

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JANUARY, 1900.

	LIGHT UP AT
Jan. 2nd—Hunt's Cross ("Hunt's Cross Hotel")	5-1 p.m.
„ 7th—Annual General Meeting, at t. Georges Restaurant 6-45 for 7 p.m. prompt.	
„ 9th—Hoylelake (Green Lodge Hotel)	5-10 p.m.
„ 11th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
„ 16th—Hunt's Cross (Hunt's Cross Hotel)	5-21 p.m.
„ 19th—Hinderton ("Shrewsbury Arms Hotel")	5-33 p.m.
„ 30th—Warrington ("Patten Arms Hotel")	5-46 p.m.
Alternative runs for Manchester Members:	
Jan. 2nd—Lower Peover ("Finewood Cottage")	5-1 p.m.
„ 9th—"Over Peover," (Mainwaring Arms)	5-10 p.m.
„ 16th—Lostock Gralam ("Black Greyhound Hotel")	5-21 p.m.
„ 23—Over Peover (Mainwaring Arms)	5-33 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes.

The following gentlemen have been elected active members:

- Mr. W. D. Band, 26, Longland Road, Liscard, Cheshire.
- „ H. R. Band, "Brightholme," Egerton Park, Rock Ferry.
- „ T. W. J. Britten, "Glendalough," Caithness Drive, Liscard, Cheshire.
- „ R. F. Kettle, "Oak Lea," Devonshire Park, Birkenhead.

New Address:—

Mr. C. H. Woodroffe 18, Albemarle Gardens, New Malden, Surrey.

The Annual General Meeting will be held in St. Georges Restaurant, Redcross Street, Liverpool, on Thursday, January 7th, at 6-45 p.m. for 7 precisely. Please see Agenda herewith, contents of which will be dealt with first as per rule 12.

A. P. JAMES,
Hon. Secretary.

Mems

I have received the following pathetic poem from one who subscribes himself "The Rhapsodist Unchained".

"The 'Old Tandem' goes 'a musing' *"

My wheels are heavy now, but on I go
Erect beneath the rust of tragic years.
The way is steep, but I would have it so
And muddy, for I've soaked the road with tears,
Scorning the ages past, this tandem yet will climb
The rugged path, that leads beyond the reach of time.
Out of all time and out of all,
Singing o'er some weird refrain;
Slip an sloop o'er rise and fall
Round the world and home again.

*The old tandem has been "amusing" onlookers these 12 years.

And it was resolved;—"That the very best thanks of this Club be given to the "Boss" for providing us with such a delightful Concert at Warrington. We had a bumper attendance and the "Boss" says he wishes to thank the Liverpool and district crowd for turning out in such force. And so they ought,

RUNS—

December 5th, The Whipping Stocks.

Although the Mainwaring Arms is an ideal run for the Manchester section in the matter of distance, appointment, style, service, and above all "Bon Ton," only 5 Members sat watching the hour hand approach the longed for, generous hour of 6, when at the 59th minute their number became augmented by two more; one a visitor the Cheadle President, and the other an ancient Member whose ill-clad form was hidden in a misfit—to quote the eloquent Doctor. Half the Cheadle Holmers were away on spree and Bill Bailey's cousins once more in liding, while others were held in rightful bondage.

"How many are you then said I? Oh Master! we are seven, though none, one hastened to reply, is on his way to heaven."

On ascending the broad stairway our hearts warmed at sight of the two rooms "en suite" with the "porte brisée" thrown wide where awaited us on one side comfort for our limbs and on the other an array of messes of pottage, that no Esau could withstand, and our birthright was not worth a moment's purchase. The whipped cream sparkled on the trifle top, though we did more than trifle with it, and the mince pies melted at the very glance of the Cheadle guest. We dare not even dwell on the ducks for fear of awakening our digestive organs. Let sleeping dogs lie.

We paid the piper and, our friend the landlord pointed to the piano in the adjoining room, whereupon we pointed to—I mean waved our hands towards his daughters, "et voilà ! une soirée musicale." The room boasting an elegant gilt framed chair, that once adorned the boudoir of some fair châtelaine, same was soon aptly and adequately filled by our portly sportsman, while the Cheadle man forsaking for the nonce his low comedy vein, sang hunting songs. The Mullah scornful to recite broke forth in *chante basso most profundo*, while Elder Higham suddenly found back his voice which he had mislaid for years. Even the Master felt the influence for good and soared from "the Trousers" to "Visions in Dreams." Biklely often stolid after too much Foxing wretched himself in smiles, presenting a most pleasing spectacle, while the usually silent Doctor sprang a most neatly turned "Bon mot" on our hostesses, which gave us visions of him as a Boulevardier during his Paris sojourn with Choppy, and *les Dames de chez Maxime*.

In fact we looked like Bachelors in March singing their mating song until the conscience stricken Cheadle President confessed to our sins and our families leaving the field to the two members still "à prendre," and we look to the representative of the Sutton Cottager Class to do himself justice.

Methinks we should prefer to exchange future winter runs within the blighted zone (Lostock and Warrington) for a few extra Mainwarings.

Hunt's Cross, Saturday, 5th December.

There was a very good muster. At intervals, weary and worn "road hogs" kept arriving by ones and twos. Without making undue enquiries, some came via Land's End and found roads dry, and, in fact, dusty between Chester and the destination. Sorry Old Bunchy had to undergo a surgical operation—the after result of a nasty *by-lane* side slip: Main roads are good enough for me. Trust we will see the Veteran on his iron horse going strong and well ere long.

After discussing the welfare of cycling and the affairs of the World generally, we climbed up to partake of the sumptuous repast so ably served by our worthy host;—of course, including the proverbial "Boiled Turkey;" and everybody did full justice to the goodly viands provided. By the way, the rattler contingent seemed to enjoy the spread with as much heartiness as those who had ploughed the muddy roads; "Beg pardon" to one or two who had been chewing dust for a score of miles.

The meal finished, and by *kind permission* of the President, pipes and cigarettes were resorted to. One *prominent* member came out with a stock of cigars—I say cigars:—"Pup" cigars upon inspection. After the decks were cleared, we were entertained right royally by the following.—

WORKMAN: Whose pianoforte manipulation fairly took the breath out of you. Padowisky couldn't give him a very long start at the top end of a domino-box, for he did give them "jip," and every finger did its work right well and no side-slips.

PROUDMAN; Did "Yeoman" service, and we hope to see him again.

SAMMY BARTON. Was in grand form and must have been in training for the night.

OLD CHAS. After struggling for a bar or two of "Seaweed" chucked it and nearly paralyzed us with "Julius Caesar." By Gum! Bearbohm Tree will have to look to himself, or he will find, one morning upon waking up, he is out of a job. Why has the old warhorse allowed this talent to lie dormant for so many years? Shame! Shame!

BAND AND BLACKBURN; Were in good form; in fact, it was about as good an evening as could be.

JARGE; Gave some *new stuff*. (Who said "Rats!")? I think it was the rude boy in the gallery).

EVANSON "SENIOR" Was good value, and if "Junior" only rides as well this coming season as the "old fellow" entertains, he's amongst the prize winners.

A pleasant evening having been spent

Nous sommes dans le train une heure. Eufia nous voila arrivés à Liverpool. Il est dix heures et demie.

Warrington, Dec. 12th.

"Pa" Hyham had promised us something really good for this run, and I think the 50 odd men who were present, will agree with me, he ably filled the bill. Mr. Fred Walmsley received a great ovation—his "O Dearly Beloved Brethern" being very funny, while "Poems" and "Limericks" were received with roars of laughter. Messrs. Rapho and Connolly are now quite old friends of ours and know just what suits us best. "Pa" we are deeply indebted to you for your kindness, and I think we ought to be congratulated upon having so accomplished an elocutionist as F. H. in our midst. Of course, it is not for me to judge too harshly, but I make no apology for criticising the behaviour of one member present. His action showed bad form and I hope the member in question will lose no time in apologising to the gentleman who acted as our chairman and host on that evening. (Not guilty, but I've ordered a suit of chain-mail in any case. Ed.) After the Concert the Rattler party went off for the 9-45 express, this train being due at Liverpool central at 10-20. Only think of it the riding crowd were in town 10 minutes later; methinks there must have been a fire somewhere.

When Mr. Worth appeared at the Patten in the unwonted garb of motorist, he carried on his person an urgent appeal from his fellow Ancient, the Master, to come to a Winkle Week-end en route for the Church of Lud, and he explained to the latter the nature of his Hunt's Cross fall and wound; a slip, a fall on the knee, the kneecap burst through to the bone in so mysterious a way that the trousers were saved, and the ensuing ordeal of being stitched up by the local doctor.

So far so well, however ill it be, but mark well all these facts, because the last time Mr. Worth received a similar call to that selfsame Winkle and the same Ludechurch, from the same ghostly fellow-clubman, was on the eve of 1904, just five years ago. It was also at Warrington (or at Sankey near by, to be correct) that the pair were to meet, but then it was the other who failed, having been struck down at Warburton, and his fate hung in the balance until the appearance at Sankey of

"Two messengers of woe, huge Hellier and John Marchmont,
Who in silence and abreast, on winged wheel rode west,
In Moody vein to Sankey, and at the Chapel House they found
the Club at rest," etc., etc.

And what was the nature of that accident? Hark; a sideslip, a fall on the knee, the flesh burst through to the bone of the kneecap, no damage to the trousers—the trousers, the trousers were saved!—and he being stitched up by a mysterious local Doctor, the Dutchman de Jongh.

"There came a wizard grey, his whispered name; de Jongh,
He made some mystic signs, then spoke "the Master's tongue,"
And those who heard stood awed," etc., etc.

Every detail tallies or synchronises, and it was even at Hunt's Cross that this tragic poem, "the F-H-iad," was read out to the sorrowing multitude.

Yet one more shudder: the shape of such a cut is called in Dutch a "Winkelhook."
A SPILL IS BUT A SPELL OF A MALIGNANT FATE.

THE SHADES OF THE FLYING DUTCHMAN STILL HOVER ROUND.
THE MAN OF MYSTERY.

Hinderton, Dec. 19th.

I am not quite certain, but, I think that the Train Brigade were in the majority at the Salopian Arms, this should not be O my brethren. How is it that, if there happens to be a suspicion of moisture in the air no cars ever put in their appearance? Surely the paint won't wash off? Anyhow only twenty two members and one friend sat down to Mother Morris's excellent feline pie. After tea we had a little gentle music, So gentle in fact that, if the "Lusitania" had been in the room blowing her fog-horn, you could not have heard her. We are greatly indebted to Mr. Whatmore for his brilliant manipulation of the Piano. In conclusion, I regret to have to report that one most respectable member went home with his pocket full of loose beer. I wonder what he told his wife.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR FEBRUARY, 1909.

	LIGHT UP AT
Feb. 6th—Hunt's Cross ("Hunt's Cross Hotel")	6-0 p.m.
„ 8th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
„ 13th—Hoylake (Stanley Hotel)	6-14 p.m.
„ 20th—Hunt's Cross (Hunt's Cross Hotel)	6-28 p.m.
„ 27th—Hinderton ("Shrewsbury Arms Hotel")	6-41 p.m.
Alternative runs for Manchester Members:	
Feb. 6th—Knutsford ("Lord Eldon Hotel")	6-0 p.m.
„ 13th—Goostrey ("Red Lion Hotel")	6-14 p.m.
„ 20th—Dunham Massey ("Red Lion Hotel")	6-28 p.m.
„ 27—Over Peover) Mainwaring Arms)	6-41 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

Committee Notes.

Application for Membership.—Mr. Frederick Charles Lowcock has applied for membership and has been proposed and seconded by Messrs. R. H. Carlisle and Austin Crowcroft, Mr. Lowcock's address is 157 Ladybridge Road, Cheadle Hulme, Nr. Stockport.

HOYLAKE RUN FEBRUARY 13TH.—Members will please note that the venue for tea will be the "Stanley Hotel" and not the "Green Lodge."

New Addresses.

Mr. J. B. Conway, "Woodbury" Keynsham, Nr. Bristol.

Mr. H. Roskell, 12 Stanley Road, Waterloo.

Mr. F. Koskell, Post Office Chambers, Darlington.

A. P. JAMES,

Hon. Secretary.

Financial Notes.

SUBSCRIPTIONS are now due, and can be remitted direct to me at Bank House, 379 Netherfield Road, Liverpool, or handed in at any branch of the North and South Wales Bank for credit of the club's account.

Please note that the Prize Fund for 1909 is now open and I shall be glad to receive donations as early as possible. The following have either already contributed or promised:—Messrs G. B. Mercer, H. Poole, W. R. Toft, E. G. Worth, W. P. Cook, Geo. Poole, H. Pritchard, S. J. Buck, F. Ridley, A. P. James, A. M. Higham, N. M. Higham, J. R. Wells, Jr., F. Gee, R. A. Fulton, E. A. Bentley, C. Blackburn, E. Edwards G. A. Eyanson and H. W. Keizer.

W. M. OWENS,

Hon. Treasurer.

Mems.

ANNUAL GENERAL MEETING, January 7th 1909, at St. Georges Restaurant—President Mercer in the chair—Large crowd of "Black Anfielders"—Minutes of last A. G. M. taken as read (Semper Idem)—Hon. Sec. reads his report,—Like the man so is the report, Brief, Bright and to the point.—Vociferous applause (but no deaths from apoplexy)—Hon. Treasurer talks to us next about filthy lucre.—Very satisfactory, £40 in the bank for next season.—Votes of thanks to both and more loud cheers.—Vice-

in the afternoon" which is my excuse for recording the experiences of the small but select party that carried out the intention. It was a perfect Winter's day, with the roads hard and dry, and one wonders why there was not a rush Buxtonwards, but when the roll was called only Wells Bentley, James and Cook responded, although Carpenter declared his intention of accompanying the week-enders as far as the Cat and Fiddle, and five of us rode out of the Lord Eldon yard amid the jibes and cheers of a noble band of Swankers. A steady pace was kept up to Macclesfield, and then the real climbing began, but the wind was abaft the binnacle on several of the stretches and gave us such relief that it was all rideable. A stop was made at the Setter Dog to light up, and in due course the Cat and Fiddle hove in sight. Here a splendid tea was partaken of, including plenty of hot toast and lightcakes, after which Carpenter started back on his 50 mile ride to Chester, and we four week-enders gently dropped down into Buxton, being nicely retarded by the S. E. gale which robbed the descent in the pitch darkness of any terrors. Quarters were obtained at the Shakespeare Hotel, and proved most comfortable. After ordering supper for 11 o'clock we proceeded to do the town, but it was not very exciting. At the Pavilion roller skating was being indulged in, but our experts could not obtain skates, and we soon tired of watching, so we adjourned to the King's Head, which will be remembered by those who carried out the official week-end on October 13th, 1900. Here two remarkably scientific games of billiards were indulged in, and then we decided *purely in the interests of the Club* to inspect the various hotels, and this occupied us pleasantly till supper time, after which we discussed the Eastern question before retiring. Next morning we were called at 9 o'clock and discovered it was snowing beautifully so after breakfast we promptly decided to "get on with it," and at 10.30 we were on our marks. With the wind behind the ride up to the Cat and Fiddle was easy, indeed the last 2 miles the wind had swept the road bare of snow, and literally carried us up too. The descent to Macclesfield was dangerously fast, although the snow helped to prevent any excessive speed. A stop at Macclesfield to "see the time" and then on to Knutsford, where we reached the Lord Eldon at 12.50, and were served with an excellent dinner. Leaving Knutsford at 2.30 we found the snow getting thicker, and frequent dismounts had to be made to dig out our wheels, particularly through Delamere, while James came over in a snow drift at the top of Kelsall, and Cook nearly did so; but from the foot of Kelsall it was all plain sailing again, much less snow having fallen, and Chester was reached at 4.45 where lamps were thawed out at the B and S. Thence we continued on to Hinderton for tea, and were welcomed by McCann and Fulton, whom we proceeded to entertain with more or less accurate accounts of our experiences. Where were the usual Hinderton-for-tea-on-Sunday stalwarts? I think I know, because when I got through the 2 foot snow-drift protruding the door of the cash register I found written on the door in the snow "Ho! you did a good ride.—A. B. C." And so ended a very novel and jovial week-end only marred by the absence of Worth, who but for his accident would have been "In loco parentis."

Lower Peover, January 2nd.

This run commanded a muster of 11, which included a car party of four who seemed to think the run had been specially made for their benefit, although two of them were not members. The hunting party turned up hungry, and notwithstanding the loss of a gas lamp and a supply of cigarettes they seemed to have found something in the way of appetites, as one after finding the goose had been eaten up proceeded to demolish a large steak and giblet pie, in which he was very successful. The "broads" were in demand in the evening and rumour says that someone had a *free* tea.

Hunts Cross, January 2nd.

The opening run of 1909 found about 30 members heartily greeting each other a good and glorious New Year, and bidding Irving a warm welcome back from 'Frisco. Judging by the appearance of a good number of men I should say the practice of riding in long trousers will become the fashion for 1909 or, let me whisper it, did they come out per C.I.C. *Et tu* Johnny? What's the matter with your bicycle? Well after vanquishing the usual bountiful tea, pipes, etc. were produced and the Keizerphone opened an excellent musical evening. "Santley" Barton was in grand voice and "Happy Charlie," Keizer treated us to a slice of his favourite "Bacon" Shakespeare; so richly rendered that we fain thought Barry Sullivan was himself again. Blackburn, Band and Bentley kept up their reputation and we could have done with more items from them. Our visitors, the brothers Tomlinson, were voted the acquisition of the evening for presiding at the piano and their coon songs were much appreciated as were the duets and trio in which Cecil joined right merrily. We hope to see Messrs Tomlinson again for at all times musical visitors are welcome.

President Worth says nice things about Secretary James.—and we all agree with him.—Owen then opines that the Annual Subscription should be £1 : 1 : 0 and entrance fee 5/-.—Very good, but he should have added, DO IT NOW.—Billy Cook's proposition concerning Candidates for membership is an easy winner but, the Baron's motion *re* Anfield riders in our "100" is, like the Licensing Bill, thrown out.—Officers and Committee are now elected and President Mercer is prevailed upon to remain "In Loco Parentis".—Messrs Toft and Worth are again made V.P.'s and Harry is a much loved Captain.—Ramsey Wells (a bulky person) ought not to meet with much opposition at tea time and Norman Higham is the other Sub-Captain.—Proposed from the chair and carried with acclamation that, Arthur Penrose James be re-elected Hon. Sec.—A. P. J. looks angry and says he doesn't thank us but, we know him.—Billy Owen says he has made his fortune but obeys duty's call (thanks Billy).—Johnny Band makes two minor disturbances but is successfully extinguished and made to serve on the Committee along with:—McCann, Edwards, Fulton, A. M. Higham, George Poole, Blackburn and Bentley.—Some objections are made to the Chest Protector Variety of Standard Medal, the Die is recast accordingly and the values are altered. The question of Road Racing in 1909 is considered and the resolution moved. It seems we intend to race this year.—The Captain lays his scheme before the meeting and, after some discussion it is adopted.—Turnor moves (by proxy) that the Club run a "12" hours Handicap.—Majority of the meeting say no!! Certainly not.—Bentley says Why not? and waxes warm thereon.—Billy Cook says:—If a man can't do 190 in 1st "12" of a "24" he should retire (Ironical jeers from poor worms now operating).—Club tours next arranged.—Easter:—to Bettws-y-Coed and August:—to take ship and invade Dublin and surrounding country.—When on the August tour you are requested to ignore the legend "English spoken here". It is a delusion and a snare.—Fred. Gee has promised to put up a Cup this year and the man who does most miles in the "2 x" plus handicap wins it outright, (thank you Freddy).—Billy Cook reads a letter from Mr. F. C. Del Strother who, by the way has been seriously ill at Vlanipostock. He is much better, having been to Japan to recuperate, and is now on his way to Moscow. Mr. Del Strother has very kindly presented another prize for which we are exceedingly grateful.

Time, Gentleman, please—And so the A. G. M. ends with a hearty vote of thanks to President Mercer.

Knutsford, Dec. 26th, 1908.

The scene at the Lord Eldon can be better imagined than described, for a more light-hearted hustling crowd could not be found in any corner of England. There you found the men of the old school, of the days of the tricycle and ordinary; their racing days are past but how splendid they are, how enthusiastically they work for the old club. Mark them well you young bloods, and strive to emulate their precepts and so let your name go down to posterity as an upholder of a clean and healthy sport. There also you found the bulldogs whose business it is to die hard and keep fit, for racing up here in the north is not the comparatively easy game it is in the south, the climate is different and the roads are inferior in every way. So you bulldogs, you die-hards, it is up to you to maintain the club's prestige and above all keep fit. Again you saw there the man who, though he does not enter into the club's competitions yet works for the club, spending both time and money for its benefit and seeking no return; we appreciate him with all our hearts. Amongst our friends from "down country" we were specially glad to welcome H. Kettle, Timbertiles and "Mawr" Conway. "Mawr" is just as full of animal spirits as of yore and so we wish him long life. Then there was ex-skipper Frank looking a very certain starter for the Hubertdimensions Stakes. (I think it would take quite a week to get all the superfluous off for a "50" ch, Frank?) In some respects the function at Knutsford was like a bye-election, everything possible was done to get the men there. Two motoring members placed their cars at the club's disposal and one other was requisitioned to convey a large party to the rendezvous. Dinner was a great success and very well served, also I think our hostess showed how well she knew that turkeys and geese would not be welcomed after Christmas Day. After dinner four tourists (called at the time maniacs, lunatics, demented persons, and unfortunate individuals, afterwards heroes?) started over the Cat and Fiddle to Buxton. I shall never forget the jeers of the multitude, sarcasm is a poor word, and it snowed a little on Sunday. Some rude people inspected one of the tyres of the Presidential car and were prepared to bet large money that it would never see them through and it didn't, therefore Lowey was home first. Lowey was on a bicycle of course, but how artful of him, passing it through *both* of the cars.

Buxton.

Wells had an idea that the Boxing Day run to Knutsford would provide an excellent opportunity for a week-end at Buxton, and although the Committee did not schedule an official fixture the circular said "A small party intend going on to Buxton

Whipping Stocks, Jan. 9th, 1909.

There were only 7 out at this run but these enjoyed the famous "Whipping Stocks" tea immensely, and we're sorry to hear that the Doctor had to stay in front of the fire on account of his cold and smoke fat cigars. After tea an urgent call was made by an unfortunate motorist for assistance, he having missed his way and got into the ditch. The combined exertions of our party however soon put matters right, and the motorist, to show his appreciation, stood drinks and cigars round. "Who says Cyclists don't love their enemies." The remainder of the evening was beguiled with music and recitations. "The Master" and Turnor reciting, and Pa Higham, Turnor, and Dakin singing sweet songs which soon lulled the huntsman to sleep, when it was decided to go home.

Hoylake, January 9th.

Will we ever go to Hoylake any more? Let us hope not if we can't get a better reception than on the occasion of this run. It's as plain as a pike staff, the Heap big Injun Wareing of the Green Lodge" doesn't want us. Never mind, he has the likes and dislikes and we have the money and choice. Please Mr. Secretary let us hasten our departure to the "Stanley" for instance. There was a very large crowd of members assembled for tea, and my, what a crowd came out per rattler. Main roads are good enough for me, eh George?. But it was rather a miserable afternoon and so of course only a few of the "extra energetics" we hear of, went to and fro' in the earth and up and down in it, I mean "Weeral." My final "lid on" came when I heard the long Editor man holding forth on Roller Skating. Think, just think of the awful carnage if he fell over sideways.

Lostock Gralam, 16th January 1909.

Again seven members (the faithful 7) carried out this fixture in spite of the persistent efforts of that old Fossil, "Rude Boreas" to thwart their desire. But with the determination characteristic of all true Anfielders and particularly those of the Manchester Section, every obstacle was eventually overcome though in truth, it is somewhat trying when plugging against the wind to encounter hoards of lamplless cyclists who appear to be making a raid on the new Salt Works. However once at the "Black Greyhound," the good cheer of our Old Friend The Landlady, caused us to forget our troubles. On the return journey a halt was called at the "Windy Mill" to see if that Hostelry was still as of yore. After satisfying ourselves on that "pint" the homeward journey was continued.

Huut's Cross, January 16th, 1909.

Again we are indebted to Jimmy Williams and his friend Mr. Smith for a most enjoyable evening. They provided us with a fine lantern show and our sympathies are with those who were not present. The ancient history of the club was portrayed by a number of slides dating back to the Middle Ages, and it is a source of great satisfaction to know that a number of the pioneers of those days are still amongst us. We can boast of one or two "centurions" and quite a number of "octoroons." Messrs. Mercer, Cook, Chas. Conway, Cooper and McCann all lent slides for the occasion, making the evening a most varied and interesting one. Mr. Smith showed us a number of coloured photography slides which only one word will describe—beautiful; the roses were a dream.

The audience sat enraptured throughout the performance. Many thanks to Messrs. Smith and Williams for the treat they gave us and also to Mr. Hilditch for so kindly removing the gas bracket. The singing of the National Anthem brought the evening to a close.

Hinderton, January, 23rd, 1909.

Yea, verily, there were grave doubts as to whether the accommodation at the Shrewsbury Arms would take the vast throng our Hon. Sec. was expecting. That Room is very deceptive however, and we were all safely if not very comfortably packed by 6-15 p.m. When I say packed, I do not for a moment wish to infer, that we had done away with Rabbit pies, Roast Beef and Chickens in 15 minutes. Teddy Edwards seems to have started his "All Night" on Saturday afternoon distances and judging by the time he generally arrives I should say he prefers the riding part of the "business" to the feeding. Sammy Barton looked well and in splendid fettle on his trickler. Cook was also on three wheels, rags and timber but, from the state of his coat, I should say he had found "roads dry and dusty," I dont think. There were quite a large walking contingent including Charlie Koozer while Lichtenberg had shoved in his "low" and wandered out, but where was "LOWEEEE."

E. A. BENTLEY,
Editor,

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR MARCH, 1909.

	LIGHT UP AT
March 6th—Chester ("Bull & Stirrup Hotel") Week-end Denbigh.....	6-56 p.m.
"Bull Hotel".....	
,, 8th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
,, 13th—Lymm ("Church Hotel").....	7-10 p.m.
,, 20th—Delamere ("Abbey Arms Hotel")	7-23 p.m.
,, 27th—Knutsford ("Lord Eldon Hotel")	7-35 p.m.
Alternative run for Manchester Members :	
March 6th—Tabley ("Windmill Inn").....	6-56 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

Mr. F. C. Lowcock, 21, Cannon Street, Manchester, has been duly elected an active member of this club.

Application for Membership.—Mr. Walter Lionel George, 25, Mostyn Street, Liscard, Cheshire, has applied for membership. His proposer and seconder are Messrs. G. A. Evanson and J. R. Wells, Junr.

Club Races and Tours for 1909.

Easter Tour, April 9th to 12th (North Wales). First "50" May 1st. Second "50" May 15th. Open "100" May 31st. All night ride (Dumfries) 18th and 19th June. "24" July 2nd and 3rd. August Tour, July 31st to August 2nd (Ireland). Third "50" August 21st. Fourth "50" September 11th, open to tandems.

Handicapping Committee for 1909.

Messrs. E. Edwards, A. P. James, H. Poole and E. G. Worth.

Course Committee for 1909.

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

R.R.A. Delegates for 1909.

Messrs. N. M. Higham and H. Poole.

N.R.R.A. Delegates for 1909.

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

A. P. JAMES,
Hon. Secretary.

Financial Notes.

Members will please note that by a slight error the Hon. Treasurer's address was given as Bank House, 379, Netherfield Road, Liverpool. For 379 please read 378, where subscriptions, entrance fees and Prize Fund donations may be sent.

W. M. OWEN,
Hon. Treasurer.

Mems.

AN APOLOGY. I regret to say that in last month's circular an article appeared which was offensive to Mr. W. M. Bailey. I therefore take this opportunity of apologising to him, for allowing the paragraph in question to pass into print.

March winds and April showers, bring forth many worms (speed-worms). But talking about March winds and duly reflecting on their capabilities for blowing off winter cobwebs, have you an idea of going to Denbigh on March 6th.? We shall put up at the "Bull Hotel", Mr. James having arranged a tariff of 6/6 Supper, Bed and Breakfast. R.S.V.P.P.D.Q.

Being a journalist myself and as this is the commencement of a new season, I too would like a "REALLY" Roadster. But I should require a pair of Ivory wheels as I imagine the breaking surface would be much smoother than Maple. Also I should like forced lubrication throughout, thus doing away with a gearcase; at the same time I should insist on having the machine painted lemon chrome, lined out with blue and black. Green makes one think of the end-to-end record too often; one can't be going for it every week.

For your training this year I'll give you a tip,
I've struck a new speed-food—an absolute snip,
Your times in the races will be rather warm,
If you take H. P.'s. sauce (without meat) FOOD REFORM!

RUNS—

The Whipping Stocks, 23rd January.

In spite of the fact that the Highams, *per se* fils, were unable to support this fixture, when the hour of 6 p.m. arrived, the festive board was surrounded by nine hungry cyclists.

After the company had satisfied the cravings of the inner man the evening was enlivened by song and story.

We must not forget to state that the run was graced by the presence of Mr. Fred Lowcock, a prospective member and it was somewhat unfortunate that this gentleman and Mister Hoppy Heimer had to depart prior to the commencement of the Programme.

The City of Liverpool was represented at this run by one Hubert the delicate, who having journeyed to the neighbourhood of Cottonopolis per "puff and dart," for the nonce forsook his new love, The Goddess of Petrol, and bestrode one of Bickley's hacks. The handicapping committee should note, that the aforementioned individual is moving very well and actually ran away from men of the calibre of Messrs. Bickley and Lowcock.

With the kind assistance of our host's daughter at the piano, we were enabled to produce out of our latent talent, a very praiseworthy programme. What we lacked in ability we made up in enthusiasm.

All members present were expected to contribute and they did so with the exception of the two who had previously ministered to our wants by carving.

Warrington, January, 30th,

It was such a perfect afternoon that a very large party of energetic pedal pushers made the Frodsham passage and some of them had narrow escapes, in fact we hear of the Secretary man being nearly "outed" by a bread-basket in Chester. Now we know the Manchester and Cheadle section are not keen on Warrington as a Club run, and this makes it all the more jolly to see them there in force; it did one good to think they did it for the Club and for the time being forgot their dislike to the fixture. Tea was excellent and a very pleasant evening was spent, scientific games of Billiards being indulged in.

Hunt's Cross, February 6th:

A glorious day favored this fixture, but the reduced attendance of 30 was caused by the rattler party not being as large as usual. Are we having too many Hunt's Cross runs this Winter? With excellent roads the round the earth merchants numbered 12 in three parties, the first making an early start and including Warrington in their itinerary on a non-stop run. The second party strictly toured, and stopped at Frodsham, but the third party arrived very late.

After tea we made the alarming discovery that we had no pianist, but a none the less jolly evening was spent. At least it was most sociable and enjoyable for those who do not regard a vaudeville entertainment as absolutely essential. The Keizerphone gave us all the old favorites and a lot of new ones, and the *pièce de resistance* took the form of a mock Trial by Jury. Mr. Justice (Bigbam) Bentley was the Judge, and the speeches of Rufus Isaacs Theakstone, K.C., and Baron Edward Carson Fulton, K.C., (not to mention their cross examination of the witnesses) were highly amusing. The jury brought in a verdict of guilty, as the prisoner only had fourpence, and the sentence pronounced was, that he should in perpetuity ride solid tyres on square wheels. Further items by the Keizerphone brought the evening to a close, and we departed in the brilliant moonlight for our various destinations.

Hoylelake 13th Feb.

I think one could hardly imagine a more delightful day for a ride than last Saturday. One felt the time had indeed arrived when a new machine might be brought out with safety, and, even at this early period of the year, decked out in all the glory of wood rims and sprints. Cody, James, Wells, Evanson and Bentley left Prenton at 2-15 p.m. precisely and made a complete tour of Wirral, and a glorious tour it was, done at a little less than three quarter pace, scrapping being strictly forbidden under any consideration. The Secretary wanted to call at the "Bell and Stirrup" to make some arrangements with Chalmers, so we ambled on towards Queen's Ferry, but it was not very long before he caught us and we got on with it to Hoylelake. Just beyond Heswall we came upon the skipper and his merry men doing a steady 10 an hour in the direction of West Kirby. Of course the highly geared ones could not resist the Thurstaston Rock cutting, for here was a distinct opportunity for enjoying a big fire; some hair-breadth escapes took place and Wells caused a dreadful panic by losing his pedals and wobbling all over the road. Over thirty members sat down to tea at the "Stanley" and among them were a party who had enjoyed a splendid walk along the shore from New Brighton. Bright also turned in from Leeds where he had been attending a C. T. C. meeting; we were very glad to welcome him amongst us. This was an entirely experimental run to the "Stanley" and although the service was somewhat slow, the fare was excellent and plentiful. Several Billiards experts gave evidence of their prowess on a most excellent table and altogether we enjoyed ourselves immensely.

E. A. BENTLEY,
Editor.

© Anfield Bicycle Club

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR APRIL, 1909.

	LIGHT UP AT
April 3rd—Pulford ("Grosvenor Arms")	7-48 p.m.
.. 5th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
.. 9/12—Bettws-y-Coed (See Circular herewith)	7-59 8-4
.. 17th—Over Peover (Mainwaring Arms)	8-13 p.m.
.. 24th—Nantwich ("Crown Hotel")	8-26 p.m.

May 1st—50 Miles unpaced Handicap, Head Quarters, Bear Hotel Hodnet.

Entries for above must reach me not later than Friday, 23rd April.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

New Member—Mr. Walter Lionel George, 25, Mostyn Street, Liscard, Cheshire, has been elected an active member of this Club.

Application for Membership.—Mr. Mathew Owen Sarson, has applied for membership. His proposer and seconder are Messrs. A. P. James, and G. B. Mercer. Mr. Sarson's Address is "Ferudale," Bloxwich, Walsall.

New "50" Course in Shropshire.

Start at Hodnet and proceed via Shawbury Corner, Ercall Corner, Shawbireh, Crudgington, Ercall Corner, Shawbireh, Hodnet, Shawbury Corner, Ercall Corner, Crudgington and finish at Hodnet Corner,

OPEN "100" INVITATIONS. Invitations have been sent to the following.—Bath Road Club, North Road C.C., Vegetarian C.C., Midland C. and A.C., North London C.C., Manchester Wheelers Club, Manchester Wednesday C. and M.C., Polytechnic C.C., Unity C.C., Speedwell B.C., Leeds Road Club, Yorkshire Roads Club, East Liverpool Wheelers C.C., North Liverpool C.C., Cheadle Hulme C.C., Warrington C.C., Congleton C.C., Cheadle B.C., Cheetham B.C., Catford C.C., Electric C.C., Manchester Clarion C.C., Brighton Stanley C.C., North Liverpool Y.M.C.A. C.C., Salford Wheelers, Todmorden C.C., Highgate C.C., Oak C.C., Irish Roads C.C., Chester C.C., and Mr. Geo. Elburn.

Certificates.

At the March Committee Meeting it was decided to issue Certificates, giving particulars of rides, to members who finish in the Club's races, on payment of 1/- for each certificate. The certificates to be retrospective if desired.

A. P. JAMES,
Hon. Secretary.

Financial Notes.

Subscriptions are now overdue. They can either be remitted direct to me or lodged at any Branch of the London, City and Midland Bank (including North and South Wales Branches) for credit of the Club's account at Kirkdale Branch.

Prize Fund.

Further Contributions to the Prize fund have been received from Messrs. G. E. Carpenter, L. Oppenheimer and F. D. McCann.

W. M. OWEN,
Hon. Treasurer.

For Sale,

A real iron bicycle, replete with all modern conveniences, *i.e.*:—Step, reliable plunger brake, tyres (??), and well finished plating, etc., etc. Owner having entered the bonds of matrimony, concludes he cannot do two things at once.

Judging by appearances, Fred Band ought to do the Gallery, at Stanley, a power of good on Good Friday.

Mems.

We sincerely sympathize with the Bath Road Club Officials. Their Concert was practically spoilt by a crowd of ill-mannered youths. Heigh ho! You cannot make silk purses out of sow's ears; but I don't imagine we would put up with conduct of that sort.

Old Associations at Bettws:—

Dear Mrs. Evans Taylor-r-r-r-r-r, Maggie Bach, the Grandfather's clock, unusual hours of retiring and the large Button. All these things will be there this year; come and see.

First "50."

The announcement of the first "50" sounds like business. Hope all you young worms are getting very fit.

The Baronial One—

Has purchased a Rudge-Whitworth racing iron. If it receives no better treatment than his last creak, it won't last him long.

Correspondence.

The Editor, "Monthly Circular."

Dear Sir,

I was greatly interested in the poetry in last month's Circular, but while not desiring to go fully into the question of Tariff—I mean Food Reform, which I prefer to leave to those doughty combatants "Full of Beans" and "Beer Barrel Bloodsucker," whom I hope we may see attending club fixtures when they have exhausted their typewriting exercises, I should just like to call the attention of our members to what is undoubtedly a growing evil that demands Food Reform. Being a fairly regular attender of the official week-end I have noticed with alarming dismay that many of our younger members are insisting that the eggs at breakfast should be *fried* instead of poached or boiled, and I have it on the most trustWORTHY authority that such a method of COOKING eggs is absolutely fatal and quite detrimental to the development of those speed qualities which have made the Anfield so famous, besides which I can find no Biblical authority for such a heathenish way of COOKING eggs. I sincerely trust the members of the Club in general and the officials in particular will strive their utmost to stamp out this pernicious practice before it is too late.

Yours truly,
Fillet of Veal.

Hunt's Cross, Feb. 20th.

32 members attended this fixture, the last Hunt's Cross Run this Winter? more than a dozen taking advantage of the ideal weather by riding out through Chester, a small party going the whole hog via Warrington, and it was whispered that they covered 29 miles en route in 100 minutes. (Who said it is to early in the year for Record riding?) Pritchard was hailed by several members between Chester and Frodsham, but he didn't reach Hunt's Cross—perhaps he met with a Miss Happ, like W. P. Cook, who broke a spindle on Rock Savage and almost missed a run, he however eventually arrived "PER RATTLER." How are the mighty fallen! After the usual excellent tea, we spent a very pleasant evening, thanks to Little Archie, who made a very welcome reappearance, versatile Cheminai, and several other members who also ran—pardon—favoured us with musical and acrobatic turns.

Hinderton, Feb. 27th.

This was a great day for distance and speed, and many men took advantage of the dry roads for round the earth trips. Sammy Barton and Daddy Bunchy were discovered on the Birkenhead-Chester Road, doing a steady eight an hour, and we hear also, rumours of a party going down Frodsham way to meet the Skipper, who was making the round Warrington journey. Wells, James and the 2-45 crowd made a complete job of the Wirral lanes and found them in grand order (perhaps). There were not quite as many for tea as usual and where were the car people?

Chester and Denbigh, 6th March.

"Snowed under" is a phrase that just about fits our case as far as the Denbigh week-end is concerned, for I can hardly conceive it possible for worse conditions than obtained on that memorable occasion. We started out to Chester in a blizzard, and thought mournfully of the small muster that would result from such awful weather. Even Cook and Johnny Band found the direct journey to the "Bull and Stirrup" far enough, so that any of those members who had intended to week-end at Denbigh, and were scared off, can at least congratulate themselves on the warmth and comfort of their homes. Fourteen members is a wofully small attendance for a run like Chester as, even on such a day as this, the trains are always available; but, of course, there should be no necessity to use such methods on suitable days. "Pa" Higham and the "Master" tandemed in from Manchester, and, having tea somewhat earlier than usual, promptly fled to the rattler, a very wise precaution in this case, as they would never have got the tandem past Mold. Cook and James were next to leave and, after a tough and plucky struggle, managed to reach Mold in something over two hours. They had been warned by a telegram which Worth (who had gone direct to Denbigh) had sent from Hendre, and which was read out at tea time. At Mold James cried off and bought a ticket to Denbigh, and in due course he found Bentley cosily escouced in a second carriage with a third class ticket. Cook decided to wear the martyr's crown and got on with it, being rewarded with practically clear roads just outside Nannerch. Finding the benefit of the changed conditions he set himself to beat the train in to Denbigh which task he easily accomplished, as the train was only about one hour late, but he nearly outed himself in the process. An excellent supper was quickly disposed of and, having spent a very pleasant evening the party retired about 1.30 a.m. Sunday morning found us all early astir and we were soon "Boot and Saddle" for Holywell via St. Asaph and Rhuddlan. We passed "Bod Low" but saw no sign of the lovely Violet, although we asked nearly every likely maiden we came across in the district. The sun shone brilliantly all morning, but the roads were very greasy and frequent narrow escapes from sideslip were experienced. Morbid curiosity led the Master and Bentley to visit St. Winefrel's Holy Well, but they did not appear to think much of the place, and soon found that the inner man demanded a much more wholesome diet than dirty water. Despite the lateness of the hour, for we did not reach Holywell till nearly 2.15, the proprietor of the Victoria Hotel made us very welcome and did us

very well on Roast leg of mutton, chops etc. for the large sum of 1/9 each. After dinner we set off down to Bagilt on the coast road, and on through Flint. A vile enough road at any time, the coast road on this Sunday was, by reason of the melting snow, reduced to a perfect "Slough of Despond," but we were all perfectly happy and filthy dirty, so we plodded on and caused much amusement to the empty-headed inhabitants of those parts. "Pa" and the Master finished up a very exciting week-end by joining us at tea at Hinderton.

Lymm, March 13th

Our first run of this season, practically to meet the Mancunian Section, and yet where were they all? We did not see many at the Church Inn though, I understand, they had had quite good weather in Manchester all day, whereas in Liverpool it rained all afternoon, which probably accounted for the small turn out of Liverpool men.

There were 24 out altogether, and I am sure they all enjoyed the rattling good tea provided. Some gluttons both went out and returned via Chester, but others found it sufficiently hard work coming back via Liverpool, the roads being so very heavy.

The Liverpool members were pleased to make the acquaintance in Club life of Lowcock and were very glad to see the Doctor, Bickley, Crow, Dakin and Co. once more. Now that we are combining for the Summer months' runs let us hope that we shall have record attendances.

E. A. BENTLEY,
Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR MAY, 1909.

	LIGHT UP AT
May 1st—50 Miles unpaced Handicap, Head Quarters, Bear Hotel Hodnet...	8-38 p.m.
„ 8th—Over Peover (Mainwaring Arms).....	8-50 p.m.
„ 10th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
„ 15th—50 Miles unpaced Handicap, in Shopshire	9- 2 p.m.
„ 22nd—Tattenhall (“Bear Hotel”).....	9- 4 p.m.
„ 29th—Whitchurch (“Swan Hotel”).....	9-23 p.m.
„ 31st—Hundred miles Invitation unpaced Handicap, Headquarters.....	9-26 p.m.
“Lion Hotel” Shrewsbury.	

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

New Member—Mr. Mathew Owen Sarson, has been elected an active member of this Club; his address is “Ferndale,” Bloxwich, Walsall.

Application for Membership.—Mr. Frank Oppenheimer has applied for membership, and his proposer and seconder are Messrs. W. R. Oppenheimer and W. R. Toft. His address is: 24 Ellesmere Road, Chorlton-cum-Hardy, Manchester.

Mr. Del Strother's Prize.

Mr. G. A. Evanson has received Mr. Del Strother's Prize (which he won in last year's open “100”). It is a beautiful piece of Enamelled work and takes the form of an old fashioned salt cellar, giving a good idea of Russian style. These salt cellars are, of course only used for presentation purposes, as for instance, at house warnings, when it the custom to give bread and salt as a good omen.

Fixture cards for 1909, (Races and Tours).

Enclosed are the fixture cards for 1909. It will be noticed that the date of the last “50” has been altered from Sept. 11th to Sept. 18th. As the Manchester Wheelers and M.C. and A.C. Match takes place on Sept. 11th, we have agreed to alter the date to avoid clashing.

Certificates.

The Performance Certificates are now ready and can be had on application.

Checkers and Marshalls.

A large number of Checkers and Marshalls will be wanted for the “100.” I shall be glad to hear at ONCE of any member willing to help. If you intend to stay in Shrewsbury, for the Whitsun week-end, you must let me know at an early date, as otherwise it will be impossible for me to guarantee sleeping accommodation.

Second “50” and Open “100” Entries.

Entries for these events must reach me not later than Saturday May 8th and Friday May 21st respectively.

A. P. JAMES,
Hon. Secretary.

Mems.

It is rumoured that:—the Mullah (maddest of Mullahs) will appear as the "Widow Twankie" at the Gaiety next winter and it is generally believed his catch phrase will be, "GLORIOUS WEATHER."

THAT:—Master Hubert is getting very stout and Master Frank has grown too. (Taylor dixit).

THAT:—The "Tankers" did good business under the able presidency of E.G. Their maximum amount of sleep for the holiday works out to about 11 hours each.

THAT:—Certain photographs taken in Carnarvon should not be given out broadcast.

THAT:—Criccieth is a gradey place for Benedicts, and the Baron Hoggenbaum is a very "nut." Beardwood talked him silly, caused him to become very inebriated and sent him off to bed smoking a DAFFODILL.

Delamere, March 20th.

At 2 o'clock one might have truthfully said "Spring is coming," but at 4 o'clock somebody would surely have said "Liar." Three tricycles were seen during the afternoon and evening and the occupants of all three were looking exceedingly sorry for themselves. "Sammy" Barton thought it would be a good idea to take his trike through Warrington, and having found out all the most precipitous roads in the district he proceeded to "do" them, but found the "precipi" had all tilted the wrong way, at least that was his impression after he had arrived at Delamere. Then James was out on HIS little little trike and got it slightly dirty again, that is a detail anyway. Cook on HIS little trike toured round through Tattenhall and strange to relate ("mirabile dictu" as they have it in the classics) his party saw practically no rain. Tea was an awful mess, the remarks about the beef being many and varied. Some thought the cow must have just died in time to miss its old age pension, others said No. Oh, no. This is the remains of the "Horse the missus dries the clothes on." Well opinions differ but, it certainly was a "tough" and I hope we shall never have to masticate such food again. Bickley and the Mullah were week-ending in the Harthill district and James and the Baron, accompanied by the "Ancient of Days" journeyed down to open the "Bingalo."

Knutsford, March 27th.

When I come to look into the matter I find that the run to the "Lord Eldon" was a very arduous task, and that leads me to ask; are not the runs a trifle far for the time of the year? Well, suffice it to say it rained steadily from start to finish and the feeling given to one while climbing Kelsall Hill was very like a Turkish Bath; peculiarly uncomfortable. James again attacked the job on his trike, and Johnny Band arrived looking very like a small clayfield; he had been doing evens along with Poole and Cody on a tandem. Never let it be said though, that Johnny had been hanging on to the tandem, for the explanation of his strange appearance lies in the fact that he had no front extention mud-guard. Considering the "inclemency" of the weather, there was a very good muster for tea, Manchester being very well represented. Afterwards quite a large crowd made the journey back through Chester, and we hear a yarn of two men making quite a successful week-end at Knutsford, although they only had 3/- between them. For further particulars on how to do it ask the guardian of the Law at Knutsford. Don't for a moment think our young friends slept in Knutsford Gaol; they did'nt.

Pulford, April 3rd 1909.

Although one of our nicest runs, Pulford has nearly always lacked patronage and Saturday did not prove the exception. The fine weather was slightly spoilt by a shower in the afternoon (at least so I heard say) but the evening was all that could be desired. On the arrival of our contingent we were hastily summoned to the coachhouse to view a strange monster which Poole and Cody thought had been carefully hidden away. It was soon brought into the day light and we gazed with admiration upon timber, rags and tubes, neatly put together in the shape of a tandem. Our attention was next turned to Roskell's motor-bicycle, fortunately (it not being Boyes' machine) some of the onlookers could not give a demonstration on how to take a motor to pieces.

A splendid tea was served in the Billiard Room and was thoroughly enjoyed; everyone doing justice to the well-served meal. After tea the usual pow-wow ensued and then the members began to slink off home in divers directions.

Easter Tour—Bettws-y-Coed, April 8/12th.

The annual gathering at the Glan Aber may again be written down a great success, the weather being perfect except for two showers on Sunday and "some rain" on Monday morning, so that with a fine series of rides arranged by the Committee it was ones own fault if one did not enjoy oneself. "He who must be obeyed" alias "Donegal" has commanded me to "write up a short account" of it which is rather a tall order, because unlike Sir Boyle Roche's famous bird I cannot be in two places at once, and my account is therefore bound to be one-sided. However here goes. The party altogether totalled thirty-four members and about eight friends, transported by four motor cars, two motor bikes, three trikes, and innumerable common or garden bikes, not to mention a small rattler section. Among the visitors were Frank Wright of the North Road, and W. M. Robinson of Northampton, and both were given warm welcomes and soon settled down amongst us. Of our own members we were delighted to see several we dont often have a chance of seeing nowadays owing to circumstances of residence, such as Beardwood, Tom Conway, Marchant, Hubert and Frank Roskell. The advance guard started on Wednesday night, Wells and James (on trike) deciding to emulate the days of L. F. and make a 24 of the ride down, and so well did they arrange it that they fell in with the Thursday afternoon tourists and got within a mile of Pentre Voelas before time expired with a total of 257 miles. On Friday the small party started for Llandudno along the Carnarvon side of the Conway Valley, but punctures soon scattered us, and we were not reunited until lunch, after which our forces were increased by the advance section of the "Chester-Thursday-night" party, and we returned via Glan Conway and Llanwrst to find considerable further arrivals. Saturday morning we proceeded along the picturesque Lledr Valley to Dolwyddelan, and through the Pass of Garddinan which provided some excellent pedestrian exercise, and so on through Ffestiniog, Tan-y-bwlch and Port Madoc to Criccieth, where a splendid line in lunches was inspected after the motor section (always late and by the easiest route!) had arrived. The return journey was made through the Pass of Aberglaslyn, Beddgelert and Penygwryd where afternoon tea was partaken of before sliding down to Bettws. The motto for the day was "Glorious weather" and the three trike merchants got very hot climbing the Gwynant Pass, but not so hot as Sunter's engine! Sunday saw practically the full party aboard for Carnarvon, although several cyclists hid their bicycles and hired seats in the cars! Shame! Rowatt departed for Gresford, and reports riding to Ruabon in 2 hours! 19 an hour! Please note this ye aspiring record breakers requiring followers! At Llanberis a shower of rain greeted us, and "laid the dust" nicely, but it was "glorious weather" again at Carnarvon, and the return journey via Bangor and Llynogwen was only slightly marred by another shower well scheduled that "caught us bending" at the top of the Nant Francon. In the evening a splendid musical entertainment was enjoyed by those who managed to tear themselves away from the fascinating delights of the Tank, and I am sure we are all greatly indebted to Mr. Andrews for his magnificent singing. Our own members also excelled themselves, particularly Cheminai who was in great form, L. Oppenheimer, Dakin, Bentley and the Mullah. The rest of the evening is wrapt in mystery, but those who have ever been to Bettws can easily imagine it. Monday morning brought us to "return home by various routes," and also brought the rain, so that the routes were various indeed. Beardwood departed for London and Buckley's "glorious-weather-cum-smart-set" were prompt of their marks, followed later by the intending Pentre-Voelas-Denbigh party, but this got split up at Pentre owing to two of the trikists jibbing at the Sportsman in such "ideal" weather. Thus the majority returned by the stereotyped Llangollen route, and the select six who were more courageous had their reward in finding brilliant sunshine and dry roads within 15 miles of Bettws. The usual stop was made at the Sportsmans, but no untoward incident occurred this time, and dropping down into Denbigh we met Carpenter training for a 24 or the treadmill! At the Bull we found Pa Higham and an excellent feed awaiting us, after which we parted with Robinson, and proceeded to Mold with a glorious flutter wind, but Cook broke two teeth off his axle sproket by Nannerch and had to ride very gingerly the rest of the way. At Mold we parted with Higham and L. Oppenheimer, but were recruited by Harold Kettle and eventually rejoined forces with several other parties at Hinderton where 17 sat down for tea before scattering to their various destinations, and so ended a magnificent Easter—Cymra am-byth.

Whipping Stocks, April 17th 1909:

Glorious weather! but where was everybody; fancy only 17 turning out to what was the best feed we have had for a long long time, Oh! you fellows with big tummies, what you missed, there was enough food for 35 or more. How can the poor little Secretary arrange Club run feeds if people won't turn out?

The Skipper had an enjoyable afternoon on his trike, but what a pity he didn't ride home via Chester on it. Buckley also sported his three wheeler.

Johnny Band was looking after Anfield interests in Shropshire over Smith's attempt on the N.R.R.A. "100" which he failed to annex. The Baron and *Père et Fils* Higham were also in fair Salopia.

What became of our lengthy Editor? We missed him at tea. Now, all of you, don't forget May 8th when we are due there again, no doubt the grub will be just as good.

(The writer of the above article is unknown to me, but he is evidently a gourmet of a very pronounced type. Ed.)

E. A. BENTLEY,
Editor.

SPECIAL NOTICE.

There are three great events which are BOUND to take place yearly, viz:—"THE OPEN HUNDRED," the Boat Race, and the Derby. To ensure success, the arrangements of these three events MUST be carried out automatically and systematically. It is UP TO YOU to help Mr. James and the Committee, by offering your services either as a CHECKER, a MARSHALL, or a feeding-station HELPER. Don't wait to be asked, mail Mr. James a postcard NOW.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JUNE, 1909.

	LIGHT UP AT
June 5th—Pulford (Grosvenor Arms)	9-31 p.m.
.. 12th—Broxtton (Royal Oak Hotel).....	9-37 p.m.
.. 14th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
..18/19th—All Night Ride to Dumfries (Circular to follow)	9-41 p.m.
.. 19th—Alternative Run Knutsford (Lord Eldon Hotel)	9-41 p.m.
.. 26th—Hoo Green (Kilton Inn) Photo Run.....	9-42 p.m.
July 23rd—24 Hours unpaced Road Ride. Entries, with entrance fee 10/6 to cover feeding expences, must reach me not later than Saturday 26th, June.	9-41 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

Mr. Frank Oppenheimer has been elected an active member of this Club; His address is: 24 Ellesmere Road, Chorlton-cum-Hardy, Manchester.

New Addresses.

Mr. F. D. McCann, 16 Croxteth Grove, Liverpool.

Mr. F. Roskell, Swale Farm, Ellerton Abbey, Near Richmond, Yorks.

The "24"

I shall require a large number of checkers and helpers for this event. Anyone desirous of a pleasant day in the country may also be able to assist the Club if they communicate with me before hand.

A. P. JAMES,
Hon. Secretary.

Mems.

In the first "50":—The Baron takes on all comers and does fastest time, he also wins the handicap.

In the second "50":—Eight men well inside 2 hrs. 40 mins. How say ye then that the old club is defunct? NOT YET !!!

Fred Lowcock's 2.30 for fastest time is a splendid performance, but it would have tasted nicer if he had done it as a first claim Anfielder, I hope he will be one before long.

Nantwich, 24th April.

It has often been truly said that, the very worst kinds of weather can not stop the Amfielders from carrying out their weekly fixtures. For over a month now, we have had distant runs and execrable weather conditions, and the prospect of 37 miles in pouring rain filled one with anything but good humour on Saturday. We were agreeably disappointed however, for 8 miles from home, capes became a nuisance and could safely be discarded, the afternoon turning out beautifully fine with a high wind which quickly dried the roads. Beyond Tarporley dust was flying in clouds and the going was distinctly fast. A very fair number put in an appearance at the "Crown" including the club's official Vegetarian and many other casuals. Jack Rogers was out looking very fit, but like Johnny at Bettws, his appetite seemed poor, very poor. After tea the Handicapping Committee retired to manipulate their little "Puff and Dart" system and it seems there is a humorous side to the noble art. One of the said Handicappers had ridden from Tarporley with the "Baronial one," the result being the aforementioned "Baronial one" promptly had his mark cut down. It is astonishing how some people will not use their heads; you ought to know better R.A.F. I'm ashamed of your want of tact. Great excitement was caused on the way home, through Carpenter, who seemed to be showing the Skipper that he (Carpenter) considered his mark far too long, and to such an extent was he carried by his zeal, he found the tandem (containing the Skipper and Cook) not fast enough; the result of this awful outburst of speed (nearly 30 M.P.H., I believe) being a firing of the bearings and a bursting of the locking ring on the back sprocket. Nor was this all, for, his back tyre was reduced to an utter state of collapse, whether it was melted by excessive speed or torn up by scraping along the road, I know not. James, Wells, W.M. Bailey and Bentley week-ended at the Bungalow and their report as to the state of the "50" course was distinctly encouraging.

First "50" May 1st.

The first of our series of "scraps" run off in Shropshire under Arctic conditions, was marked by a number of splendid performances and a certain amount of bad luck in the form of punctures for men off the Scratch mark. Both Cody and Lowcock found trouble almost within 50 yards of each other and taking into consideration the starts they were giving away and the hot crowd on the middle mark, (10 mins.) both gave up as the chance of either of them making fastest time was gone. Johnny Band, the remaining scratch man, at all times a cold-blooded mortal, found the atmosphere degrees too chilly and after Shawbury, second time round, he was evidently not enjoying the work. Fulton (10 mins.) did a remarkable ride for the time of the year, and made a dreadful mess of the handicap. Nevertheless we are glad to think that he has at last decided to do his riding in earnest, and first and fastest is a very good reward for what has evidently been secret and consistent training. Ramsay's only fault was, that he treated the matter all too lightly, he never appeared to be stretching himself, but we must look for great deeds in the near future from our genial Sub-captain. Fred Band, also off 10 mins. was far from fit and I think his machine was a trifle highly geared, for the time of the year; 93 inches, Freddy, is a very tall order for road work, so early on. McCann (10 mins.) was a little disappointing but I have reason to believe he was not in first class health and we must not forget that this was his first appearance in the scrapping department. Of the tricycle exponents, James was of course the novice, and a very good performance he gave, just snatching third prize from Wells by 13 seconds. The Skipper was hardly fit enough for the day, but I trust he will have better luck later on. A list of the intermediate times, etc., will be found on the last page.

Whipping Stocks, May 8th.

Although we were not favoured with the presence of the Cheadle section, who had gone to Knutsford for the President's feast, we had a very satisfactory attendance. The afternoon was all that could be desired in the way of weather and quite a number of men distributed themselves round the Wheeler's "50" course. Although they had such a splendid day, many of the competitors appeared to be doing poor rides. F. C. Lowcock of ours rode from a short mark and did fastest time. Tea at the Mainwaring

Arms was a great success, as usual, and of course the conversation turned mostly on the coming "50" in Shropshire. The usual Bungalow party, for some reason or other did not go down into Shropshire but took their homeward way through Chester, while Bailey and Bentley went off to their cottage on Prees Heath. On Sunday-morning they discovered Boyes and Williams tinkering up their Coffee-pots at the Bungalow.

Shawbury, May 15th, Second "50."

Evidently we are not basking in the sunshine of the Weather God's favour at present, as it was very cold when sundry cyclists and motorists arrived at the "Elephant and Castle" to prepare for the second "training spin" for the world renowned "100."

A late start (5 o'clock) was made for the "50," to suit the convenience of men tied down to business and it could hardly be called a warm, balmy summer evening when Turnor, the first man away, was dispatched at 5-1 p.m.

Out of 23 entries we had 18 starters, and 17 finishers, eight of the latter beating 2-40; Norman did a very good ride 2. 43. 52, securing first prize, Dakin came out of his shell, and we were pleased to see him do 2. 53. 31, thereby securing second place and McCann was third with the very good time of 2. 38. 33.

Fastest time was done by Lowcock 2. 30. 13, which was a splendid and very creditable performance considering the cold which unfortunately affected Cody and the Baron, we are very glad to see Lowcock riding as well as ever, and hope to see him do great things on Whit Monday.

Sarson did a very good ride for a first timer 2. 53. 42, and also George, who punctured, necessitating frequent stops to pump up.

James improved on his previous ride doing 2. 54. 34, on his trike, and also Fred Band who did 2. 39. 25; other times were Buckley 2. 32. 40, Turner 2. 53. 13, Koenen 2. 53. 15, Bentley 2. 44. 28, Fulton 2. 33. 35, Cody 2. 32. 37, Carpenter 2. 53. 35, Wells 2. 36. 6, Bailey 2. 39. 54, Crowcroft 3. 2. 48, and George 3. 6. 43.

Some cheery faces to be seen about the course included Johnny Band who unfortunately was unable to ride, through having had an accident, the "Aposile," "Hercules" Roskell with his mechanical toy, the President and vice-dittoes, the Skipper, Pritchard, Teddy Edwards, Rowatt, and others.

After the race the majority tead at Shawbury, and then some went home by the 10-50 rattler from Salop, other small parties week-ending, the clergy staying the night at the "George" the Mancunians at Shawbury, and the select quartette at the "Bingaloo."

Everybody seemed quite pleased with the result of the race, and it can be written down a big success.

E. A. BENTLEY,
Editor.

Placings and Intermediate times 1st "50" May 1st.

Name	Shawbury		Shawbirch		Brcall		Crdngtngton		Brcall		Shawbirch		Hodnet		Shawbury		Frcall		Crdngtngton		Finish		Actual Time		Handicap		H'cap Time	
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	H. M. S.	Mins.	Mins.	H. M. S.	Mins.	Mins.
R. A. Fulton	15½	21	11½	6½	11	34½	14½	12½	6	21	2 33 56	10	2 23 56	1st and fastest														
E. Buckley	15½	21½	11	7	13	33	15	13	6	21	2 35 50	5	2 30 50	2nd														
A. P. James	16½	24½	13	8	12	40	17½	14	6	24½	2 56 21	25	2 31 21	3rd (tricycle)														
J. R. Wells	16	23	11	7½	11½	37	15	13½	5½	21½	2 41 34	10	2 31 34	4th														
G. E. Carpenter	16½	24	12	7½	12	38½	17½	13½	5½	25	2 52 11	20	2 32 11	5th														
F. D. McCann	15½	22	12	7	11½	36½	17	13	6	24½	2 45 19	10	2 35 19	6th														
J. C. Band	15	21	11	7	11	34	14½	14	5	23	2 35 24	Scr.	2 35 24	7th														
C. H. Turner	17	23½	12½	7	12½	39½	18½	14½	6	26	2 57 11	20	2 37 11	8th														
A. Crowcroft	17	25	13	8½	13	42½	18	13½	5½	25½	3 1 25	21	2 37 25	9th														
F. Band	15½	22	11½	6½	11½	35	16½	15	7	36½	2 56 58	10	2 46 58	10th														
H. Poole	17	24	13	8	13½	...	...	...	...	...	...	25	...	(tricycle)								
F. K. Keomen	17½	25	13½	8	...	...	...	...	...	...	...	22	...	...												
E. J. Cody	15	21	10½	...	...	...	...	...	...	...	...	Scr.	...	...												
F. C. Lowcock	15	21	10½	...	...	...	...	...	...	...	...	Scr.	...	...												

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR JULY, 1909.

	LIGHT UP AT
July 2nd & 3rd—	
{ 24 Hours Unpaced Road Ride.....	9-41 p.m.
{ Head-quarters before ride (Bull & Stirrup Hotel, Chester)	9-40 p.m.
{ Head-quarters after ride (Angel Hotel, Knutsford).....	
„ 10th—Barton (Cock O' Barton Inn).....	9-36 p.m.
„ 12th—Committee Meeting (St. Georges Restaurant 7 o'clock.)	
„ 17th—Over Peover (Mainwaring Arms).....	9-29 p.m.
„ 24th—Broxton (Royal Oak Arms).....	9-20 p.m.
„ 31st/Aug. 2nd—Tour in Ireland.....	9-9 p.m. to 9-5 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

Entries for the "24" must reach me not later than first post Monday, 28th June, accompanied with entrance fee of 10/6 to cover feeding expenses. Mr. F. Gee's Cup comes up for competition in the "24", for which a handicap will be framed.

A large number of checkers, marshalls, feeders and followers will be required for the "24". An early postcard offering your services, will greatly help me in my work of arranging the ride.

The Committee wish to thank those who checked and helped in the "100", for it was they, in a measure, together with the riders, who made such a success of the race this year.

Change of Address.

Mr. R. E. Prichard, 11, Prescott Street, New Brighton, Cheshire.

A. P. JAMES,
Hon. Secretary.

Financial Notes.

We are approaching the end of the half year. It would be splendid if all outstanding subscriptions were in by June 30th. Subscriptions and Prize Fund Donations can be sent to Bank House, 378, Netherfield Road, Liverpool.

W. M. OWEN,
Hon. Treasurer.

Mems.

Please note that there will be no 24 hours ride on July 23rd, the correct dates are July 2nd and 3rd.

It was a very noticeable fact that the rules of the game were most carefully observed by clubs competing in the "100". No doubt the line we took last year has had the desired effect.

Do you know that Ramsay Wells went through his first "100" in 5. 28. 36? He is our fastest Anfield Open-hundred-miler to date.

And McCann's 5. 37. 35. is a great performance for a novice. There ought to be some great struggles in the near future between such men as Bailey Buckley, Band, Cody, Rogers, McCann, Wells and Fulton.

James's tricycle ride is reported elsewhere, but I would just like to say, how much we appreciate his capabilities as a trikid. We are proud of you Jimmy.

The same remark applies to Buckley, for his grand effort on the Edinburgh-Liverpool Single Bicycle Record. Head winds and rain against him were over-come and 19 minutes sliced of the old figures. The ride is reported elsewhere.

Buckley desires to thank all those who turned out for him on the occasion of his Edinburgh-Liverpool ride.

Invitation 100 miles Road Race, May 31st.

One of the chief features of this year's race is the number of our men who turned out to ride, check, feed and the one or two to watch. 62 must be very nearly a record muster. Anyhow our 100 for 1909 can be put down as a success, for we were favoured by the weather and we again had a man placed, in fact the main thing required to make next year's race more satisfactory still is for one of our men to do fastest time. The southerly wind which was blowing has proved, beyond a doubt, that a breeze from that quarter is by far the fastest for our course, for Frank Wingrave's 5.17.44. takes a lot of whacking and for three men to beat it (Etherington by $4\frac{1}{2}$ mins.) takes some explaining away, Grimshaw's 5. 20. 46. was a real good ride and shows a wonderful improvement on his last year's 5. 45. 57. Thayne also improved 18 mins. on his '08 performance, so if Ramsey Wells (good as his ride was), improves on the same ratio next year as these two have done this year, he will do a very thick ride indeed, and why shouldn't he? McCann also did a very good ride for a novice and, if he had'n't gone to pieces in the last 13 miles, would certainly have been placed, and thereby put our Sub-Captain in his favourite position i.e. fourth. Bailey did a nice ride when one considers that the little man was not really fit Buckley did well. It was a pity that Rogers had not been able to do sufficient training beforehand to repeat his last season's figures. Sarson for a beginner did well and with more experience will do much better in the future. One hundred miles is perhaps, not far enough for Carpenter for what he lacks in speed he certainly has got in stamina. With regard to our men who did not finish perhaps Cody had the hardest luck, for to puncture at four miles will certainly save you a lot of agony but hardly gives you a decent run for your money. The Handicap worked out as follows. 1st. J. A. Grimshaw, Cheadle Hulme (22) 5. 20. 46; 2nd. A. H. Thayne, Salford Wheelers (28) 5. 30. 28; 3rd. J. R. Wells, Ours (25) 5. 28. 36; 4th and fastest R. Etherington, Bath Road (8) 5. 13. 5; 5th, H. Broderidge, M.C. & A.C. (12) 5. 19. 10; 6th, E. B. Webb, Bath Road (32) 5. 39. 20; 7th, H. Norman, North Road (20) 5. 29. 25; 8th, S. G. Gandy, North London (16) 5. 25. 31; 9th, F. D. McCann, Ours (28) 5. 37. 35; 10th, T. Segrave, East L'pool W. (40) 5. 51. 41; 11th, W. G. Graham, North London (12) 5. 23. 55; 12th, D. Rushton, Pembroke Harriers (35) 5. 46. 56; 13th, N. Jackson, M.C. & A. C. (12) 5. 23. 58; 14th, C. Hillhouse, North Road (16) 5. 28. 42; 15th, L. C. Palmer, North London (3) 5. 16. 49; 16th, W. Boyle, Cheadle Hulme (38) 5. 52. 11; 17th, E. H. Grubb, Vegetarian (2) 5. 16. 40; 18th, E. Wallwork, Manchester Wednesday (21) 2. 36. 41; 19th, H. H. Agnew, North London (15) 5. 34. 29; 20th, W. M. Bailey, Ours (10) 5. 30. 2; 21st, A. E. Wickelgren, Bath Road [35] 5. 55. 14; 22nd, A. H. G. Webb, North Road [10] 5. 30. 25; 23rd, C. Moss, M.C. & A.C. [Sec.] 5. 21. 33; 24th, E. A. Stevens, Polytechnic [16] 5. 38. 44; 25th, E. Buckley, Ours [15] 5. 38. 21; 26th, A. F. Pulling, Vegetarian (20) 5. 43. 25; 27th, P. W. B. Fawley, North Road (10) 5. 34. 17; 28th, J. J. Rogers, Ours [16] 5. 42. 19; 29th, H. I. Green, Bath Road [38] 6. G. 23; 30th, M. O. Sarson, Ours [40] 6. 9. 9; 31st, L. G. Hsley; North Road [25] 5. 56. 42; 32nd, S. Holmes, East L'pool W. [45] 6. 23. 27; 33rd, W. E. Morrell, North London [18] 5. 57. 2; 34th, I. Allen, M. C. & A. C. [12] 5. 53. 51; 35th, G. E. Carpenter, Ours [35] 6. 19. 16.

Pulford, June 5th.

It was a good thing James ordered tea for nine only at Pulford as in the first place the worthy Scratchetary was out on Record bent and secondly it rained, my, it did rain; anyway three people who were on their way down to help James would have been able to amply convince even the Pagan one. Well at about 5.59 p.m. our good host had counted us for about the tenth time and found there were only three, so things were looking decidedly black, from two points of view, from ours and from our host's. He no doubt was wondering who was going to pay for all the food he had provided and we, on our part, were well aware that we could not finish the lot and we certainly had no idea of paying up for those who came not to the feast. Our luck was in how-

ever, for just on time six more put in an appearance and we sat down just one short of the required number. It was a miserable day for any man to go for record, but James decided to start on his attempt on the Northern trike "50". He got away from Hodnet corner at 5 p.m. and was making very good time down to Shawbirch where, as his checker had not materialised, he was forced to give up.

Broxton June 12th, and Northern Tricycle "50" Record Attempt.

No matter how you try you must go very much up hill to get to the Royal Oak at Broxton. This was a new place to most of us and a splendid new place we found it. About seventeen members sat down to tea. I think perhaps the novelty of a fresh tea house attracted a number of the old timers who do not attend very regularly now-a-days. Of course most of the racing crowd were down Hodnet way helping James with his second attempt on the Northern Trike "50" which stood at 2.50.34. The evening was fine but very cold with a troublesome wind blowing across the course. He started at 5 o'clock and covered the first nine miles in 28 minutes, 4 minutes inside his schedule. At the half distance he was making splendid time and reeling off the miles in a very workmanlike manner. No pun, gentle reader; I do not for a moment wish to infer that Jimmy was attired in corduroys and hobs. Though the wind was steadily increasing in force, the roads were in splendid order and very free from puncture mixture. After Crudgington 2nd. time he began to lose on his time sheet and indeed 5 miles from home it looked doubtful if he would manage it, but the Baron handed him up a lightning finisher at just 2 miles to go and Jimmy pulled off the record by 1 min. 25 secs.

Knutsford and Buckley's Edinburgh—Liverpool Attempt June 19'h.

The run to the Lord Eldon suffered somewhat by reason of Buckley's attempt on the Edinburgh-Liverpool Record. Of course the All Night ride to Dumfries simply died a natural death, and rather a good job too, as we could not run both performances at once, for you may be sure, most men who possibly could, wanted to be out helping Buckley. A small party of seven sat down to tea at the Lord Eldon and that's all I know about that. Of Buckley's trip I do know something, as I was there and saw him doing it, doing it doggedly, and with that easy style so peculiar to Buckley. Well, he was timed away from the G.P.O. at Edinburgh by the skipper at 7 a.m. and quite a small crowd of enthusiasts were present to see him off. Cook and Poole, together with Carpenter and a local tandem did the first part of the following, but very soon the first two named were left to plough their lonely furrow about 100 yards behind the record breaker. Right away from the start there had been a troublesome head wind and this made the already heavy country feel hilly in the extreme. Certain I am that Corless never did his first 28 miles in 1 hour and 16 mins; no, not even if he had a hurricane behind him. Buckley kept steadily on and at the Beef-tub (1,400 feet above sea level) was some minutes ahead of his schedule. Previous to this at Moffat, Rowatt was waiting to check him through and other good friends were at Brattock with spare tyres, etc. At Carlisle the Cook-Poole tandem, who had done a very big share in the following, turned it up and went on per L. and N. W. to be ready at Preston to follow him in to Liverpool. At Penrith, Grimshaw, of Cheadle Hulme C. C. was in waiting with a spare machine and tyres, and with him was Turner, also on spare. Shap was taken in splendid style, and, once on top, Buckley waved his handkerchief and shouted back "the job's done." Grimshaw followed Buckley right through from Penrith to the finish. At the "Plough," before Kendal, Buckley was going very strongly and easily, but was just a trifle slow down hill; however, he is such a stickler for method on these jaunts that I suppose he knows best and therefore it does not do to criticise. Worth and Pritchard at Garstang checked him in, while Fulton and Buck had joined in the following some time before. At Lancaster, a good deal inside his schedule, he had quite a large number of followers, and at Brock Bridge Toft handed up some strawberries. So he continued on to Preston, and then at Penworthen Bridge quite a small army of men were waiting to follow him in. Two R.R.A. scouts on a tandem also followed. At Ormskirk Pritchard and Cheminis were waiting with a drink and, further on, Cecil had also provided some liquid refreshment. Scotland Road and the setts, trandines, etc., were safely negotiated, and Buckley arrived at the Post Office clock exactly 19 minutes ahead of record, and one minute ahead of his schedule. I think I may safely say we have every reason to be proud of Buckley, for the weather conditions were against him and, under the circumstances, many another man would have turned it up.

E. A. BENTLEY, *Editor.*

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ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR AUGUST, 1909.

LIGHT UP AT

Aug. 7th—Pulford Grosvenor Arms)	8-56 p.m.
.. 9th—Committee Meeting St. Georges Restaurant 7 o'clock.)	
.. 14th—Lostock Gralam (Black Greyhound Hotel)	8-42 p.m.
.. 21st—50 Miles Unpaced Handicap. In Shropshire	8-27 p.m.
.. 28th—Over Peover (Mainwaring Arms)	8-11 p.m.

MONTHLY CIRCULAR.

71, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

Irish Tour.

On Sunday, August 1st, lunch will be provided at "The Bungalow", Vale of Avoca, and not at the Vale View Hotel as stated in the circular. On Bank Holiday, the Prince of Wales Hotel, Roundwood, will be the venue for lunch.

50 Miles Unpaced Handicap Aug. 21st.

Entries must reach me not later than Saturday August 14th. As there is no suitable hotel near the Haughmond start, competitors and others are advised to make their own arrangements as early as possible. Haughmond is three miles from Shrewsbury.

Course for the 50 miles Unpaced Handicap.

Start at top of hill by Haughmond Abbey and on through Roden to Ercall, turn right for Ercall corner, and use same course as last "50," finishing near Shawbury corner.

New Address.

Please note the following:

Mr. F. Ridley, Ash Villa, Woodchurch Road, Birkenhead

A. P. JAMES,
Hon. Sec.

Mems. 3rd "50"

Mr. Wells has made arrangements for a cart to be in readiness at the "Unicorn" at Shrewsbury at 4 p.m. This cart will convey competitors' bags, lamps and mudguards to the Elephant and Castle Hotel, Shawbury. Please see that your belongings are properly labelled and tied together as Mr. Wells assumes no responsibility for loss or damage in transit.

Not
see
Card

We have every reason to be delighted with the results of the "24". A Northern record beaten and a cluster of excellent rides accomplished. Many thanks are due to the numerous helpers who worked so hard night and day. It speaks volumes for interest shown, when I tell you that the check sheets, indispensable in former years, were unnecessary to the competitors.

Let me remind you that if you have not yet notified Mr. James of your intention of joining the Irish tour party, you had better do so at once, as the accommodation on the City of Dublin steamers is limited.

The N. R. C. C. Gazette criticizes our marshalling arrangements, in the "100," somewhat severely. It is a very difficult matter for one man to try and direct the competitors and keep back a howling mob at one and the same time. Still, N. R. suggestions are always valuable and we must try and improve matters next year.

We have a team for the Bath Road "100" this year. They are all good men and true, so let us hope they get among the first flight. Unfortunately the event clashes with the Irish tour.

Moss, the Midlander had a narrow squeak from winning "Cycling's" gold pot the other day. I do not think it is right for the press to talk so loudly about road riding, and I am sure it is spoiling sport to publicly offer a prize.

The "24," June 2nd and 3rd.

Buckley (scratch), 303½ miles, 1st Prize; Fulton (25 miles), 312 miles, 2nd Prize and Cup presented by Mr. F. Gee; McCann, 3rd Prize (25 miles) 320½ miles; Turnor (32 miles) 328 miles; Wells (25 miles) 318 miles; James (tricycle) standard (45 miles) 303½ miles; W. H. Kettle, tricycle (66 miles) 274 miles, standard; Geo. Poole, 311½ miles, standard. The above figures represent one of the most successful 24-hour unpaired road rides the club has ever carried out. Every finisher, with one exception, completed over 300 miles in the allotted time. The idea of running the ride as a handicap was very good, as it gave the long mark men a sporting chance of winning Mr. F. Gee's Cup, for had it been a scratch event, one could almost take it as a sure thing that either Buckley or James would have had matters very much their own way. Buckley did a splendid performance, beating his own record "24" by over 15 miles and securing a well deserved win. Passing along to the "Mysterious Baron," we find we have another long distance rider of exceptional merit. For the nonce he "quit fooling" and did his riding in rare good style, pinning his faith to a well worked out time table. McCann and Wells were plainly out to beat each other, and try and beat Buckley at all costs; that was a big job however. Though Ramsay was leading the crowd with 187½ miles at half time, being about 4 miles ahead of Buckley and McCann, Buckley gained nearly an hour on both of them on the 60 mile triangle in Shropshire; this was in doing the triangle for the second time. James gave up at least four times to my knowledge, but was persuaded to continue each time by the fact that Kettle also on a trike kept arriving on the scene. In spite of all the time wasted James nearly beat the Northern trike record. I remember Turnor telling me he had made up his mind to do 310 miles, and he was better than his word for, riding steadily throughout, and in spite of going off the course early on in the night, he did a splendid ride of 328 miles. Kettle also did a good trike performance, for, though like James, he did not follow the course, he stuck to his work and ran out time with 274 miles. It must be remembered that Kettle was buying experience on this type of machine, and those who know what trike riding is will agree that it is no unsecure to go through a "24" on one. It seems that George Poole only got his instructions to "make a job of it," on Friday Morning, for he had originally intended to try for a "12" hours standard, starting from Chester at 6 a. m. on the Saturday morning. George went through and piled up 174 miles in his first "12" and he finished a remarkably fine "24" with 311½ to his credit. It was unfortunate he was not on the handicap, for had he been in receipt of a mark, there would have been a slight difference in the placings. Friday night was an ideal one for the start of a "24," very little wind, a good light all through the night and a very equable temperature. Saturday morning broke fine, but as the sun grew hotter so the breeze stiffened and about 6-30 p.m. the clouds accidentally burst and drenched the riders to the skin. Then also some of the tyres which had

stood the ordeal so well all through the night and day, commenced to chafe badly along the rims, caused by the wet grit and mud, and the naked fabric unable to withstand the soaking, simply *burst*. This completes the story of one of the most interesting "24's" in the history of the A. B. C. I am afraid I have not related all the incidents of the ride so clearly as I might have done as I was out on a little jaunt of my own, which was more or less a failure, and could get no one to supply me with copy. Quite a large party week-ended in Knutsford, and a most enjoyable day's touring was indulged in on Sunday, Nantwich being our venue for lunch and Tarporley was visited for tea. Here the party broke up, some stayed in Chester over night and proceeded up the Dee on Monday and others went off home.

Barton, July 10th, 1909.

Very little can be said about this run as there were only nine members out, though the landlord had provided a splendid cold feed. Of course quite a large crowd were down in Shropshire helping Johnny Band with his attempt on the N.R.R.A. "50". Johnny had the misfortune to choose a very bad day from a speedman's point of view as there was quite a useful gale blowing from the North-West, however he did a very fast "50" (2.28) under the circumstances, and we all hope he will have better luck next time he goes. There were also I understand quite a small crowd of Anfielders at the Manchester Wheelers Sports. But we ought to go to Barton again some time soon because the people seemed so pleased to have us and looked after us so well.

Whipping Stocks, July 17th.

Considering the number of members aiding and abetting Johnny Band's attempt on the admittedly thick 50 record the muster at the Manwaring Arms of about 20 was excellent. Both the weather and roads were splendid, and several parties toured round by Chester, while others spent the afternoon watching the Wheelers run off a 50 round Holmes Chapel. "What tyres are you riding and do you pay for them" was discussed after tea, but the authorities were missing and no definite result arrived at before it was time for the Liverpool contingent, only six of us, to depart. Coming back Lowenthal did a good ride, passing it clean through Cody, Harold Band and the Apostle near High Legh, and after pacing George Poole and Teddy Edwards he "dropped" them at Farnworth, so ye members who have been missing Club runs lately had better look out.

Johnny had a very bad day for his attempt on the "50" for though the rain kept off the wind, almost a gale, was very troublesome and kept veering between West and West-South-West; this is a very bad direction for the course but Johnny was quite good enough for the record had the day been anything like. His time of 2.24.40 was a splendid ride, and it is interesting to note that it is the fastest Anfield unpaced performance at the distance.

E. A. BENTLEY.

Editor.

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ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

FIXTURES FOR SEPTEMBER, 1909.

LIGHT UP AT

Sept. 5th—Malpas (Wyvern Hotel).....	7-52 p.m.
„ 11th—Helsby (Robin Hood Hotel).....	7-38 p.m.
„ 13th—Committee Meeting (St. Georges Restaurant 7 o'clock).	
„ 18th—50 Miles Unpaced Handicap (Tandems & Singles).....	7-21 p.m.
„ 25th—Knutsford (Lord Eldon Hotel).....	7-4 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Committee Notes.

“50” Handicap.

Entries must reach me not later than first post Monday, September 13th.

New Addresses.

Please note the following:—

Mr. W. L. George, 25, Highfield Road, Rock Ferry, Cheshire.

Mr. J. D. Siddeley, Waldpole Lodge, Bromley Common, Kent.

Mr. W. T. Venables, “Cottesmore,” New Brighton.

A. P. JAMES,
Hon. Sec.

Mems.

A man, Porter of Preston, has been trying for Buckley's Edinburgh Liverpool Record. Strangely enough, he nearly tied with Buckley, seconds only dividing the two performers. What about an R.W.A. timekeeper for this trip?

Ireland and the A.B.C.

Cycle camping may be very pleasant (even in Ireland), but I can't imagine the average racing-man “wasting his sweetness” under damp canvas.

Club Photo.

The proof of the Club photo is now ready and I am sure it is the best group we have ever had. By a foolish error the run was not reported (I must have the copy somewhere but cannot find it) but I am sure Charlie will understand how much we appreciate his kindness in carting out his camera and tackle for our benefit.

Runs.

Broxton, July, 24th, 1909.

It seems passing strange we cannot command a good muster at Broxton. How now ye varlets, are ye then so soft-livered as to be timorous of the rugged heights of the Barn Mountain or greatly quake and fear to storm the summit from Tattenhall! In goodly sooth, an ye know it not, the best way to assail yon beetling crags is to come over against the policeman's residence, stand at the bottom of the foothills and cry “Excelsior”!! and straightway repair to ye ancient hostel of Egerton, there to drink deeply of stone ginger. All that then remains to be done is to walk quietly up, leading your steeds, or perchance having come per rattler, just walk quietly up. Tea was quite the very best and though the crowd was small due partly to the absence of the bulk of the committee, who were down in Shropshire helping Johnny, we did our utmost in the removing line. On the way home quite an old time scrap was indulged in, Mr. Pritchard, on his bunch of golf sticks, fighting a merry fire which lasted into Chester where Mr. Pritchard sat up, and said he must ride through the city with “Decorum” whoever she may be. We heard later that he took her to the Skating Rink.

Irish Tour, July 30th-August 3rd.

This fixture, quite novel in the annals of the club, must be written down a glorious success and one that will never be forgotten by those who had the good sense to let nothing prevent them from attending. Seeing that the Circular gave no particulars as to how cheaply Dublin could be reached, how easy it was for those unable to get away until Saturday night to join the party at lunch on Sunday, and the remarkably cheap special tariff arranged at Glenmalur, it is not surprising to find that several members had misapprehensions and refrained from supporting the fixture. Indeed, in certain quarters one would have thought that the Bath Road "100" was the official fixture, and that the Irish Tour was going to be almost as chimerical as the Dunfries All-night Ride!

However, our total muster was 17 members and 2 friends, thanks to the energy displayed by Captain Poole in making good the circular deficiencies. On Friday evening the good ship "Kerry" sailed from the Nelson Dock with a party of 14 as follows—Poole (on a new Villiers two speeder), Highams (tandem) Charlie Keizer, Pritchard, Venables, Zambuck, Dakin, Cook & Williams (tandem) Green, H. M. Buck (baggage master) and Messrs Scott and Slater, Owen and Blackburn saw us off, and the voyage was as smooth as glass, so the tank meeting was a great success and it was a lively party that landed in Dublin next morning. Here at Wynn's Hotel we were joined by The Master and The Raven who had tandemed from Belfast, and Foster, so that at breakfast we numbered 17. After breakfast R. J. Meeredy and a party of Irishmen joined us, and as it had been raining through the night Arjay advised a variation of the scheduled route on the grounds that the Sally Gap road would be impassible and no views obtainable to recompense us for the graft involved, and of course we knew we could do no better than place ourselves in Arjay's expert hands, so after seeing Buck and Slater off in a cab with the Saratogas we barged off, and "the tour proper now commenced" Dublin streets were vile, and Venables gave us two excellent displays of ground and lofty tumbling, but in due course we cleared the City and ran on to excellent dry roads. Our route lay via The Scalp, and at once became entrancing. Indeed throughout the tour the scenery was quite beyond my powers of description, and I will not make any attempt at it. Outside Enniskerry we dismounted to view the scene, and here we had our only rain for the day, a sharp shower driving some of us to drink at a very convenient hostelry. Then we sampled footpath riding, and in due course reached the Long Hill to Calary Bog, up which in days of old, Mrs. Meeredy, notorious as a superb hill climber, gave Shorland such a gruelling. Thence all was plain sailing to Roundwood where Meeredy's car with our lunch on board was waiting for orders, and as the day had turned out gloriously fine it was unanimously agreed to have our lunch al fresco, so the car was sent ahead to a spot by the river near Annamoe, and when we arrived we found a huge bill of fare posted on the rocks and a veritable Barmecide feast spread out, which soon disappeared in appeasing our voracious appetite. We then continued to Laragh, where we took the direct military road to Drumgoff, and all arrived in such good time that the trip to the top of Glenmalur was made that afternoon instead of being left as scheduled till next day. Meanwhile the Irish Campers had arrived in full force and established their White City in the old Barracks Grounds, where in the evening they entertained us right royally around the camp fire, the native wit and repartee being most novel to us. However our party thoroughly entered into the spirit of the thing, and although we missed Theakstone and Cheminais sadly, we fairly held our end up with items by The Master, Dakin Foster and Zambuck; while later, on our return to the Hotel, a most successful Tank Meeting was held. Sunday morning was dull after rain, and soon after the party got under weigh up the military road to Aughavannagh a lovely drizzle set in, but as we were walking the stiff climb it did not much matter, and when we reached the top it was quite fine for the steep descent. From Aughavannagh the road to Aughrim was somewhat tricky after the rain, and being all down hill did not make negotiating it any too easy but from Aughrim to Woodenbridge the road rapidly improved, and we all reached the luncheon venue in the Vale of Ovoca in good time, except a certain beer cooled party which shall be nameless. Here we were joined by Owen and George Poole who had crossed Saturday night and brought our muster up to 19, and many of the Campers having ridden over direct we sat down about 35 to lunch, after which an unique circus performance greatly entertained us. Resuming the tour we proceeded to the Meeting of the Waters and Lion Bridge, which are spots that fairly entranced us, and then "The Highams are off" became the password, and we proceeded to Ballincorra and via Deputy's Pass to Rathdrum, entering which town Foster tried a sudden dismount from the footpath and became slightly the worse for wear! Here the party broke up somewhat, as some stayed for afternoon tea, but in due course we

all got safely back to Drumgoff via Ballinaclesh and Greenan. In the evening a further novelty was experienced as under the generalship of Tracey, the lion comique of the Irish party, we formed into line and stormed the Camp, ordering the Campers to surrender and follow us back to the Hotel Barn, which had been decorated with evergreens, and on an old trike hung to the rafters appeared the sign "Welcome to the Anfield B. C." Here under the Presidency of Mr. Blunden a highly diverting smoker was held, in which Keizer with "Seaweed" and Scott helped our other talent to represent us; but the chief item was the arrival of the "po-lice" (Russel of the "L. C." in the local policeman's clothes) who proclaimed the Meeting and arrested "Arjay" with resulting pandemonium. A funnier scene could not be imagined, and afterwards in the Tank a mock trial of Dakin for resisting the police in the performance of their duty, was most mirth provoking, and the evening finished with a serenade of the early to beds with our new Irish Anthem "Biddy Donoghue". Monday was a perfectly gorgeous day, and regretfully Drumgoff was left behind us. We proceeded to Greenan and Rathdun where we entered the magnificent Vale of Clara to Taragh and Glendalough, where we inspected the Seven Churches and the upper lake under ideal conditions. Thence we proceeded to Roundwood, where in a marquee we had a splendid lunch with Pontius Pilate waiting on us! As we crossed Calary Bog the scenery seemed totally new to us, and the descent of the Long Hill to Dargle will long be remembered by us. Thus we reached Vallombrosa, Mecredy's gloriously situated estate, and a couple of hours were delightfully spent with the Mecredy family who quickly made us feel at home. Time for departure came all too soon, but time and tide wait for no man, and a fast run into Dublin brought the tour proper to a close. We found our baggage masters had put the Saratogas aboard the "Louth," and another perfectly smooth voyage ensued, and finally on Tuesday morning a very happy band of tourists dispersed on the Landing Stage, one and all exclaiming "I like your Irish Tours very much and will come again." In conclusion I may say that the Irish Camping Association are anxious that the meeting at Drumgoff should become an annual fixture, and a more perfect holiday could not be imagined.

The Bath Road "100."

James and Cody rode down to Shrewsbury on Friday afternoon, and there I found them at the "Unicorn." There is never much in the way of excitement in the sleepy old town, and so we found supper, billiard, and bed very good lines, especially bed, in view of the strenuous days to come. Saturday saw us early adrift and e're the sun was over the foreyard we were well through the Strettons and doing a steady 15 an hour for Craven Arms and Ludlow. At Craven Arms we decided to lubricate, Cody testing the cider which he pronounced cleanly but sour. Continuing the tour we passed through that lovely country, well known to all those who took part in the "All Night" to Abergavenny. Just before Wollerton, Cody felt his back Constrictor beginning to soften, so we called a halt for repairs and what proved to be the first of a long series of bread and cheese repasts. Ugh! the eating of much bread and cheese is a weariness of the flesh, and I never want to taste the combination again even though it be garnished with onions. Here we found a proper tourist, with full touring outfit, including a brown sweater, a contour road book and a three-speed gear, who invited himself to join our party; we did not object of course, and dropped him in less than a quarter of a mile. At Asperton we found a very good hostelry called the "Box Bush" where for the magnificent sum of ninepence each we were regaled with boiled eggs etc., but no bread and cheese. We ran into Gloucester at 7 o'clock and deciding I had had enough I patronised the G.W.R. while James and Cody turned their wheels in the direction of Cirencester, Criclade and Birdlip, up which pimple they walked. Swindon, or as the Baron hath it, Swidenen, was our destination and after much trouble I found "Teddy the Verger" at the "Goddard Arms," he, not being able to leave town early on Saturday, had spent a splendid afternoon sitting on a hand-box in the guard's van. The hotel people reported arrival of the Baron, who had ridden down all the way, about 174 miles, quite a useful performance. I will spare you the harrowing details of the Baron's inspection of the new town of Swindon and pass on to what turned out to be a terrible catastrophe. We apparently drank the bar dry, as an application for draught beer brought forth the reply that there wasn't any. Then the bottled beer suddenly petered out; there was only one bottle left but, the amusing part of the whole business was, we had been keeping on good terms with the Boots by asking him to partake of our hospitality, only to find he had consumed all the whiskey and soda in the place save one small tot. After an early breakfast on Sunday, we got on with it to Woolhampton, passing over a part of the ancient Roman way called Emlyn Street, and surely any old Dago could tell it was a Roman road because it went plumb over a mountain. Teddy said we could go that way if we liked, but we didn't

like and so reached Marlborough in due course. Marlborough is quite a nice town, but worse than useless from a cyclist's point of view, we literally fell into the place and then had to climb out again, both of which operations were decidedly fatiguing. Continuing our road lay through Savernake Forest, Froxfield (where you may buy cider for 6d. a quart at the sign of "Ye Pelican"; we had several quarts and attendant sore tummies), Hungerford and Newbury. At Hungerford another of those delightful repasts, bread and cheese and beer (in straight pots) was consumed. On arrival at Woolhampton we found the N.R. and Speedwell men in possession of the "Angel," but Adams soon fixed us up and made us feel at home. While machines were being dug out and new tyres fitted, a very interesting discussion on the state of the "Mine Barf Rowd" was carried on. We think it is a fast course but motor traffic has nearly ruined its surface. In the evening Robert Wingrave, Charles Hilhouse and Timbertiles joined us and a very merry crowd we were with the Baron doing himself well on "Strange's Entire," he may now either be called "The Baron" or the "Human Tar-macer." Monday morning saw us all early a-stair and breakfast was taken amid that peculiar, intense silence which nearly always pervades the atmosphere on an occasion like the present. Most of you are acquainted with the details of the race so I need say little about it. Our luck was decidedly out, Wells punctured at 8 miles and McCann went dead lame, so that it remained with Jack Rogers to pull us out of the fire. Jack was going great guns when he also punctured, losing nearly 20 minutes before a spare hove in sight. He was on three machines altogether and his time of 5.44. is not quite so poor as might be imagined. The North Riders shared our distress for Sangway was their lone star, and this being I believe his first open "100" his time of 5hrs 38mins. is distinctly good. Fawley, Bone and King all met with trouble, as did Grubb and Etherington and thus it will be seen with all the top notchers out of harm's way, Moss was practically never challenged for fastest time. On a better day Moss would have easily beaten out and home record, and I think it is fairly safe to say he would have secured the much coveted "evens" honours. Bailey finishing in 5hrs. 23mins. did his best ride this year, and I hope he will now see his way to attacking the Northern "100" record. The B.R.C. are far in advance of us as far as feeding the competitors is concerned, though I do not think they are so strict as we are about men being up to their marks at the proper time. After the race we had to think about getting North, and some got as far as the "think" and Reading while others went on to Oxford and home. We of the Reading party had a most glorious time; we did a lot of funny things and went to the regatta where Jack Rogers whispered a few magical words in the policeman's ear and lo, we found ourselves swanking with the blighted aristocracy in the half dollar enclosure. Among those who were down in the region of the "Mine Barf Rowd" were:—Worth, James, Cody, Wells, McCann, Rogers, Keizer, Fulton, Woodroffe, Corlett, Bailey, Boyes and Bentley.

Pulford, August 7th.

Right pleased we were to have an opportunity of saying, how d'ye Pa! True enough there were not many to welcome our ex-President and most of those, or a good percentage at any rate, must have been strange faces to Pa. Cecil was quite a stranger but some of us recognised him and so did an old flame of his, really the meeting was pathetic, and the good lady measured at least 290 inches round her waist. After tea there was much photography (bogus and otherwise), and dancing on the green, shying at cokernuts and meddling with other people's motor bikes. Pa White accompanied by a small party week-ended at Raibon.

Lostock Grafton, August 14th.

It has been said by some members.—"Anywhere but Lostock Grafton." I cannot really see why anyone should have a special aversion to Lostock, unless it be on account of distance and that is absolutely no excuse; we are supposed, like our brethren the North Riders to promote long and fast riding on the road. That is the primary object of our club, and the sooner our men begin to see it the better for themselves if they have any ambition at all. Tea was most excellent, as it always is at the Black Greyhound also the afternoon was a delightful one for scrapping and quite a lot of that commuofity was indulged in. A small party week-ended at Nautwich and had a really good time at Piggot's.

F. A. BENTLEY.

Editor.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

Committee Notes.

FIXTURES FOR OCTOBER, 1909.

	LIGHT UP AT
Oct. 2nd—Helsby (Robin Hood Hotel)	6-59 p.m.
„ 9th—Lymm (Church Inn)	6-41 p.m.
„ 11th—Committee Meeting (St. Georges Restaurant 7 o'clock).	
„ 16th—Kelsall (Royal Oak Hotel).	6-25 p.m.
„ 23rd—Warrington (Patten Arms Hotel)	6-10 p.m.
„ 30th—Pulford (Grosvenor Arms Hotel), Week-end Llangollen, (Hand Hotel.)	5-55 p.m.

MONTHLY CIRCULAR.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

Application for Membership.

Mr. William Royle, 89, Hulme Hall Road, Cheadle Hulme, Cheshire. Proposed by A. Crowcroft and seconded by E. Buckley.

Resignation from Membership.

Mr. R. Radcliffe's resignation has been accepted.

New Address.

Mr. H. M. Buck, Cottesmore, New Brighton.

Editorship of Circular.

I very much regret to have to announce Mr. Bentley's resignation from Editorship, business having called him to Southampton. Messrs R. A. Fulton and F. D. McCann, have consented to jointly take charge of the Circular.

A Special Tariff has been arranged for the Autumn Tints Tour (Oct. 30/31) and as this is one of the pleasantest outings of the year it is to be hoped that a large party will visit Llangollen.

A. P. JAMES,
Hon. Sec.

Mems.

Mr. James desires to thank all who by their loyal support enabled him to annex the "24" tricycle record.

There are few people who feel inclined to ride three "24's" a season, and those on a tricycle. Nevertheless, our worthy Secretary looks very well.

It is rumoured that the Keizerette does not like bread, cheese and pickled onions.

Buckley had very hard lines on his Edinburgh-Liverpool trip, being only a few minutes out at the G.P.O.

It is with great regret that we have to say good-bye for a few months to Bentley, who is going down south on business,

Third "50," August 31st.

Out of an entry of 18 only 11 starters lined up to the mark. Of course August is the holiday month, and most men find it difficult to get down to Shropshire to compete or help, but in any case there are men amongst our numbers who have much to reproach themselves with, I really can't help writing it, when the thought comes to me that the little band of checkers, whose hearts are still in the game, are exactly the same men who waited so patiently to check and feed those who have now ceased to interest themselves in the pastime. Has it ever occurred to you to take a "50" card and read the names at the different checking and marshalling points, and then picture to yourself any one of those well known figures. I can place them all in my mind's eye. Captain Harry held the watch and the men were dispatched at the times indicated in the book of words, Fred Lowcock acting as pusher-off and competitor at the same time and as he was starting last he carried out his rôle to perfection. Mc Cann, though delayed in town, trained to Chester and then scrapped 33 miles down to Shawbury; of course this was quite enough to put him out of action. Wills and Fulton were also prevented by business from getting down in time. The race lacked interest and Buckley (8 mins) did not have much difficulty in making fastest time in 2-32-23, and Bentley (14 mins) eventually won the handicap with 2-35-44, Turner (21 mins) being second with 2-45-37 and George (20 mins) third with 2-46-59. The times up to Hodnet corner (26½ miles) first time, are as follow; J. C. Band 1-18; F. C. Lowcock 1-21; E. Buckley 1-22; W. L. George 1-24; E. A. Bentley 1-25; J. J. Rogers 1-25; H. R. Band 1-28; R. T. Rudd 1-32. But Johnny Band and Fred Lowcock went to pieces and though their times in the first half are exceedingly good they could not hustle towards the end. The times in the 2nd half are approximately as follow; Bentley 1-10½; Buckley 1-10½; Rodgers 1-10½; Lowcock 1-13½; Turner 1-17½; George 1-19; H. R. Band 1-20; R. T. Rudd 1-26; and J. C. Band 1-27.

Over Peover and James's Tricycle "24" Record Attempt.

As I was not able to reach the Whipping Stocks I know very little of what was going on there, but then one cannot be out all night and finding oneself down in the neighbourhood of Wellington somewhere near mid-day, think of scrapping over to Knutsford. Then of course the man who was asked to contribute the article for the run has it on his conscience (if he has one) that he has come far short of his duty to the club. Well about Jimmy and his great effort. He started from the second milestone on one of the most beautiful nights ever, and very fit and chirpy he was as he bade us "Good Night" and rode away into the darkness followed by the "Baron." We had thoughtfully ordered a supper of steaks and chops at the "Talbot" and so it was with pleasant feelings of anticipation we wended our way thither; neither were we disappointed for the reality proved itself better than the anticipation. Midnight approached and it was time for us to go to the Archway Clock in Foregate to be in time to check and feed our man, and we had barely reached there when he came in well inside his time-sheet. The whole of the detours from Chester were done in good style but a muggy sort of atmosphere brought on a very bad attack of sleepiness and this caused Jimmy to lose nearly half an hour to Whitechurch where I checked him at 7-22 a.m. Feeding had been arranged at the "Bingalo" and after he had taken his much needed nourishment he seemed to liven up a great deal and gave me quite a lot to do in the way of riding as far as Hodnet Corner when I saw him depart in the direction of Shawbury followed by Ramsay. At Hodnet I saw Pritchard working away at the tail-end of a purely vegetarian breakfast consisting of a conglomeration of crushed nuts. I was so hungry that I almost decided to join the ranks (pro tem). Anyhow I overcame the wailings of the inner man and cut off to Shawbirch where, at 9-32 (40 mins. late) I waved him round the corner and barged off into Wellington to try and get him some fruit for the next time round. It was a long, weary wait of nearly two hours, and I can honestly say my thanks are due to two wasps for keeping me awake. Well, at 11-31 he hove in sight once more, and this time was coming along very fast, and was most certainly picking up time all the way. Wesley's distance was, of course, out of the question and so was the "12," and Jimmy said quite complacently, while feeding at the "Bungalow" for the second time, "I am not worrying, I shall go on for the "24." I like to hear a man talk like that, it shows grit. Charlie Boyes took up the following from here to Wem accompanied by Ramsay and Jack who had been working like Trojans all night; the skipper too had put in some hard graft on three wheels. Will Toft who had gone down to Wem over night

checked and turned him for Whitchurch and at this point our little fagged out party saw the last of him as he departed for Nantwich; where the Keizerette, who had also been out all night working hard, was waiting for him. Johnny Band took up the following at Whitchurch and followed him to Whipping Stocks. The "Baron" and McCann followed from there to where he ran out time with 314½ miles behind him. Truly a glorious third 24 this year.

Quite a number mustered at Whipping Stocks and after enjoying a good tea, waited for the arrival of the 24 hour merchants. James duly arrived although very much behind time he was in a very good humour. He ran out time about a mile Knutsford side of Toft Corner after having come up from Middlewich way. A select party weekended at the "Angel" and administered the necessary wants to the tricyclist.

Malpas, Sept. 14th.

It was a cloudy afternoon and some cyclists stood round a grid in the yard of a famous hostelry, and the captain of the band said unto Johnny "Tell us a story" and Johnny began as follows:—

It was a dark and rainy afternoon and the Anfielders made their way to Malpas, but ere they reached their destination the rain came down in torrents, and several of these cyclists got somewhat damp. It was necessary on arrival at the "Wyvern" to actually aourn to the bathroom to make ourselves look respectable. We then repaired to an ante-room to discuss the absurdity of using capes and mudguards in rainy weather. As the clock chimed the hour of six a voice cried "How many be there of you?" and behold I counted but fourteen.

The tea was very good and I had fully made up my mind to collect the required wealth, owing to the absence of our two sub-captains; but Harry stole a march on me and I was thus deprived of realising the greatest ambition of my life.

Eleven of us proceeded home but the other three—James, Worth and the "Baron" descended to the banks of the Dee and visited Bangor to hold communion with the Indigo merchant on things appertaining to the spiritual world.

Thus ended one of the most expensive club runs I have ever attended, for what with the destruction of my tyres and wood rims, it must have cost me about £2 10s.

Dead silence greeted the finish of the story. After a few minutes the captain put his hand on the shoulder of Johnny and said "Good and faithful Johnny, thou hast told for once a true story," and promptly the cock crew thrice.

Helsby, Sept. 11th.

Twenty two members enjoyed a good run out to the "Robin Hood" where we were served with a very good tea.

All of us were very glad to see Charlie Keizer and R. E. Prichard out but what became of the other Mancunians, Crow, Dakin, the Tandemons and the Master?

After tea one or two I believe proceeded to Nantwich to spend the night and two other speed worms decided that Chester offered a good resting place for their weary souls.

At last we seem to have struck a bit of luck as at most of the new places we have tried this year we have usually had about 8 men out, but evidently Helsby seems to suit them better, at all events the Liverpool men.

Sept. 18th, 50 Miles Unpaced Handicap.

In some respects the less said about this event the better for it did not show up our racing members in a favourable light, and rather suggests that too much notice is taken of their wishes. It is rather galling to the touring members who sacrifice their fixtures for the sake of the racing men to find the racing men so utterly selfish. Out of an entry of 13 only 6 faced the starter, and one turned up too late to start, but the other 6 did not come anywhere near the course, and a lot of other members who have had services rendered to them in the various road events throughout the season were conspicuous by their absence. In fact if it were not for the same old hands turning out time after time to check, feed, and encourage the men the racing men would find themselves in Queer Street. Surely it is not too much to expect that those who are standing down (even if because of annoyance at their handicap) should turn out and help those who are riding? And while on this topic it might be well to ask how it is that the races arouse so little interest in the general body of our membership? It is

not such an awful way to Hodnet on such a perfect day, and yet the total number of competitors, checkers and spectators was only 22, and when it is recorded that amongst these were such old scarred veterans as Mercer, Toft, Owen, Prichard, Cody, Cook, Knipe, Gee and Edwards it does not leave much of a gap to be filled by the young Pillars of the Club. Perhaps if a week-end run were added it would attract some of these. However, to turn to the race itself I am pleased to say that it proved most interesting, although after all the keenness displayed for tandems to be allowed to compete without any bar from fastest time medal, it was disappointing to find that only 3 tandems entered, and none materialised. The race was chiefly remarkable for the wonderful display of gameness and pluck on the part of George Poole, who rode most strenuously throughout.

At Crudginton the first time Poole unfortunately had a spill on some loose stuff, and was considerably cut and shaken, while after hastily remounting he found his saddle all askew, and had to stop at the next marsh and have it straightened. Soon after this Johnny Band caught him, and Poole seemed to be running himself out by holding Band, but to everyone's surprise he got away from Johnny and finishing very fast clocked 2-34-40 which gave him First and Fastest. It was a most popular and deserved win, for it showed an improvement of no less than 13 minutes on his previous best, and shows that in George Poole we have a scratch man in the making. Harold Band secured second prize with 2-42-18, an improvement of 6 minutes on his previous best, and McCann secured third prize 2-36-1, and also secured the Novice prize by beating Wells' time by 5 seconds, and the consistent way that McCann has supported the racing fixtures makes his double win very pleasing. Rogers finished in 2-39-13, and Johnny Band who really chucked it at 45 miles when he found that he could not approach "evens" toured in with 2-37-21. Fulton, the only other starter, steadily began to qualify as the Ossified man for his muscles went hard as iron, and he "desisted" at Shawbury. Carpenter was the late arrival, but training spins from Newcastle to Prestatyn, and a rail journey from Perth and riding from Chester were hardly calculated to enable him to do a good ride and it was exemplary enthusiasm that at least brought him to see the race. Afterwards a very jolly party week-ended at Shrewsbury and toured home via Chirk on Sunday.

R. A. FULTON and F. D. McCANN,
Editors.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

MONTHLY CIRCULAR.

FIXTURES FOR NOVEMBER, 1909.

	LIGHT UP AT
Nov. 6th—Hunt's Cross (Hunt's Cross Hotel).....	5-30 p.m.
.. 8th—Committee Meeting St. Georges Restaurant 7 o'clock.	
.. 13th—Chester (Talbot Hotel).....	5-18 p.m.
.. 20th—Hunt's Cross (Hunt's Cross Hotel).....	5-7 p.m.
.. 27th—Hoylake (Stanley Arms).....	4-19 p.m.

Alternative Runs for Manchester Section.

- Nov. 6th—Whipping Stocks (Mainwaring Arms)
- .. 13th—Tabley (The Windmill)
- .. 20th—Lower Peover (Pinewood Cottage)
- .. 27th—Knutsford (Lord Eldon)

Committee Notes.

74, COTTON EXCHANGE BUILDINGS,
LIVERPOOL.

New Member

Mr. WILLIAM ROYLE, Mellor Street, Cheadle Hulme Cheshire. Was elected an active member. Please note new address.

Application for Membership.

Mr. Wm. H. C. BINNS, 30, Richmond Road, Altrincham, Cheshire.
Proposed by A. Marshall Higham. Seconded by Norman M. Higham.

A. P. JAMES,
Hon. Sec.

Mems.

"Tell it not in Gath, whisper it not in Askelan." Mr. Pritchard is being initiated into the mysterious delights of Cycle Camping! What we of common intellects cannot understand is why Formby of all places should be selected as a venue for a week-end tour! If camping only is desired why not do so in one's own back yard? While, if cycling is to be combined therewith, why not choose a real beauty spot in the country? Week-end cycle camping at Formby seems very like a walking tour to Sandhills!!

A recent issue of "Cycling" contains an excellent interview with Dr. Carlisle on the subject of his best ride, and we are all pleased that justice is done to the high regard in which our old friend "the doctor" is held by all of us.

Anyone wanting information about wood rims and sprint tyres is recommended to apply to Buckley and Turnor, while those who want to know anything about wood rims and wired on tyres should apply to Carpenter.

Judging from the number of "certain starters" and members specially training for

the event the Llangollen week-end looks like breaking all records as regards numbers, particularly if the weather only behaves decently. Seats in cars are being rapidly booked, Fred Gee training very hard at this game by coming to two club runs recently in the Presidential car. One of the features, if the weather is fine, promises to be a procession of trikes organised by the Mullah who has got the trike fever badly. With the tandem trike leading we ought to paralyse Welsh Wales! Where are you, Sammy?

There are 38 members who have not paid their subscriptions for this year, and some of them also owe for last year. If the cap fits, wear it. It is little short of disgraceful. How would you like to be Honorary Treasurer? By your supineness you add greatly to the work of a voluntary official whose task is thankless enough at the best of times. Where is the money to come from for the payment of the Prize List? This year we have had a grand list of performances well worth paying for, and have only to regret the comparative failure of the last two fifties. The 24 provided us with the best series of rides we have ever had, and quite re-established this event on a plane level with the highest traditions of the Club. Buck up, and drop in at the nearest N & S. Wales branch bank and deposit your "sub."

"The Master" having beaten "evens" for a paced 50, and enticed a party of youthful Cheadle men to "The Maid of Lud" is now preparing for Llangollen by a preliminary canter around Snowdonia, and is throwing out challenges for a contest up Bwelch Oernant. Beware! The Human Goat is on our track!

We are all delighted to note the prominence reached by Gordon Fletcher (known best to us as the son of "L. F.") in the competitive motor cycling world. Motor vehicles are not anathema to us, and we should be highly delighted to welcome Fletcher at one of our fixtures.

Tom Conway has been among us again. Being over for a week-end he did not forget to look us up, and after a delegation had met him at Lime Street and escorted him to the Stork a very pleasant evening followed, while he also joined in the "Kafe Konclave" before departing South, and we were all delighted to find Mawr in such great form.

The N. R. A. have passed James's trike 24 hours' record at 314½ miles, and Lowcock and Taylor's 12 hours' tandem record at 215½ miles. Buckley's Liverpool to Edinburgh record still stands as the R. R. A. have not yet passed Jones's claim owing to some doubt as to the timing at Liverpool G.P.O. We are all indebted to those members who represent us on both these Associations at a considerable expense of both time and money.

Messrs. Buckley and Turner wish to thank all those members who were good enough to turn out and help them in the 24 hours' attempt.

We are authorised to deny the persistent rumours being circulated to the effect that the Mines "meat safe" Aeroplane at Doncaster is really the Tandem Trike fitted up by the Baron and James with clothes props and bed sheets.

Our worthy sub-captain, Mr. Wells, is asking everybody if it is not time for them "to change their summer underclothing." We were not aware that the duties of the sub-captain included the personal supervision of people's underwear, but are very glad to see Mr. Wells take this branch of work up so thoroughly. We have notified the Liverpool Corporation that for the next vacancy of Sanitary Inspector, we have a very promising candidate.

We much regret that the Lighting-up times in last month's Circular were incorrectly given being 12 minutes late. Friends please accept this the only intimation. No flowers, by request.

Attempt on Tandem "24" Record, or a narrative of Tyre Destroyers.— September 24th and 25th.

Buckley and Turner having decided to have a pop at the 24 hour Tandem Records, posted Cook and myself in Chester, to check, to marshal back streets, to carry nauseous speed foods to distant corners, and to square inquisitive Bobbies.

The Tandems first arrival in the Ancient City was at 10.5 p.m., a few minutes late on their time sheet, owing to the intervention of Mr. Mad. After recharging the crew and lamps, one with Semper Eadem rice pudding, and the other with scented carbide, they were bundled off in the direction of Childer Thornton, and the helpers fatigued with their labours swarmed into the Talbot to see the time.

On the Tandems next arrival it was found that they had picked up a minute or two, but notwithstanding a heavy shower the pair arrived quite chirpy and full of beans, and after stuffing rice pudding down their necks took themselves off to revisit Childer

Thornton, the helpers exhausted with their toils rushed into the Talbot to see "Kelly."

The Speedists next arrival was some 20 minutes late, owing to the coming together of a piece of glass and their back tyre. Still happy and again full of rice pudding, the pair were despatched towards the Whalebone, and the helpers, now nearly tired out, crawled into the Talbot to read the evening papers. We found that the Record Attempters had not made up much of their leeway on their return, but, as it was then raining beautifully that was not to be wondered at, however, the pair were still hungry for rice pudding, and after chucking pounds of the loathsome stuff inside them barged off towards Marford, followed by Walls and Buntley, the latter pair, however, soon returned, having found their back tyre rather unwell, and reported that the roads outside the town were under water. I forget to mention that after the departure of the Tandems the helpers (with the exception of Cook and F. Band, who were bound for Whitechurch) fell into the Talbot to get out of the wet. Bickley and the Mullah did not reappear until 3-35 a.m., nearly 50 mins. behind schedule, their back tyre having signalled their arrival at Marford, by bursting itself. However, as the pair still desired rice pudding we obliged them with about half a ton each, and then pushed them off for Nantwich and the speed plains beyond, after which the helpers, now practically dead, tottered into the Talbot to see Mr. Bates. At 3-45 a.m. my Particeps Criminis and I mounted the Trike Twicer and sailed away for the Bungalow to prepare food etc. for the Tyre Fiends. I might here remark that there is now no mud on the Chester-Whitechurch Road, as I carefully carried every ounce of it on my back to Prees Heath, which was eventually reached, after saluting Cook and partner at Whitechurch Fountain, and chasing off the whom the "Roll Call" terms "the Wolverhampton Wreck," from the "Pirates lair" to Tern Hill. We had then a long wait in the wet, which was ended by Cook and his engines' arrival, they having stopped in Whitechurch for over two hours, but had had no sign from the Tandem pair. After a delicious breakfast of salt leather we were visited by the Boots of the "Swan," Whitechurch, who stated that there were a pair of cyclists and a broken down Tandem at his famous hostelry, and that they required our immediate assistance. On our arrival at Whitechurch we found a Tandem with only one decent minded tyre, and Sir Bickley and the Mullah, who had had to walk from the Ancient Briton, after having two bursts in about as many minutes, and having no more spares were forced to give up. So ended a most unfortunate, though extremely plucky record attempt, which has again proved that, though you may ride perfectly new sprint tyres, they will not, on any consideration, consent to be ridden in the wet. As may be expected the afternoon turned out ideal for speed work, and the large party of helpers from Shropshire, etc., had a most enjoyable tour to Knutsford (the Club fixture), and these found a record (though of a different class) had been broken. Fred. Goe having put in two consecutive runs.

Helsby, 2nd October.

Our muster of 22 at the Robin Hood was certainly encouraging in view of the fact that so many of our members were out helping Lowcock and Taylor of the Manchester Wheelers to annex the 12 hours Northern Tandem Record. These two riders are to be congratulated upon their excellent performance of somewhere about 216 miles which, although not quite good enough for English Record, easily beats the previous best done on Northern Roads by over 4 miles.

This is the second visit we have made lately to Helsby, and on each occasion we have been favoured with fine weather and good roads. We have also been made most welcome at the Hotel, and at the same time provided with an excellent repast, but we should not abuse the hospitality extended us, and it would perhaps be as well for some of our men to remember that we do not all like butter forcibly pressed upon us and also that funny (?) yarns should never be spun while strangers are present.

It would appear that the Committee made a good move when they placed the Robin Hood's name once more on the list of our meeting places for it has proved popular and has attracted quite a few of our old members who of late have not turned out so frequently as we should have liked, and we trust that now they have made a real start they will continue to take an active interest in the Club's doings and support the fixtures regularly.

October 9th, "Church Inn" Lymm.—

Only 20 members and one prospective (including but 6 Manchester men) supported this fixture and on a glorious autumn afternoon. Where were the rest? Helping "F. H." on his annual speed jaunt? or were they waiting to see Cody arrive in the air from London? Several members who toured round by Knutsford, were asked by country

people where Cody was, and were also told he had come to grief. Of course they immediately jumped to the conclusion it was our one and only Cody. However, he turned up safe and sound at Lymm.

That "dirty article," the Tandem Trike, put in an appearance, touring up the hill at about 1 mile an hour.

Messrs. Buck and Cheminais arrived in Lymm, we learnt afterwards, but they didn't know either the name or the position of the meeting place. They visited practically every pub in Lymm and spent pounds and pounds in telephoning all round on the chance of finding the right place but were unsuccessful.

Buckley and Turnor were on 3 wheels (3 each, of course) and would be sorry they were, if they had anything like the weather four of us had who returned via Frodsham and Chester, for "the roads were flooded."

The "Skipper" didn't put in an appearance. It was rumoured that he was 'fretting' at the works, whatever that may be.

The majority of the Liverpool men returned direct, and I believe missed the heavy rain.

Kelsall, Oct. 16th.

Notwithstanding an unsettled afternoon, with heavy showers in places, an excellent muster of 28 turned up at the "Royal Oak." A large consignment of Manchester men were present, which was certainly most creditable, considering the distance and the state of the weather. The Tandem Trike did *not* materialize. It is rumored that having wrecked several suits of clothes the stokehole partner refuses to be tempted on the machine again, unless the barometer is in the vicinity of "Very Dry." Tea splendid, this and the room being a great improvement on our last visit. Here's to you R.E.P.! It's a big ride from New Brighton on your lonesome.

ANFIELD BICYCLE CLUB.

Formed March, 1879.

PRIVATE AND CONFIDENTIAL.

MONTHLY CIRCULAR.

FIXTURES FOR DECEMBER, 1909.

	LIGHT UP AT
Dec. 4th—Hunt's Cross (Hunt's Cross Hotel).....	4-53 p.m.
„ 11th—Warrington (Patten Arms).....	4-51 p.m.
„ 13th—Committee Meeting (St. Georges Restaurant) 7 p.m.	
„ 18th—Hinderton (Shrewsbury Arms).....	4-51 p.m.
„ 27th—Knutsford (Lord Eldon) (Dinner 1-30 p.m.)	4-54 p.m.

Alternative Runs for Manchester Section.

Dec. 4th—Whipping Stocks (Mainwaring Arms)

„ 18th—Mobberley (Roe Buck.)

Committee Notes.

74, COTTON EXCHANGE BUILDINGS,

LIVERPOOL.

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

Liverpool and District members taking part in the Boxing Day run will please note that the meeting place will be the Abbey Hotel, Broad Green, the party starting from there at 10 a.m. sharp.

New Member.

Mr. W. H. C. BINNS was elected an active member.

A. P. JAMES,
Hon. Sec.

Mems.

In the November N. R. Gazette we notice "that Kettle of the Anfield and a friend checked and followed Peiser for miles on his unsuccessful attempt (London-York Standard Ride). Its a fine thing for the sport, this freemasonry of the road. Long may it wave." And so say we all of us. We are delighted to hear of our exile Kettle doing such useful work,

Those of our old members who remember T. R. Hillhouse of the N. R. C. C., who rode in our 100 a few years ago, and this year went out to a business appointment in India, will be surprised and grieved to hear of his untimely demise. We are sure every one who knew him will join in expressions of sympathy with his family.

Any Member desiring information regarding the price of whisky, either wholesale or retail, by the glass, bottle, gallon, cask or puncheon, to be consumed either on or off the premises, or in the smokeroom or in his own Sanctum Sanctorum, should apply to Mr. R. E. Prichard.

There are rumours of an impending Tandem '21,' between the "Tyre Fiends" and Messrs. R. E. Prichard and Hubert Roskell, to start on the Sunday after Christmas Day, and finish at Knutsford on Boxing Day!

In reply to numerous requests for our "De Luxe" Edition of "Letters of the Apostle" in 400 volumes, we wish to announce that only two sets were printed which were quickly snapped up by Lurette and Harold Bowden.

It is proposed to hold another Lantern Evening at Hunt's Cross, January 22nd, Mr. Williams has again most kindly offered to bring the necessary apparatus out. If any members having slides will bring them along, it will be much appreciated. The Manchester men are arranging a week end in connection with this run.

We very much regret to learn that Mr. Rogers in suffering from an enlarged heart and has been ordered by his doctor not to race again. We are sure all members will unite in wishing him speedy recovery.

It is hoped that the medals which have been won this season will be ready by the beginning of December. It is intended to have these on view at Hunt's Cross on December 4th, together with any other prizes won this year which men may care to bring, so as to give the general members an opportunity of seeing what has been won. At the end of this issue we print a list of Prize money won this year.

Will members please note there will be no run on Saturday, December 25th, and that the Boxing Day run will be to the "Lord Eldon" at Knutsford.

Very Extra Special Mem.

To all who have not yet paid their Subs. Turn to last page. How is this ninety-seven "of the best and brightest" to be paid if there is nothing in the Bank. It's now December! Buck up!

Marriage.

WOODWARD—COURT. November 10th, at Buenos Ayres, Edward Arthur, eldest son of Edward Woodward, to Clarissa M., fourth daughter of Mrs. Court, of Penarth.

We are sure all members unite in wishing Mr. and Mrs. Woodward, long life, happiness and prosperity. Woodward went to court, but now a Court has come to Woodward!

Warrington, 23rd October.

The run to the Patten Arms attracted the only moderate muster of 16. The day which was not all that could be desired from a cyclist's point of view, was no doubt partly responsible for so small a number, especially for Warrington, which is fairly accessible for most of us, and where we usually get good houses. At times, to say the least of it, it rained, nevertheless only two men patrolled the rattle.

The Committee, I believe, made this fixture with the idea of giving us an opportunity of meeting the Manchester men once more before separate runs were started for the winter, as Warrington is easily reached for both sections. It was rather disappointing to find only two Manchester men present, in the persons of "Bickley" and the "Mullah" (maddest of mullahs for he was on a trike of all things). What is the reason Manchester men don't care for Warrington runs? is it the roads en route or the Hotel?

A good tea was dealt with in the usual hearty manner at which, by the bye, the "Keizerette" was served with a portion of Beefsteak Pie, large enough to have satisfied Hubert Roskell. After struggling in vain for some time, he told the waitress to "remove that bauble." After tea an early start was made for home. The downpour having now ceased the riding was very pleasant, altho' the roads were very wet. I forgot to mention that the Secretarial Person and the Baron were found on the way out at the Black Horse, Farnworth indulging in a very expensive game of billiards [2d. for 50].

The Baron was very keen on having his "r-r-revenge" on the return journey, but fared no better. He seemed to prefer playing on the floor at times.

We were pleased to see Charlie Conway and Cheminais again, and to hear that "Chem." is getting in fine form for the winter runs.

Pulford Llangollen October 30-31st.

In one respect this was a disappointing fixture, as of the 22 who carried out the week-end only 3 could by any stretch of the imagination be regarded as young Pillars of the Club, and the rest were the old Brigade of Veterans. The weather throughout was absolutely perfect, and one would certainly have expected a muster of at least 30, because even our "feeble butterflies" ought to have been tempted. In 1907 with very stormy unsettled weather the party numbered 28, and 3 more joined us at Ruthin on the Sunday, so it is difficult to understand this year's small muster. Can

Wells or the Baron explain? Perhaps large musters are the result of enthusiasm communicated to others, and you cannot be enthusiastic if you are not going yourself. [What's enthusiasm? see the circular for April, 1908.—Ed.] At Pulford only 20 sat down to tea, most of whom had come direct, but I understand Edwards had ridden via Nannerch, and Band and the Apostle (on trike) had met him at Rhydymwyn to pilot him through the lanes, direct from Broughton, while McCann had also been in the same district. During tea Sunter and Williams with two friends in a car looked in to inform us they were "en route," after having done themselves in well with shrimps at Chester. Of course there were the usual sneakers off after tea, Worth and James being the "villains" this time, but the main party did not embark until after being entertained by a marvellous exhibition of billiards by Harold Band and Green, which like Charley's Aunt is still running. Toft arrived just as the week-enders were ready, and the main body consisted of the Brothers Poole on Tandem, Buckley, the Mullah and Cook on trikes, Toft, Crowcroft, Green & McCann. The only incident was a puncture to Buckley's front wheel near Ruabon, and of course we stopped to "see the time" at the Wynnstay, where we found Buck and Venables [tandem] fulfilling a contract to pace those light weights, Hubert Roskell and Prichard all the way. Llangollen was reached in good time, and here we found the Master and Dakin [Manchester Combined Tour, 44] and Gee [Liverpool Combined Tour, 7], not to mention a telegram of good wishes from Bentley, who thus showed how keenly he was with us in spirit, so that when the car party arrived we sat down, 22 to the sumptuous repast Host Shaw had ready for us. Afterwards the usual symposium was held, and was chiefly remarkable for a "corner" in liquids, which was not relieved until Roskell had to pay 6/6 to cover his "shorts." Sunday Morning saw the party split up into 3 sections, the car party departing for Bettys-y-coed after posing before the camera, the energetics making for Ruthin, via Corwen, and the lazy ones direct by the old road to Llandegla and Queensferry. The Ruthin party numbered 10, and particularly enjoyed the Autumn tints in the Vale of Clwyd, but were disappointed in not seeing "Auntie Ada," although it did not seem to affect their appetites or appreciation of Tegid Owen's yarns. After lunch the Ruthin party split up, the Brothers Poole going with Green direct over Bwlch-y-parc to Mold and Hinderton, while Cook and McCann escorted the Manchester members via Wrexham to Chester, so that while no one scaled the Horse-shoe this year both Bwlch-y-parc and Nanty-Garth were patronised, although some of the Wrexham party seemed to think they preferred the Nanty-Garth when entered at the Llandegla end. Of course the Master showed us how Coed Poeth hill should be descended, much to McCann's admiration, and after a fine ride the "Talbot" at Chester was reached just at lighting up time where we found L. Oppenheimer awaiting us. After tea Buckley, the Mullah and Oppenheimer departed for Manchester, and "The Combined Tour 44" was resumed by the Master and Dakin with the Raven to see fair play, while McCann and Cook rode to Hinderton where the Ruthin direct, remains of the Llangollen direct (James, Worth and Prichard), and the car party were found discussing the splendid time we had had, and in glorious moonlight was completed one of the best of the series of "Autumnal Tints" Tours we have ever had. W.P.C.

Hunts Cross, 6th November.

This, the first Hunts Cross run of the Winter Season, was supported by about 35 men including 3 friends. The rattler party was augmented by Wells and the Baron the latter having evidently spent a very pleasant afternoon in town. The Presidential Car brought out a large party but took an even larger one home. I believe there were eight in on the return journey.

After the usual sumptuous repast—boiled Turkey and 'Loew's' Special—steak—we had a splendid concert. We were very pleased to hear Mr. Andrews again and to welcome new comers in Mr. Newall and Monsieur Paris, also to see Archie McCall out again. Cheninai's was great with the Mandoline but I'm afraid he'll have to bring another medium out for his 'thought reading' for Prichard was rather unreliable altho' being so made it all the funnier. After a lot of persuasion Charlie Keizer was prevailed upon to give us a piece from Henry V. Monsieur Paris favoured us with a selection on the Octoroon, which to the uninitiated looked very like playing on a Calabash Pipe, and later on he sang a very fine French song, part and parcel of which was a whistling solo.

Its a nice thing 'Zambuck' to ask a friend to come out and sing for us and then to clear off before he comes. Mr. Jaggard (the friend), couldn't turn up before 9, and when he did so he found the only one of us he knew had disappeared, and we had just about closed for the evening. However he gave us some excellent songs and a monologue, and we hope he will be able to visit us at some future date. F.D.M.

Chopping Sticks Gallop, Nov. 6th,

As the Vice-Captain is courting the Damsel to the exclusion of the Muse and the 'Literateur Serieux' is sadly stricken down with sickness, the report of the "ducking stool-trot" must needs be writ by one who was not even there, but who got his information from the Ringing of the Welkin and from the re-echoing of the walls after the remarkable vocal triumphs of the Manchester members led by Foster, drunk with the sap of the elderberry. Imagine "Billy" as a vocal leader! (Don't you make any mistake, Fitz, he is famed as a Cheerman. Ed.) 'To be sure his vocal organ is loud and penetrating enough for anything (as I know to my cost)—but hush! Just fancy the assurance of the man. Possibly the sang froid displayed by him at the Drumgoff Camp Blaze fired him on to bolder efforts or else the presence of the comely wenches at the Stool made his brain reel with audacity. He may put the other chaps noses out yet.

His items were all the more welcome to help onst the Ghost that has haunted the Sticks for so long, and threatened to make the place a real Pillory, but which has now been expelled. He too had a loud voice, and wore 29 different aspects. May the spectre remain at rest, there is quite sufficient witchcraft in the house as it is.

Dakin repeated other triumphs borrowed from the Irish Camp, including the Immortal Biddie, which put a great strain on the Pianiste, whose maidenly jealousy was aroused. FITZ.

[Rebuke from Editor:—"Don't hover so, round the skirts, Fitz., leave that to young Foster!"]

1909.

Prize Winners and Amounts.

	£	s.	d.
E. Buckley	16	19	0
F. D. McCann (also Del Strother Prize) ...	10	18	0
R. A. Fulton (also F. Gee Cup)... ..	10	13	0
A. P. James	9	12	0
Geo. Poole	7	15	0
J. R. Wells	7	9	0
C. H. Turnor	4	4	0
E. A. Bentley	3	3	0
N. M. Higham	3	3	0
W. H. Kettle	3	2	0
H. R. Band	2	7	0
H. Dakin... ..	2	2	0
F. C. Lowcock	1	10	0

W. L. George	1	1	0
J. J. Rogers	1	0	0
W. M. Bailey	0	15	0
F. Band	0	10	0
M. Sarson	0	5	0
G. E. Carpenter... ..	0	5	0
J. C. Band (Special Bronze for attempt at '50' record 2-24-40	0	5	0

Non-Members Open '100.'

J. A. Grimshaw	5	5	0
A. H. Thayne	3	3	0
R. Etherington	1	19	0
	£97	5	0

R. A. FULTON AND F. D. McCANN,

Joint Editors,

Late News.

Rupert Kettle has undergone another operation. We hope that the satisfactory progress which he is making will be maintained.

We are sorry to hear that the "Mullah" is very ill. He has caught a very severe chill. We all hope he will soon be amongst us again.