendid when decorated by humorous and competent workmen. During the ride home in the evening Evanson charged violently into Wells, croppered on to his bad knee again and made a sorry mess of his machine beside losing nearly all his money. The job of fixing up the crank and the bottom bracket occupied about 1½ hours so that it was close on midnight before we reached Hinderton.

Pulford August 29th.

Now let me first explain to some of you readers who do not seem to know or care, where this charming place is situated that Pulford is about five miles from Chester on the Wrexham Road, a delightful afternoon's ride, suitable to the tastes of everybody; but where were you? Certainly not at Pulford. That "twicer" which rejoices in the name of the "crew-less record tandem" (this is the first time I have heard it called so. Ed.) made its initial appearance before the public. No charge was made for trying it and while you inspected it a band discoursed sweet music from the neighbouring green. "Black Bailey" had a try for the Allbrighton "100" early on in the morning but the atmospheric conditions were terribly against him and he gave up after a plucky fight. Better luck next time Bailey.

"50" Miles Unpaced Handicap Sept. 5th.

This the last of our periodical scraps was run off on "quite Shropshire roads" in fine though windy weather and out of 16 entries 12 competitors were dispatched by Pa "Higham" at one minute intervals. Unfortunately W. M. Bailey missed his train and this was all the more disappointing as the conflict between Johnny Band and W. M. would have been most severe and interesting. Johnny did the ride of his life (up to date) for he completed the journey in 2hrs. 26mins. so to him belongs the distinction of having made the fastest time in any Anfield Competition for 50 miles unpaced, beating W. M. Bailey's time in the August "50" by just one second. I am of the opinion that neither of these riders were anything like "out" when they finished and am convinced that either of them, given similar weather conditions and tyre-luck to Wheeler Smith, could chip at least another minute off the Northern record. Buckley again improved on his previous best and did a magnificent ride (2. 31 35). Evanson's time was a wonderful improvement on his previous form and secured second prize with 2. 38. 15. while Fred Band with 2- 41. 7. shows that we are dealing in hot material these days and for a performance of this calibre he well deserves the novice prize; his time also secures him third prize in the handicap. J. Peacock's 2. 46. 28. was also a splendid novice performance and S. Buck was able to knock a minute or so off his previous time and did 2. 48. 1. Norman Higham although making faster than ever before was a trifle disappointing, he ought to have been placed easily off the 13 minutes mark. Crowcroft had hard lines in not beating 2. 50. but there is plenty of time and the day is not far distant when (although we do not grow younger eh, Crow?) we shall see him amongst the 1. 2. 3. brigade. The Master simply toured round but I hope we shall see him getting keen and very fit next year. Jackson and Jimmy Green lacked fitness and did not complete the course while George Poole had hard lines in puncturing badly before the start. Bentley received his coup de grace at Shawbury corner 3 miles from the start for while taking the corner at something over even he tried and signally failed to bruise a motor car.

Fulton and James made a successful attempt on the Northern unpaced "50" tandem tricycle record and with ten minutes lost repairing punctures did 2. 35. 12. Good luck boys for further successes. The intermediate times for the "50" are appended.

Tattenhall Sept. 12th.

The return visit to the "Bear" was duly carried out by a fair muster and was much appreciated though there were a good many weary eyes occasioned by the duties of the night before—I refer to those men who had been out all night helping Buckley with his magnificent attempts on the Northern "12" and "24" records. Secretary James managed to run into the back wheel of the Boyes-Blackburn tandem on the way down to the Bungalow on Saturday morning and turned up to the run with his arm in a sling. After watching games of bowls and cricket and feeding off the billiard table at a "100 an hour" the majority evaporated in small detachments but one small select party decided that Tattenhall was quite good enough to week-end in.

Preston Sept. 19th.

The smallness of the muster at the "Shelley Arms" is easily accounted for. Evanson had decided to go for the Albrighton "100" and quite a number of men turned out to check and follow him. We are informed that the Skipper and George are a very hot tandem crew and were seen giving Billy Owen an awful doing over on the Rufford Road. Fifteen members sat down to a tea that is still being talked about and though at first there was some slight difficulty about a guarantee it was speedily overcome; of a surety the "Shelley Arms" must be visited again this year. Evanson had a very snaggy head wind on the way out to Albrighton which dropped away as evening came on so that he obtained practically no benefit. Starting nearly half an hour late he was compelled to finish in the dark which he did in very good style and his time is returned by Messrs Toft and Cook, who were official timekeepers, as 6. 20. 27. A splendid ride for the course (which is not a fast one by any means) and the day. Evanson is the first man to complete the Albrighton "100" since its inauguration.

E. A. BENTLEY
Editor.

	Shawbury	Shawbirch	Hodnet	Shawbury	Shawbirch	Hodnet	Finish	H'Cap.	Actual Times			H'Cap.		
	Corner													
J. C. Band	9	22½	30	15½	23	30½	15½	5	2	26	0	2	21	0
G. A. Evanson	9½	25	31½	16½	25	33	17½	16	2	38	15	2	22	15
F. Band	10	23½	30½	16½	25½	36½	19	18	2	41	27	2	23	27
A. Crawcroft	10	25	33½	18½	26½	36½	20	26	2	50	14	2	24	14
E. Buckley	10	23	30	15½	24½	32	16½	6	2	31	35	2	25	35
J. Peacock	10	24	33	17	26½	36½	19½	20	2	49	28	2	26	28
S. Buck	10	25½	33½	19	26½	35	18½	19	2	48	1	2	29	1
N. M. Higham	9½	24½	33	18½	26½	35½	19	13	2	46	49	2	33	49
F. H. Keonen	11½	26	34	19	27	35½	18	14	2	51	16	2	31	16

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR NOVEMBER, 1908.

Nov. 7th—Hunt's Cross ("Hunt's Cross Hotel")	LIGHT UP AT 5-28 p.m.
.. 9th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
.. 14th—Warrington ("Patten Arms Hotel")	5-16 p.m.
.. 21st—Chester ("Bull and Stirrup Hotel")	5-6 p.m.
.. 28th—Hoylake ("Green Lodge Hotel")	4-58 p.m.
Alternative runs for Manchester Members :	
Nov. 7th—Goostrey ("Red Lion Hotel")	5-28 p.m.
.. 21st—Lostock Gralam ("Black Grayhound Hotel")	5-6 p.m.
.. 28th—Mobberley ("Roebuck Inn")	4-58 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

The Committee had decided on an official week end for November 14th to Alderley Edge, but as no satisfactory arrangements could be made with the hotel people the fixture had to be abandoned.

Mr. H. Pritchard's resignation from the Committee has been accepted with regret.

New Addresses.

Mr. A. McCall, 24 Buckingham Road, Tue Brook, Liverpool.

Mr. W. H. Gibson, 36 Blackfriars Street, Manchester.

A. P. JAMES,
Hon. Secretary,

Mems.

It is whispered.

That for the greater part of this year Fulton and James have been strict T. T.

Tricks of the trade.

Write for sections and prices.

When visiting the "Hand" Llangollen, do *not* interfere with the electroliers; it makes the Landlord savage.

At Ruthin the password in future will be "Auntie Ada".

RUNS:—

Knutsford and Johnny Band's "100", Sept. 26th.

The arrival of only eleven members must have come as rather a severe shock to our good hostess at the "Lord Eldon," for, we usually muster as many as 28 or 30 at this run and perhaps Saturday would have proved no exception to the rule had it not been for the fact that Johnny Band's attempt on the Northern "100" record attracted a crowd of 23 men, who were all hard at work in Shropshire. The morning looked anything but promising and less than an hour before Johnny pushed off, the roads in the vicinity of Whitechurch were partially submerged; add to this a southerly gale and you have about as bad a day to tackle the job as one could imagine. Skipper Poole dispatched the rider from Whitechurch corner at 1 o'clock and although battling against a terrible draught he had gained over a minute on turning at Shrewsbury 1st milestone (23½ miles). On arrival back at Shawbury we found that he had gained further on his schedule and although the wind was never very helpful on the triangles John rode with splendid precision. On the Tern Hill-Whitechurch Corner stretch he seemed to lose a little and before turning at the 56th telephone pole on the Wem Road, his back tyre suddenly gave out; however he was well provided with spare machines and Dr. Carlisle who was following on one of them was fortunately at hand, so that practically no time was lost, and Johnny finished his task in the splendid time of 5-30-6. Taking into consideration, seven herds of cows, rain, wind and crowds of small children on the Wem Road, together with tyre trouble one can easily understand that the performance is worth 5-20 on a good day.

Farndon and Tandem Tricycle attempt on 50 miles Record, R.R.A. and N.R.R.A. Oct. 3rd.

Things were looking rather black at the "Raven" towards 6 o'clock, nearly as black in fact as the celebrated bird of prey himself. Great was the indignation of the landlady when on calling over she could only count 12 probable starters; evidently it was little she knew about the appetite of the average Anfielder. However just at the critical moment three belated ones put in an appearance and so saved the situation and Evanson would have made an easy fourth had it not been for a wangled tyre which prevented him from getting beyond Chester by persistently bursting. Most of the regular run attenders were out for the T.T. merchants whose doings are reported separately.

This year we have seen the revival of the Tandem Tricycle as a racing implement, and Messrs Fulton and James have very ably shown what can be accomplished in the way of speed on this somewhat strange vehicle. So far as can be ascertained there is only one machine of this type in the country, and as a result some very sarcastic remarks have been made in the press about our men for using it as a record breaking iron. Whatever outsiders may say, both the R.R.A. and the N.R.R.A. recognise claims to record on this type of machine provided the course measurements and checks are in order. The T.T. is a wonderfully speedy mount and with two good men up, (our present crew for instance) rides done on it should make the records and standards tabulated by the two associations very tall orders and give scoffers something to get fit for. Fulton and James have made a very good start as record getters but although they were 3 minutes faster on Saturday than on their previous attempt they just failed to beat R.R.A. standard of 2 hrs. 30 min. On both attempts they have had very hard luck with their tyres, for, on the first occasion they punctured and changed tyres no less than three times and on Saturday, but for the fact that Nemesis still pursued them, they would have secured the English record. We give F. and J. our best wishes for a successful career next season.

Pufford-Llangollen, Oct. 10th-11th.

Favoured with glorious weather this annual fixture was a great success, and had all promises been fulfilled a record crowd would have gathered at the Hand Hotel,

but the 22 members and 2 friends had a real good time, and those who have never sampled the "Autumn tints" week-end don't know what they miss. On Saturday afternoon several were "down the road" looking after Rogers who did the Albrighton 100 in 6-5-29 on a very snappy day, but he finished in time for most of his helpers to reach Pulford for tea, and although 6 members and 2 friends went direct to Llangollen, we were quite crowded at Pulford with 30 for tea. After tea the 16 week-enders proceeded in detachments, but most of them stopped to see Mrs. Briggs at Ruabon, and learned that a pedestrian party of 3 were on the road, and all reached Llangollen in good time for the excellent supper host Shaw knows so well how to provide. The usual pleasant evening followed, but there were no signs of Saratoga trunks or dress suits! Sunday was again a brilliant day, and the main body of 13 made or Ruthin for lunch *via* Llandegla. Sunter with 2 friends in his car departed for Corwen after a marvellous revolver exhibition in the garage, and they were expected to rejoin the Ruthin party, but were seen no more until they turned up at Hinderton, and as no further accessions were made, we numbered 9 less than last year when the weather was nothing like so good. The umbrella-pedestrian party were accompanied over the hills to Glyn Cerriog (on their way to the rattle at Chirk) by three common cyclists, and we hear that the three cyclists broke all records on the return journey, for they got back in time to ride to Chester for tea, where they rejoined the purely cycle tourists. This accounts for the movements of all but two of the party, one of whom departed for Chirk and was seen no more, and the other was met again at Hinderton after riding to the End of the World—I beg pardon, World's End! And now to revert to the lucky 13 again. Going up the Horseshoe James added his name to the small list of heroic climbers, and Norman Higham could have done so had he not been tempted to get off and enjoy the magnificent views at the top bend. The majority called at the Crown Inn, where Williams displayed some curiosity regarding the "innards" of his front tyre, and then the flight down the Nantgarth became somewhat speedy and ended in considerable jockeying as to who should get into the Castle yard first. At the Castle we were done well, and the visit of "Aunie Ada" provided quite a diversion, some of the "young" bloods nearly falling over themselves in excitement! After lunch the Bwleley-pare had to be faced, but five or six rode it, and Green says hill-climbing behind two trikes is delightful. At Mold all but two of the Liverpool members scuttled off for home or Hinderton, and these two escorted the six Manchester men to the Talbot, Chester, where the 3 cyclo-pedestrians were encountered as previously related, and in due course the tourlet ended with 7 making for Manchester and 4 for Liverpool *via* Hinderton, where the remains of the Mold-direct and World's End explorer were consulted as to the time. Like some of the prominent members of the Committee, the Autumn tints were missing, but with such perfect weather, glorious country and jolly fellows, who could help voting the week-end a success. This vote was never put to the meeting, but at Chester a vote of censure on the Skipper and Scrathebery for deserting at Mold was carried *nem. con.*, and their salaries will undoubtedly have to be reduced.

Lymm October 17th.

It is very necessary to have fair weather when one is contemplating a ride of this magnitude, especially at this time of the year. We might, with great advantage have more than one run per annum to the "Church" for the surrounding country is very pretty and undulating. Quite a crowd left Wirral together and some lively moments were experienced while James, the new trike exponent, succeeded in getting round some of the worst corners, between Chester and Frodsham. The usual little hungry band, (no pun, because Johnny and Fred. didn't stop) repaired to the cake shop and refreshed the inner man, while the more baked ones plodded steadily on in the hope that, like the tortoise they might get there sometime. At tea we learned that F.H. was doing a paced "50" and with anything like luck would put up a thick ride. I have not the exact figures but I believe his time was somewhere near 2-30. Although, of course a great number returned through Warrington to Liverpool, quite a large party did their best to hang on to James on his trike, and I think the password may now be changed to his (James's) tearful enquiry:—What *shall* I tell him? What *shall* I tell him? Our advice to him was, that he should use a tar-brush.

Saturday, 24th October Abbey Arms, Delamere.

A glorious October day with just the right amount of keenness in the air brought out a muster of 30 members and 1 friend, all of whom arriving by devious routes. A good tea was partaken of, and about 7-30 the Liverpudlians and Wirralites began to say adieu to the Mancunians amidst a great scramble for gas lamps which seemed to be going cheap that evening.

A halt was made in Chester, where we repaired to the "Talbot," leaving there before ten. Unfortunately just outside Chester we had a small smash, the result being Evanson and the friend alluded to above (who, by the way, was beginning to cause much amusement) both came down, but nobody was hurt. James completed a jolly evening by riding up Evans' hill *backwards* on the trike.

Delamere is a splendid run, and it is to be hoped that the Committee may find it possible to arrange more meetings there, as the homeward ride is comparatively easy, and we also get a chance of seeing the Manchester men.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR DECEMBER, 1908.

	LIGHT UP AT
Dec. 5th—Hunt's Cross ("Hunt's Cross Hotel")	4-53 p.m.
.. 12th—Warrington ("Patten Arms Hotel")	4-51 p.m.
.. 14th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
.. 19th—Hinderton ("Shewsbury Arms Hotel")	4-52 p.m.
.. 26th—Knutsford ("Lord Eldon Hotel") See Committee Notes.	4-55 p.m.
Alternative runs for Manchester Members :	
Dec. 5th—"Mainwaring Arms", Whipping Stocks, Over Peover.	4-53 p.m.
.. 19th—Lower Peover ("Pine Tree Cottage")	4-52 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

The Annual General Meeting will take place early in January. Any member having any matters to bring forward, should send particulars to me and I will have same entered upon the agenda.

Liverpool and district members taking part in the Boxing day run to Knutsford, will please note that the meeting place will be the "Broad Green Abbey Hotel", the party starting from there at 10 o'clock a.m. prompt. A small party intend going on (weather and circumstances permitting) to Buxton in the afternoon. This is quite an unofficial week-end tour and no arrangements for accommodation will be made by the Committee.

A. P. JAMES,
Hon. Secretary.

Mems.

On December 12th the run will be to the "Patten Arms," Warrington. Please try to be present on that day as "Pa" Higham has very kindly secured some splendid artistes. One, Mr. Fred Walmsley, has the reputation of being the funniest comedian in the North of England, and the others we had the pleasure of hearing at Hunt's Cross last winter. Warrington is a very good centre for everybody and ten days notice should be sufficient to enable you to keep the date open.

New Records passed.

"Bill" Cook's "Down to Business and back." Time:—A little faster than usual. And Mr. Percy Martin's (of Preston) Human paced 50 mile road ride from Preston to Bolton-le-Sands and back, (without stopping). This includes a fine sprint two miles

from home and we read that he clocked the marvellous time of 2 hrs. 41 mins. 36 secs., beating his previous best by two seconds.

Who's coming to Buxton on Boxing day?

Chester Oct. 31st.

Now that the winter season is upon us, we can look back with pleasure, on the splendid sequence of fine Saturdays we have experienced this year. Last Saturday added another beautiful day to the long list, and the reason why more men could not have turned out, must remain for ever a mystery. Only two put in an appearance from the Manchester district; my brethren these things ought not so to be. If you consult the front page of the November circular, you will find that the Committee have been considerate enough to grant three alternative runs to Manchester members. Surely then, in return for this consideration our Mancunian friends might make an effort to support at least, the Hunt's Cross Socials. Although Chester is only fifteen miles distant from Birkenhead, the "Muck or nettles" party succeeded in doing quite a respectable afternoon's ride of about 40 miles, by making the circular tour via Queen's Ferry and Wrexham. Another smaller party did a smaller tour via West Kirby and Heswall while yet another party made a complete tour of the lanes in South East Wirral? After tea the usual "swank" round town was indulged in, and then boot and saddle for home. To the great horror of the gas lamp fraternity, a dense fog had gathered which rendered the aforesaid fraternity very dangerous to other users of the road. Several narrow escapes took place and, it is even rumoured that two veterans who had fallen into difficulties, turned it down at the "Yacht Inn" and made a dash for the rattler.

Hunt's Cross, Nov. 7th,

The hard riding season over, the last opportunity for aspirants to "Albrighton 100" fame gone by, we find ourselves, in accordance with time honored custom at Hunt's Cross. Does one hear a whisper? What about the Football and Fireworks of yore? Alas, some of us begin to be afraid of the results next morning, and our displays of fireworks seem to have been superseded by such exhibitions as one may see at Belle Vue and elsewhere. Quite a respectable number, considering we were not favored by the presence of any of our Manchester friends, (who had a run on their own), assembled, somewhere about 38, amongst whom we were pleased to welcome Frank Roskell and our only Lieut. Park, B.N.R. who, by the way might by his looks be contemplating another Chester to Holyhead and back, and quite a number of members who own the runs are shorter and more easily get-at-able; we hope to see them frequently. Having done justice to a splendid tea, decks were cleared and pipes, not to say cigars, were lighted and for about three hours we were entertained by numbers of our own members. Jim Park opened the proceedings by a selection on the piano, given in his own characteristic style: then Cheminais delighted us with his mandoline and humorous recitations. Cecil Blackburn and Johnny Band sang to us the Sands o' Dee and swore to be "True till death" and, "Mr. Keizer" told us in song how he rose from being an impecunious barrister to one with briefs in abundance. Herbert of the same ilk, delighted us with selections on his gramophone, both classical and humorous, which were much appreciated by all. So our first Hunt's Cross run of the present season was brought to a close, and in conclusion my reporter hopes for lots of volunteers for the first Saturday in next month.

Goostrey, Nov. 7th.

Eleven Manchester members showed their appreciation of the Committee's arrangements on their behalf, by being present at the above fixture.

"F.H." alias "The Master" alias "Fritz" is the proud possessor of two tandems—The new tandem and the old tandem.—The former came into existence about 13 or 14 years ago and is generally referred to by the pals of its owner, as "the battleship." Though we have spent much time in prehistoric research in order to find what date the latter machine was "pipped" we have failed. By "the pals" above mentioned this machine is termed "the airship" or "ice waggon" and is believed to have been new once—perhaps 20 years since.

"The Master" persuaded "the Raven" to sit on the front seat of this speed-beast and hold the steering-gear *firm* whilst he, sat in the stoke-hole and steered by graceful inclinations of his body, much to the wonderment of hangers-on.

The Mullah met this formidable instrument en route and thinking he had dropped on something sweet, he, "clipped in" behind. Though "the airship" has a gear of only 68 the capabilities of its crew cannot be gainsayed and we hear that the Mullah rejoiced greatly when the crew of the airship sprang down on to "terra cotta" after a flight of some twenty odd miles.

We ought to state that the meal provided by our hostess of the Red Lion was enlivened by the presence of a *stranger* from Brooklands whose name is Mr. Foster. This gentleman by his lively yarns (some of which we regret to say are not fit for publication) kept the company alive until the time came for departure.

Warrington, Nov. 14th.

The majority of the 29 members who attended this fixture, were entertained prior to tea by a remarkable Billiards display, the ivories responding to the comments of the audience in a manner truly wonderful. Also much amusement was caused by Foster's account of his round the earth ride with Black and White Bailey, and his defence of winter riding *sans* mudguards. Upon the arrival of the rattler party tea was announced, and although the catering was up to the usual standard, a warmer room would have been appreciated. Economy seemed also to have been practised in the matter of lighting for, the room was in semi-darkness most of the time. The Hon. Sec. will no doubt see that the walls are wadded on the 12th and request all gas-lamp merchants to bring up their "stinkers" in case of emergency. U'd. The via Cronton contingent made the usual halt at the "Unicorn" and we hear that a goodly portion of the house of Band came very near total extinction in the streets of Liverpool.

Chester, Nov. 21st.

No doubt the rain god glowered on Saturday because Hooton races were on; it is nearly always wet for Hooton. Still there were those amongst us who swore they had never seen any rain, and were not a bit wet. Oh no; of course I don't refer to those who came out per rattler, on the half day excursion plan and found they had to pay full fare on the return journey. The impertinence of the lower classes is truly awful; just fancy, trying to diddle the L. & N.E.R. (it has been done before I *think*, Ed.). Tea wasn't by any means a thing of beauty and a joy for ever and, if "Jarge" had not put in an appearance to divert our attention from such matters, there might have been serious trouble. It was very funny to watch him tasting the whole of the viands and trying to decide which was the worst. Though such a shocking afternoon, quite a number of members succeeded in putting in a very respectable afternoon's riding, the usual Wrexham party went round without getting wet but Teddy Edwards experienced very hard luck at Ledsham, his tyre bursting beyond repair and he had perforce to seek the rattler. Shame, Teddy why didn't you walk? It was only seven miles and raining. The Skipper and "Daddy Bunchy" week-ended at the "Talbot" and I hear of them attending the Local Music Hall. We must put a stop to this youthfulness on the part of such old gentlemen.

Lostock Gramam, Nov. 21st

Jupiter Pluvius was reigning supreme on Saturday; nevertheless nothing daunted, nine of the Manchester contingent defied him and carried out the run to Lostock. To be truthful however, he had his revenge for when they arrived it was in a more or less drenched condition. Just as they were sitting down to tea an apparition from Liverpool made its appearance, and was heartily welcomed. Old Jupiter did not appear to have interfered with their appetites for they demolished all the good things provided by mine hostess, Mrs. Buckley. Afterwards a quiet smoke and chat was indulged in and Miss Kitty's services were duly appreciated. For a short period Old Jupiter was forgotten but alas, on the return journey, he again forcibly reminded them that he is a host who, though unwelcome, must frequently be reckoned with when cycling in November.

E. A. BENTLEY
Editor.

© Anfield Bicycle Club