

# ANFIELD



# CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President* : H. GREEN

*Captain* : A. GORMAN

*Hon. Secretary* : W. G. CONNOR, 75 Avondale Road North, Southport

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VOLUME L

JANUARY 1954

NUMBER 574

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## FORTHCOMING FIXTURES

1954

JANUARY

- 16 PARKGATE (Deeside Café). MIDDLEWICH (Woodlands).  
(Ladies' Invitation Run.)
- 23 DALTON (Prescott's Farm, Lees Lane). SOMERFORD (Sunnyside Café).
- 30 TARVIN (George & Dragon).

FEBRUARY

- 6 HALEWOOD (Derby Arms). ALLGREAVE (Rose & Crown).
- 8 COMMITTEE MEETING, 3 Whitechapel, Liverpool.
- 13 FRODSHAM (Mac's Café).
- 20 KIRKBY (Cottage Café). SOMERFORD (Sunnyside Café).
- 27 UTKINTON (Smithy Farm).

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All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

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### CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 29 Sparks Lane, Thingwall, Wirral, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.

## COMMITTEE NOTES

*Application for Membership.* Ernest Guy Pullan, 13 Highfield Road, Rock Ferry, Birkenhead. Proposed by H. Green, seconded by J. Long.

*Change of Address.* R. Griffiths, 75 Wellington Road, Broughton, near Chester.

## CORRESPONDENCE

ROCKMOUNT,  
GOREY,  
JERSEY, C. I.

30.xi.1953

DEAR MR. CONNOR,

Will you please thank the Members of your Committee for their kind sympathy. My Father was always happy looking back on his cycling days. I was on one occasion, I think 1912 or 1913, with him at Bettws on your annual N. Wales week-end, and whilst only a youngster then I seem to remember the name of your President as one who was there on that occasion.

My uncle, H. C. Siddeley, in a letter from Argentine, mentions his connection with the Club also and wishes to be remembered to any who knew him.

Again many thanks,

Yours sincerely,

KENILWORTH.

## NEWS IN BRIEF

Although one or two run reports had indicated that Hubert Buckley was not in circulation, news of his serious illness did not reach the Editor until after the last issue had gone to press. We were sorry to learn that he has been having a really rough time and hope that his recovery will be speedy and complete.

John Band has also been very ill but we understand that there has been some improvement quite recently and send greetings and best wishes with the hope that the improvement will continue.

Len Killip was our official representative at the N.R. Dinner, and elsewhere he reports on this great occasion, when he was joined by Percy Beardwood and Norman Turvey. His mention of Ed. Green's fine trike ride from Edinburgh to York reminds us that this record was timed by our own Mark Haslam.

Whilst on the subjects of the N.R. and trikes we would note with pleasure the re-election of Arthur Smith to the C.T.C. Council. Bristol knows a thing or two and returned A.B. with a bumper majority.

J. H. Fawcett, now resident in Keswick, is considering turning over to a trike and has been in contact with some of our experts on the subject. Should any member be interested, Edmunds, Whetstone Lane, have a 26in. wheel with Dunlop speed tyre and Sturmey "2" belonging to J.H.F., which is for disposal.

At the December Committee it was decided to dispense with covers on future CIRCULARS and thus reduce somewhat the heavy expenditure entailed. It is hoped that members will approve of the new set-up.

Editorial appeals for "copy" have not fallen on deaf ears, and we are in the happy position of having a surplus again this month. All will be published in due course with as little pruning as possible.

It was grand to have Don Stewart out again on Boxing Day after his 270 miles round trip to the Tints Tour. He should be fit, for it was one long plug into the wind from Glyn back to his Wiltshire camp.

In the results list of the B.B.A.R. Competition Bren Orrell's name appears 58th with an average speed of 22.174 m.p.h., his performances being 2.5.51 (50 miles), 4.29.34 (100 miles) and 245.11 miles in 12 hours. It is many years since an Anfield name appeared so well up the list and Bren is to be congratulated on keeping the flag flying so high. Perhaps the coming season will see even better things, with a strong Anfield team making news.

## NORTH ROAD C.C. 68TH ANNUAL DINNER

12TH DECEMBER 1953

I enjoyed myself even more than usual at this year's North Road Dinner. I dined and wined well, in excellent company—but this has been so in other years. It is difficult to isolate the precise reason for 1953 being different, but I believe it lay in the absolute silence with which all present received the father of Maurice Miles when he came forward to receive the cup which his son had won as the best novice of the year. Maurice died in tragic circumstances earlier in the year. At that late stage in the evening the intake of alcohol had been considerable, and proceedings were noisy, if not boisterous, yet in this moving moment one could have heard a pin drop.

Percy Beardwood was there when I arrived, so we had a quick one to start off. I was absolutely staggered when he told me he was in his 81st year—and I still don't believe it! Norman Turvey soon

arrived, and the three of us later formed a strong Anfield lobby on the top table.

After "The Queen" and "The Silent Toast", Les Couzens got down to the business of proposing the toast to "The Visitors", which he did in an exemplary manner. The man should be a politician! The guest of honour *was* a politician—the Hon. Greville Howard, M.P. for the St. Ives division of Cornwall. Another distinguished guest was Major General Young, the Director General of Ro.S.P.A., and then there were the cycling personalities—O. T. Brown (President of the Unity), Charles King, Ken Joy, John Arnold, Bill Townsend, Alan Gordon and many others.

After O. T. Brown had proposed the toast of "The Club", in which he recalled the famous names of North Roaders through the years, the presentation of awards was commenced. This year G.H.S., as President of the R.R.A., presented certificates to Cook and Fowler, and Tweddell and Stott, for their record breaking tandem tricycle rides on the London/York, and Bath and back, routes respectively. And, of course, to Eddie Green, for his very stout-hearted Edinburgh/York tricycle record, for which he also received a club gold badge and the shield which was presented to the R.R.A. by W. P. Cook.

The presentation of awards to club members showed that the N.R. are keeping up the standard. Mention should perhaps be made of Geoff. Edwards, who took the Best All-rounder Shield, and collected club record for a "12" with 246.63 miles. Then John Arnold collected his cup for winning the Memorial Tricycle "50", saying he wished someone would persuade Albert Crimes to go a little slower, and S. Thompson was duly chaired round the room with what H. H. England called "the ugliest but most worthwhile trophy in the cycling game"—the cup for the Invitation "24".

All this time I had to listen to a running commentary by Norman Turvey, who duly notified his approval of a respectable time for a "100" or "12", but dismissed a "25" as not really qualifying as a race. Eventually I had to remonstrate with the man—dash it, I rode in a "25" once and it felt like a race to me!

Greville Howard, M.P., was in good form in replying for the visitors. He put his finger on a major point of difference which he and his wife had experienced in cycle-touring on the Continent as opposed to this country—the entirely different reception one gets when arriving at a country hotel. There one is welcome; here, as often as not, one is referred to "Mrs. Jones down the road who takes in cyclists". He also mentioned a useful feature of French maps, which, though not technically better than the British variety, make a point of marking "viewpoints", which always turn out to be pleasant places to stop.

Bill Frankum was most sincere in his reply for the club, and in touching on matters of road safety asked that the greater propaganda should not be directed towards the "victim" classes. Major General Young, in a brief speech, with equal sincerity (and I may say, considerable courage!) maintained that propaganda was not directed mainly towards any particular class of road user, but to all users impartially.

Home at 12-15, in a happy frame of mind. Thank you very much, North Road!

## RUNS

ALLGREAVE, 7TH NOVEMBER, 1953

After spending half a day footslogging and free wheeling in the hilliest part of Cheshire, the sub-captain and I arrived damp but cheerful at Allgreave. The wet, dull day had kept the roads extremely quiet and the time had passed pleasantly enough, and if there be any of you who think that Cheshire cannot be as hilly as other counties, come with us on the next run to Allgreave. True, there were only six of us present when the roll was called, but what enthusiasts they were, all of them with 100 per cent. attendance records. The names of the gentlemen were: Wild, Williamson, the Orrells, father and son, Howarth and Gorman. Bert Green had gone to Halewood. Hubert was confined to barracks, Dave Brown had a cold and Goodall was engaged in a fencing competition. That leaves Catling, Bradley, Taylor and Pendlebury. I am waiting for their excuses.

The new (to us) venue was satisfactory without being marvellous, and stimulated by the atmosphere of the old pub or by our small numbers, Bren Orrell and Stan Wild treated us to some reminiscences. The latter indeed so far forgot himself as to disclose that he had once accomplished a 1.10.'25' as long ago as 1928, which I think poses the question: 'Are the young racing men of today as good as they think they are?' We turned out into a black but fine night and after the initial walk up towards Cleulow Cross we had an easy homeward passage. Alfred Howarth and I turned aside in Macclesfield to spend a pleasant hour or two with the Buckleys. Too bad that Hubert had to miss a run almost on his own doorstep.

KIRKBY, 28TH NOVEMBER, 1953

Frank Palmer and George Parr arrived at the Cottage Café to find Bert Green, Tommy Mandall and Jimmy Long had already arrived in the latter's chariot, whilst George Connor, Arthur Birkby, Jack

Davies, Fred Churchill, Len Walls and Ben Griffiths were reclining in front of the fire recovering from their efforts at self-propulsion.

A good meal, served by an affable waitress, was duly disposed of and the assembled company were interested in Ben's training diet, for he topped the repast with a tomato sauce sandwich liberally sprinkled with vinegar and laced with cream!

Soon after 7-0 p.m. the party broke up, with one section making for the "Carter's Arms", whilst the rest wended their various ways homewards.

RUSHTON SPENCER, 28TH NOVEMBER, 1953

For me, Club runs are rare luxuries these days and to be blessed with sunny weather to boot made this a real red letter day. An early start left time for a little meandering through the lanes by Styal, Mottram-St. Andrews and Adlington, with glimpses of the Cheshire foothills through the now naked trees. The climb to Pott Shrigley reduced the pace somewhat, but there was respite on the new level stretch by the "Cheshire Hunt" before tackling the hard slog up past the Egypt Café. From the top of the hill it was an easy run down to Macclesfield through Rainow and Hurdfield with fine views into the setting sun across the Cheshire plain.

Leaving Treacle Town the dusk was gathering quickly and with it patches of swirling mist were collecting in the hollows. The postal address of the "Fox Inn" is Rushton Spencer, but it seems a long way from the village, particularly so when, after passing the end of Rudyard Lake, the road climbs quite steeply for what must be almost a mile to the inn.

Bren Orrell was arriving from the Congleton direction as I reached the hostelry at just 5-30. We were soon joined by quite a merry band and the meal was served. The usual scrimmage followed and it was some minutes later that conversation was resumed. A subject on which there were many opinions was that of the relative effect of headwinds and crosswinds (tailwinds were not seriously considered as, after all, they are only theoretical abstractions).

Alan had evolved a nice theory as to the best shape of a time trial course based, unfortunately, on doubtful premises. He had assumed that as a head wind inclined at about  $30^\circ$  to the road seems (and probably is) even worse than a direct head wind, then surely a tail wind inclined at  $30^\circ$  to the road should be even better than a direct tail wind.

In a younger man such optimism is understandable, but really, Alan, you should have learnt by now that almost all natural laws are

against the cyclist and the 30° tail wind is usually mistaken for a headwind by its recipient.

Before leaving I was pressed to ride Walter's new conversion set tricycle which, he feels, does not steer as well as it should. Riding it down the hill it certainly felt rather light but on turning to climb the hill the fault was revealed. In his keenness to have a short wheelbase Walter had put the axle so far forward that up a gradient of 1 in 10 the front wheel was on the point of leaving the ground.

The mist had cleared and the journey home was pleasant and without incident.

Those present were H. Catling, E. Goodall, A. Gorman, A. Howarth, G. B. Orrell, B. Orrell, W. Thorpe and S. Wild.

#### HALEWOOD, 5TH DECEMBER, 1953

About time I attended a Club run I thought, and so Saturday found me with the good intention of a round Cheshire tour prior to the aerial crossing of the Mersey at Runcorn. Alas, my well laid plans went awry, a huge egg on my tyre found me crawling into Chester from Broughton. Percy soon fixed me up with the necessary, and during a spot of wheel turning Ben's cheery voice announced that the cherub was prepared to hold his front wheel in check and accompany me to Halewood.

He was very considerate and persuaded me to travel as far as Dunham Hill non stop, where we drank the health of his youngest niece in a welcome cup of tea.

On our way again, wind behind, we romped through Helsby, alas, to be brought to a halt by a flat rear tyre. Apparently my haste to be on the way in Chester only resulted in my nipping the tube. A spare made short work of the job and Frodsham and Rock Savage were soon behind.

Old Mersey was in darkness as we crossed the railway bridge and we just cleared the 5-30 swarms of cyclists on the Ditton Road as they commenced to clock off.

Ben had to be led by the hand over the remaining miles; he tells me he invariably completes a minor Lancashire tour before finding the "Derby Arms".

All the old faithfuls were there to greet us with welcome beers before George called us to the upper storey to the meal, and what a good welcome we do receive at this old house of ours.

Twenty-three of us sat round Sarah's Christmas fare, led, of course, by our President. I gossiped with Stevie and Tommy, George looking



better than he has for some time, and quite himself. We talked of next Easter!! Always looking forward although ever ready to revel in our glorious past.

Slowly the party broke up, the train-ers and bus-ers and others on four wheels gradually left the hardy ones on two and three wheels to finish out their gossip before taking to the road to the Ferry. My old iron found itself in front; it knows its way so well, and yet it was Frank Perkins who introduced us to the delights of North Hill Street and Park Road, wonderful speed-ways, and the end of a Halewood run has now no terrors for me. Though if the lads greet the locals as they did I can see fun and games, for the girls are as tough as they make 'em in this salubrious quarter.

On the nine o'clock boat we crossed the Mersey once more and the two Lens, Ernie and myself escorted Ben as far as Brimstage cross roads on his way to Broughton. Keep it up, Ben, but try and bring those two reprobates (John and Bryan) out the next time.

Those present were H. Green, G. Parr, L. Walls, J. Davies, F. Churchill, F. Perkins, A. Birkby, W. G. Connor, T. Mandall, George Stevie, Salty, Bretherick, Griffiths, Williams, Len Hill, E. Davies, Swift, Kettle, Marriott, Preston, Chandler, Palmer and Long.



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## FORTHCOMING FIXTURES

1954

FEBRUARY

- 6 HALEWOOD (Derby Arms) WILDBOARCLOUGH (Stanley Arms)  
8 COMMITTEE MEETING, 3 Whitechapel, Liverpool  
13 FRODSHAM (Mac's Café)  
20 KIRKBY (Cottage Café) SOMERFORD (Sunnyside Café)  
27 UTKINTON (Smithy Farm)

MARCH

- 6 DALTON (Prescott's Farm, BOLLINGTON (Swan with Two  
Lees Lane) Necks)  
8 COMMITTEE MEETING, 3 Whitechapel, Liverpool  
13 1st "25". H.Q., TRAVELLERS' REST, HIGHWAYSIDE  
20 HALEWOOD (Derby Arms). BIRTHDAY RUN  
27 2nd "25". H.Q., TRAVELLERS' REST, HIGHWAYSIDE

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## COMMITTEE NOTES

*Birthday Run, Halewood, 20th March.* It is hoped that the Birthday Run will continue to be the attraction it has been during the past five years. This is the seventy-fifth anniversary of the foundation of the Club so I am hoping for a record attendance. Please make a note of the date and a post-card from those who expect to be present would greatly assist me in the catering arrangements.

*Easter Tour, Llanymynech, Lion Hotel.* As the tour to the Lion Hotel, Llanymynech, last Easter was so successful the Committee has decided that this year's tour will again be to this popular venue. Accommodation has been reserved for ten so please let me have your names as soon as possible in order to avoid disappointment.

75, AVONDALE ROAD NORTH,  
SOUTHPORT, LANCS.

W. G. CONNOR,  
*Hon. General Secretary.*

## OUR "SEVENTY-FIFTH"

This year's Birthday Run, to be held at Halewood on the 20th March, will have a special significance for we shall be celebrating the 75th anniversary of the formation of the Club at Anfield, Liverpool, in March 1879.

It is hoped that every member who can possibly attend will book the date now and let the Secretary know of his intention to be present in good time for adequate catering arrangements to be made.

## RACING NOTES

Another racing season is almost upon us and dates have now been fixed for Club events as follows:—

March 13th and 27th (25); May 8th (50); June 12th (25); July 10 (50); September 4th (50); September 25th (25).

The 25 mile events will again be based on Highwayside as last year and this makes possible a real Club tea, after the event, at the Travellers' Rest.

## CYCLING MANUAL

The twenty-third edition of the *Cycling Manual* by H. H. England has just been published and we commend this excellent publication to all members.

Completely revised and brought right up to date, this handy volume with its profusion of clear illustrations contains much of interest for any cyclist, however knowledgeable, whilst for those wishing to brush up their cycling lore or for a newcomer to the game it offers a complete "Enquire Within" at the modest price of 3s. 6d.

## NEWS IN BRIEF

The death on the 10th January of Arthur Newsholme at the age of 88 years has removed another of the old brigade. He was a member

from 1915 until 1941, and in 1919 he paired up with The Mullah to set up new R.R.A. and N.R.R.A. tandem tricycle records of  $333\frac{1}{4}$  miles in 24 hours. At the time of this ride he would be 53 years of age, which must be nearly a record in itself. Shortly after he went to Canada, where he remained for a number of years.

Stan Wild, who supplied the above information, will now have more leisure in which to keep your Editor up to date with news, for he has relinquished control of the *Cheshire Roads News* after 21 years in the editorial chair. During all this time he has served the "Chesh" well and they have recognised the fact by adding his name to the Panel of Service in their new handbook. Congratulations, Stan.

It takes a brave man to risk following in such footsteps but the first issue under the editorship of Denis Bailey promises that the *C.R. News* will continue on the same high level as before.

We hear that Walter Thorpe lost his father during December and would offer our sympathy in his bereavement.

We were sorry to hear that Stevie had another slight stroke about the middle of January. He has, however, made a splendid recovery, and we hope to see him out again soon.

Ice-bound roads have made rather a mess of the Tuesday fixtures at Two Mills, but when the promised thaw arrives it is hoped that even more members will take advantage of this popular week-night gathering.

We apologise to those contributors who search in vain for their literary efforts in this issue. They have been either held over until next month or cut out of all recognition, for "copy" has poured in recently (please keep it up!) and finances will not extend to more than eight pages per month.

Hearty congratulations to Frank and Mildred Marriott on the safe arrival of a bouncing son. We are glad to report that mother and our Prospective Member are doing fine whilst Sammy's vocabulary has suddenly shrunk to one word—SMASHING!

## R U N S

SOMERFORD, 5TH DECEMBER 1953

Tea at Somerford on a winter's evening has something of an old time cosiness which is attractive. Maybe it is the get-together feeling engendered by the gathering around the stove after a nice tea discussing maps, and the making thereof, and sealing wax and string.

Perhaps the lighted room surrounded by the darkness of a quiet countryside providing a welcome contrast to our workaday town life is the charm of our meeting.

I know that an exciting feeling of satisfaction pervades me as I escape on to the road on such a Saturday afternoon as to-day. Darkness descends early but the freshness of the air and the light of my lamp in the deserted lanes is friendly.

Between Marthall and Peover Heath a couple of figures trudging along and gossiping were clearly discernible ahead and I felt sure the beam of my lamp would disclose my approach, but as I drew alongside one of them crossed my path to reach a gate.

My brakes avoided any collision but it was a tribute to my silent approach on their engrossing conversation.

At Bate Mill a dog heralded my passing. There were lights in the Red Lion at Goostrey to raise a nostalgia connected with a genial welcome and a table piled with roast beef and bowls of fruit set in the lights of a lamp and glowing fire.

Twemlow, Swettenham, the swish down to Radnor Bridge, the walk up the hill and my solo ride is finished at Sunnyside Café.

Surprisingly, although it was only a few minutes beyond the appointed hour, I was the last arrival. Stan Bradley, as bulky as ever, spoke of doing a spot of map reading around Alderley Edge-cum-Chorley. Laurie Pendlebury told some tale of having arrived by flying saucer, which brought a saucy remark from Alf Howarth, but being one of so many I can't remember it.

Stan Wild and Walter Thorpe had had the assistance of a third wheel to make the journey, but appeared to be as ready for their tea as the real cyclists. Bren Orrell senior had come direct from Twemlow without undue fatigue. Alan Gorman, Eddie Goodall and Percy Williamson made up the attendance of nine.

Unusually, we all left together and it was fine and friendly travelling with the lights of our lamps dispelling the darkness of the night. At the Withington Red Lion we divided, some to go via Chelford, whilst the others continued to Siddington.

It was as grand an afternoon and evening as anyone could wish or hope for in December and a tonic to be out and about on a bicycle.

#### TARVIN, 12TH DECEMBER 1953

Having some business to do in Chester I made an early start after lunch and soon found the wind rather trying on the Top Road.

At the appointed hour Benno and Denis were discovered supping char in approved Anfield manner and after joining them we decided to push off for Tarvin.

First to arrive, we were closely followed by George Parr, Arthur Birkby, Frank Perkins and "prospective" Guy Pullan. Jimmy and Tommy then rolled up in state and shortly after Bert Green arrived looking quite his old self.

Alan Gorman, resplendent in a super Alpine jacket, Alf Howarth, Frank Chandler, Stan Wild, Percy Williamson and Bren Orrell senior completed the party.

The highlight of any Anfield run is the after-tea conversation, and this occasion was no exception. Flying Saucers were discussed at length with Alf going to town on atmospheres, planets and other

technicalities until Stan, having finished scanning the football results, decided he would have to turn in as usual on Monday, and then proceeded to give much sound advice to younger and less experienced "Shutter-Clickers".

Time sped all too quickly and after bidding the Mancunians good night the Wirral contingent made for Chester and the parting of the ways at the Yacht.

#### CHRISTMAS DINNER, COTTAGE CAFE, KIRKBY, 19TH DECEMBER 1953

There was an attendance of fourteen for the annual Christmas "do", the Anfielders being Tom Mandall, Arthur Birkby, Fred Churchill, Jack Davis, Frank Marriott, Jim Long, George Connor, Rigby Band, George Parr, and "The Terrible Twins", Ben Griffiths and his accomplice Len Walls, also three C.T.C. visitors, Charlie Tumilty, Jack Baines and Cyril Rowson. It was a fine moonlight night, but very cold, so some patronised "Home Rails" (as our old friend "Wayfarer" used to call them) and some the bus. There was no need for volunteers to carve the turkey, for we were all "given the bird" ready sliced but, nevertheless, quite good portions, and in the words generally used on such an occasion "a good time was had by all". After the meal, the two "press-hawks", Frank and Cyril, exchanged notes, whilst the rest chattered; but the calm of the evening was soon broken when "the Terrible Twins" started a rocket bombardment across the room, with Jack and Tom apparently the "target for tonight". At eight o'clock or thereabouts, the dispersal was started, with much hand-shaking. George Connor and Rigby started their cold journey through the Iron Curtain to Omsk, whilst a few of the others decided the time was at hand to pay a seasonal visit to the "Carter".

[With true hospitality the Anfield pounced on one of their visitors to write an account of this run and the above is contributed by Cyril Rowson. Ed.]

#### PRESTBURY, 19TH DECEMBER 1953

Mr. Editor, I crave space in which to report the social event of the Manchester season. A jolly gathering whereat Christmas friendliness and *bonhomie* was mixed with the traditional Anfield Club atmosphere resulting in as enjoyable an evening as could be wished for. Bert Green presided benignly over a party of twelve members and four ladies, who were Mrs. Cranshaw and Ann Cranshaw, Jim's charming wife and daughter; Hubert's wife (Sadie to us, and Mrs. Buckley to you); and Jean, Walter Thorpe's wife who is to be congratulated on marrying into the Anfield. Hubert Buckley himself was out for the first time after a month in the horizontal, and although a bit rocky on his pins was the same good company. Making up the party were Stan Wild, David Brown, Jim Cranshaw, Alf Howarth, Eddie

Goodall, George Taylor, Bren Orrell and young Bren, Walter Thorpe and *le Capitaine*.

We were under the slight handicap of sitting at separate small tables and so I cannot tell you everything that was discussed, but at my end I enjoyed Jim Cranshaw's interesting account of his recent experiences in Yugo Slavia and Bert's recollections of the same place which Jim's remarks provoked. Alfred Howarth's plans in the matrimonial field were revealed to an attentive audience. You wouldn't expect a man who has the whole thing cut and dried, to go and sit under the mistletoe, would you? Sporadic attempts to talk about bicycles were defeated and we sat comfortably until the big finger had gone round twice. Signs that the staff were getting restive caused a majority of those present to adjourn to the little pub across the road, where Hubert pushed the boat out, and as it came in Jim gave it another push calling at the same time for a toast to 'Absent Friends'. Discussion here was divided between the subjects of 'Our American Friends' and the M.D.T.A., oh, and that reminds me, I am not friends with George Taylor. He adjudicated in favour of Howarth in a small dispute in mechanics. Once more we adjourned so as not to keep the rest of the party waiting too long. Some of us looked on a bit enviously as Bert Green was accorded the privilege of saluting the ladies in the approved fashion and we said our good byes, departing, one of us at least strong in the belief that we have something satisfying to a man in this Anfield.

#### HALEWOOD—BOXING DAY

There were 25 of us at the Derby Arms for lunch—23 members and 2 friends—not a bad muster for Christmas time. But we were very sorry that there were so few of the "old 'uns"; occasions such as this provide opportunities of keeping alive old friendships and, for those who are not able to attend the ordinary Saturday runs, of making the acquaintance of the younger members. One "old 'un" must have regretted bitterly his inability to be present; we heard with sorrow that Tommy Mandall was confined to his bed. Apart from the "regulars" we had Len Killip, up North for Christmas, and Don Stewart, on leave—both of them full of beans. Tommy Sherman made one of his infrequent appearances, debonair as ever, and complete with his engaging smile. But we haven't heard that laugh for quite a long time—has he lost the trick, or has he learnt how to control it? Either way we miss it sadly. Frank Chandler seems to be quite recovered, but the writer was somewhat concerned to see him leave the table so early, and to hear him refuse a second helping of quite good Christmas pudding: alas! he's evidently not the man he was. It was nice to have Stevie with us, in reasonably good health, and Eddie Morris in real good form. The two Orrells were there; from Manchester also came Stan Wild, Percy Williamson, Dave



Brown, Bert Green, Alan Gorman, Eddie Goodall and Alf Howarth, the last two late, of course. Others present were Jimmy Long, looking incomplete without his sparring partner, Peter Stevie, with father-in-law, Jack Salt, very helpful with the tea-pot, Jack Davis, George Parr, Rigby Band, who gave us very bad news of our old friend Johnnie, unable to move unaided. Ben Griffiths, Len Walls, and our friend Guy Pullan, of the Mersey Roads Club. The meal was well worthy of the occasion, and after doing it justice, we sat around for the usual chat and chaff. About three o'clock the party began to break up. The weather had been quite good up to then and remained so for about two hours, but anybody not berthed by five o'clock got wet, at least if he lived Manchester way.

HALEWOOD, 2ND JANUARY, 1954

One of the drawbacks of the Presider being transported about by Jimmy is that he comes to these Halewood runs regularly and takes it upon himself to order you to write up the run. It might be an easy matter to dodge fellows like Frank Marriott and Ken Barker, but you cannot avoid the Presider, who in soft words, adds that you need not confine yourself to the truth! So here goes.

In the first place I feel very much concerned about Jimmy, who, as you know, is a perfect little gentleman and will do anything for anybody even to offering them his remunerative job as custodian of the finances. The excuse is that he wants someone else to shift the Club account from the slums around 384 Scotland Road to a more salubrious quarter so that the microbes that infest that area will no longer have a detrimental effect on Eddie Morris and Jack Seed when they lick their thumbs to turn over the pages at the annual audit.

Not even the urbanity of Tommy toggled up in three pullovers is sufficient to urge him to do the job himself. Jimmy, I'm afraid, is slipping and the continued use of the Rushtonspencerexpress is rapidly turning him into an unpaid chauffeur who rarely sees his bicycle.

During dinner, of which there was only just enough, feats of gastronomy were performed by Birkby and Perkins at one table and Griffiths and Walls at the other. Chandler was observed to be on a diet and Marriott and Salty were absentees—all due to Christmas over-eating we understand. However, a clean sweep was made in all departments before leaving the tables, thus upholding a reputation going back 75 years.

After the meal George Connor enquired the name and price of the tobacco smoked by the Compleat Tourist, expressed delight that such a fragrant aroma should be obtained at so trifling a cost and resolved there and then to obtain a supply to smoke whilst dictating to his charming typist.



Those present on this first run of the New Year were Birkby, Chandler, Connor, Green, Griffiths, Kettle, Mandall, Parr, Perkins, Walls and prospective member Guy Pullan.

#### WILDBOARCLOUGH, 2ND JANUARY 1954

The first run in the New Year for me started in dry crisp weather by calling and waiting for the Manchester Sub-captain—one Howarth, well known for his categorical statements. Eventually Alf appeared, as he put it "dressed for anything" from which I gathered we were approaching Stanley's by the snow route, *i.e.*, the Cat and Fiddle road. Together we then called for the Captain, who on stripped bike struck up a brisk pace until we ran into fog at Handforth. Speed thus restricted and normal breathing restored Alf revenged himself by discussing the latest *Take it from here* programme with Alan. A stop was made at Macclesfield for coffee, then off once more through the fog to be joined by Stan Bradley. Now four in number we rode, walked and talked our way to Stanley's, the fog thickening so much that Stan came a "purler" and left his mark at one cross-roads. At the inn we were welcomed by Harold Catling and George Taylor, who had motored out via the Dovedale Valley and had actually seen the sun. On Stan Wild's appearance the meal was started and was well under way when the two Brens appeared. Discussions over the tea table were very entertaining and as Stan Wild said, Harold could tell bigger and better "whoppers" than Alf. George objects apparently to tea made with egg water when camping.

With regret we left Stanley's and descended the "Cat" carefully in the fog and drizzle. At Macclesfield, the hour being early, Alan, Alf and I called on Hubert, who I am glad to say is looking quite fit. Then into the mist homewards, parting on our respective routes with the same thought: bad weather but nevertheless a jolly good run.

#### FRODSHAM, 9TH JANUARY 1954.

Mac's Café was almost unrecognisable owing to the new owner having removed most of the "junk" that formerly covered the ceiling and walls.

It was an uneventful run for me, everything went according to plan. The afternoon itself was rather dull and dismal, characteristic of Saturday afternoons in the north-west (up the south!), but this was soon forgotten in the presence of the cheery company assembled for the feed. Conversation ranged over several fields of science, some of us discussed our ailments with great gusto stopping short of exhibiting the scars left by our operations. Notable absentees were Jack Davies and George Parr, who were probably snared by the sirens at Hale Point.

The members present were the President, F. Chandler, F. Churchill, A. Gorman, B. Griffiths, A. Howarth, J. Long, T. Mandall, G. B. and B. Orrell, L. Walls, S. Wild, A. Williams and P. Williamson, together with friend A. Robertson.

# ANFIELD CIRCULAR



*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President : H. GREEN*

*Captain : A. GORMAN*

*Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport*

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VOLUME L

MARCH 1954

NUMBER 573

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## FORTHCOMING FIXTURES

1954

MARCH

- 6 DALTON (Prescott's Farm, BOLLINGTON (Swan with Two  
Lees Lane) Nicks)
- 8 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 13 1st "25". H.Q., TRAVELLERS' REST, HIGHWAYSIDE
- 20 HALEWOOD (Derby Arms). Birthday Run
- 27 GREAT BUDWORTH (Smithy Cottage)

APRIL

- 3 2nd "25". H.Q., TRAVELLERS' REST, HIGHWAYSIDE
- 10 TARVIN (George & Dragon)
- 12 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 16/18 EASTER TOUR. H.Q., LION HOTEL, LLANYMYNECH
- 17 KIRKBY (Cottage Café) POTT SHRIGLEY (Country Café)
- 24 UTKINTON (Smithy Farm)

Will members please note that the date of the 2nd "25" has had to be re-arranged to April 3rd. Great Budworth has been fixed for March 27th.

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## COMMITTEE NOTES

75, AVONDALE ROAD NORTH,  
SOUTHPORT, LANCs.

*New Member.* Ernest Guy Pullan, 13, Highfield Road, Rock Ferry, Cheshire, has been elected to Full Membership.

*Birthday Run.* It is hoped that as many members as possible will be present at the Birthday Run at the Derby Arms, Halewood, on March 20th. Please send me a postcard if you intend being present so that I can make the necessary catering arrangements. George Taylor has very kindly consented to give another lantern show on cycling and walking in the Isle of Arran.

*Easter Tour.* There is still some accommodation available for this tour so if you intend coming along, early application is advisable.

W. G. CONNOR,  
*Hon. General Secretary.*

## STILL GOING STRONG

The sport of cycling was still comparatively young when a small band of enthusiasts met in Anfield seventy-five years ago this month and formed the Anfield Bicycle Club.

They could not have foreseen, in those far off days, the storms which the game would have to weather, nor the tremendous growth of motor traffic and the consequent changes in road conditions which have resulted.

They were, however, far sighted men, as were those who joined with them, in the early years of the Club's existence, for they laid the foundation so firm and sure that today the Anfield is one of a very small number of clubs which have survived and flourished for three-quarters of a century.

This month at Halewood we shall celebrate our seventy-fifth birthday and later in the year other opportunities may arise. The "100" at Whitsuntide will have a special significance this year, for our classic "open" has played a big part in the Club's life for over fifty of our seventy-five years.

But every Saturday of every year is a celebration; the life blood of the Club is the regular meeting of kindred spirits "up the road".

Racing successes may wax and wane, fast men come and go (ours don't go—they stay—and "slow" a little) but down the years it is the Club run that keeps the body (individual and corporate) fit.

Seventy-five and Still going Strong—another 1,300 club runs and we'll be a hundred !

## THE MERSEY ROADS CLUB DINNER

Once again it was my privilege to represent the Club at the Mersey Roads Club Annual Dinner held at Reeces Banqueting Hall, Liverpool.

It was a memorable night to be sure. The Mersey Roads Club were celebrating 30 years and with a wonderful season of road performances behind them. During this memorable year they promoted the National Championship 24-hour event in which cycling history was made with that wonderful ride by John Arnold on a tricycle when he beat all competitors on bicycles except the ultimate winner of the Championship, P. E. A. Carter. The distance covered by Arnold was 457  $\frac{1}{3}$  miles, just two miles less than the winner on a bicycle, and 35 miles greater than had ever been done before on a tricycle. This modest man was given a tremendous reception when called upon to collect his prize. Another feature of this splendid year was the setting up of a new competition record when the Mersey Roads Club trio of Johnny Hulme, Bert Roberts and Dave Russell had aggregated 6 hours 6 mins. in the Warrington "50". The long list of prize winners completed the story of "this glorious year in the Club's history" as Frank Sleman said when he so ably proposed the toast of the prize winners.

The principle guest of the evening was H. H. England, President of the North Road Club and Editor of *Cycling*, who also presented the prizes. Other guests included T. M. Barlow, Manchester Wheelers, P. E. A. Carter (South Lanes. R.C.) winner of the National Championship "24", A. Crimes (Crewe Wheelers), J. E. Helms (Warrington R.C.), the creator of BAZ, and J. J. Hutton, of the Speedwell B.C. I renewed acquaintances with many old friends of the road and I mention Johnny Williams, the ace helper, Bert Light, John L. Thomas, Harry Pearson, now one of the back-room boys of cycling, Dick Corris, all of the Mersey Roads, and Macdonald of the Speedwell, as being a few of those I met and talked with.

Altogether it was a very pleasant evening, with good food, excellent service, good company and to quote an Ulsterism, good "crack". Thank you, Mersey Roads.

## NEWS IN BRIEF

If any incentive were needed to get members out to our Birthday Run it would be supplied by the news that George Taylor is to entertain us with another lantern talk, this time on cycling and walking in the delectable Isle of Arran. Those who saw his pictures last year will need no reminder that the date is the 20th March and the place—the Derby Arms, Halewood; those who didn't must make amends this year.

Arthur Birkby's letter recently published in *Cycling* is timely and to the point. His very legitimate grouse is against those illegiti-

mate road grids, in which the slots run with the road and not at right angles to the path of our  $1\frac{1}{4}$ -in. (or narrower) wheels. But did A.E.C.B. really start cycling *over 50 years ago?*

Just above (but unconnected with) Arthur's epistle there appeared a headline "KEENNESS BRINGS PROSPERITY", which explains why Jimmy can roll round in an Alvis.

Writing to George to thank the Club for again appointing him a delegate to the R.R.A., Percy Beardwood says he is keeping pretty well but can't get quite as far as of yore on his bicycle. He sends best wishes to all Anfielders.

## RUNS

MIDDLEWICH, 16TH JANUARY, 1954

Amid a storm of sleet my wife said "You won't be going out in this, will you?" I didn't! I waited until it stopped and patience was rewarded with a fine afternoon.

Thanks to it being winter I had the road more or less to myself, after clearing the Cheadle shoppers, and didn't have to excuse myself to anybody when I dismounted to have a look at the River Dane and remained on foot up the gradient towards Holmes Chapel.

It was still a little before 5.30 p.m. as I reached the "Woodlands", but Alf and Eddie were already installed at the table; Stan Wild and the two Orrells arrived soon after.

Alf, who says he is a slow eater, proved it by arguing all through the meal, but later showed that he isn't slow in other directions by making a shilling when he collected for the teas. Evidently somebody thought the gas meter would be running out any minute.

Time for departure came all too soon and the journey home was made by moonlight with a following wind.

Members present were Howarth, Orrells, senior and junior, Wild, Goodall and Bradley.

DALTON, 23RD JANUARY, 1954

What a pity this fixture is not better supported. Dalton may be approached from quite a variety of directions, all of them at least very pleasant, and remarkably free from traffic. A warm room and an excellent feed are assured.

Knowing George Connor's fondness for this locality, I had no qualms in making a detour via Southport to root him out and, I must confess, to enjoy a cup of real tea and home-made cake, which is particularly enjoyable after twiddling a "66 fixed" on my trike for 14 gale-assisted miles.

George is getting fit these days and I was treated to quite a stylish exhibition of hill climbing "à la continental" !

Someone has been messing about with the country hereabouts, as our Hon. Sec. was certain of the existence of a lane which would cut out Newborough, and shorten the distance, but we couldn't find it and finally ended up in Newborough. Not that the village is something to avoid, but there is a certain satisfaction in discovering and traversing a new road.

Tommy Mandall, Jimmy Long and Fred Churchill and Len Walls were toasting themselves in front of the fire as we entered.

Rigby was reported somewhere on the moor in spite of the very strong and bitter S.E. wind which had been blowing all day.

Just as the meal was about to be served he strode in, making the "cyclists" numerically superior to the "petrolers" by one!

Shortly before 8 p.m. the party split up, leaving a search party consisting of George Connor to look for a vital part of Rigby's lamp which had dropped off some miles down the road.

A huge barn fire near the "Hen & Chickens" lighted the last few miles of my journey home to Crosby—and so to bed.

SOMERFORD, 23RD JANUARY, 1954

After a week of incessant rain a change of wind brought a cold and sparkling day—ideal for cycling if one did not mind pushing into a steady south-east wind. From Chelford I decided to tack into the wind in order to obtain some assistance from Siddington, and no sooner had I turned towards Whisterfield than Percy overtook me. For the remainder of the journey our conversation was so interesting that the wind was not noticed!

Already at the tea venue were the Presider, Stan Bradley, Eddie Goodall, friend Harry Stiles, Ben Griffiths and Hubert Buckley, the last named seeming nearly to fill half the café. But we were delighted to see the Member for Macclesfield so far afield after his serious illness. He had come by bicycle and we sincerely hope that he did not find the wind too troublesome on the way home.

We sat down to a delightfully cooked meal, soon to be joined by the fast pack, and as ever the fun was fast and furious. Hubert, of course, is in a class of his own at talking and eating at the same time. Alfred can only talk, which possibly accounts for his lanky form. By the time he has finished his meal Hubert is half-way through a pipe of tobacco. But do not think we are whitewashing Hubert. Nearly thirty years ago the CIRCULAR described him thus: "H. G. BUCKLEY.—Affectionately known as 'Little Hubert'. A round-eyed, curly-haired tiny tot whose gentle, lispng prattle contributes so much to that enduring charm which characterises all our runs. An entirely lovable wee soul". As we know, only wine improves with age!

Percy, Stan Bradley and the writer were the first away, and we continued together as far as Chelford where Percy and I turned for

Marshall to follow the attractive lane route via Knolls Green and Styal. This route is delightful at all seasons, but strangely enough never more than under the opaque conditions which prevailed tonight. There is something fascinating about picking one's way through the inky blackness of a labyrinth of lanes and as far as Percy and I were concerned it certainly set the seal on a most enjoyable day.

Those present were the Presider, S. N. Bradley, H. G. Buckley, E. Goodall, A. Gorman, R. B. Griffiths, A. Howarth, B. Orrell, G. B. Orrell, S. Wild, P. Williamson, and prospective members Harry Stiles and Michael Spray.

#### TARVIN, 30TH JANUARY, 1954

"You know, I think you're mad", said the landlady, as she urged me to come close to the blazing fire in the bar. "Will there be anyone else, do you think?" I answered that I was sure that quite a number of other candidates for the looney-bin would shortly make their appearance: I'd seen one tricycle in the yard. And my mind went back to earlier adventures in the snow—that attempt to get to Goostrey early in the war, in the black-out, the Holmes Chapel road covered with close irregular patches of frozen snow, only half the road open, getting off every 100 yards or so to free the tricycle wheels, dynamo lamp not functioning when stopped, of course, the numerous jumps with the machine into the snow-filled ditch to avoid being run down by the heavy traffic—that ride from Nantwich through about five inches of churned up snow, two hours for the ten miles to Middlewich, and the relief when I turned Middlewich corner and found the snow from there on nicely flattened down and forming a fine riding surface, so that I did the rest of the journey with ease—and plenty more. Taking a detached view, the landlady had some justification, but oh! the joy of these mad tricks! (when you've doeked all in one piece). Ben Griffiths soon joined me; he said that he'd had to walk most of the way into Chester, and that with three wheels. Soon along came Alf Howarth, Eddie Goodall and a friend, and Stan Wild. Alf and his party had come by the Nantwich road and reported that there had had to be quite a lot of foot-slogging, for the road surface had in many places been impossible for cycling. Stan had come across the Forest and had found the roads tolerable up to Norley, but after that he had been very thankful for that extra wheel, though even with that the surface had been so treacherous on the switchback that he had had all the trouble in the world to keep a straight line. Percy Williamson then arrived; he had come through Northwich and had had no trouble until Kelsall, but the few miles from there to Tarvin were very difficult. Bren Orrell, senior, completed the party; he had come through Over and had had the same experience as Percy. All the riders did full justice to an excellent meal, at which the conversation



was naturally mainly of the weather. The party broke up shortly after 7-0, everyone being anxious to have plenty of time for the journey—it's one thing to negotiate roads covered with patches of frozen snow in the daylight and altogether another in the dark. And I hope all eight of us got home safely.

ALLGREAVE, 6TH FEBRUARY, 1954

From Flintshire's icy mountains  
to Allgreave, I planned to climb,  
Without much hope of company  
To help to pass the time.  
Soon frozen Chester left behind  
And Middlewich ahead—  
Gaily singing 'Summer's Coming',  
Twelve lonely miles I sped.  
A welcome sight now cheered me,  
Bren junior—fresh bike too!  
Who proceeded to half-wheel me,  
While praising his steed so new,  
At last to "Wintergreen Villa",  
And warming cups of tea,  
Until restored to strength again,  
We rode once more—now three,  
While walking up those hills,  
It seemed for miles and miles and miles  
The road seemed blocked above us, but  
—'twas Buckley there—all smiles.  
At length we reached the Rose and Crown,  
And there at their repast  
Four hardy lads of great renown—  
More Anfielders at last.  
Well met now, Bradley, Howarth, Brens,  
With Gorman, Buckley, Wild—  
And now bring in the fatted calf  
With pots of Lipton's mild!  
Down hill at last with Bren and Bren,  
To seek a well earned bed,  
One more good run—now in the past,  
When last 'Good nights' were said.

BENNO Ap. GRUFFYDD.

It is many years since a member "came out in verse"; the last great occasion was when Syd Jonas composed those epic lines:—

SHOP  
AT THE CO-OP.

Which won him the title "Bard of Bontuchel" (and a tin of C.W.S. dubbin).

FRODSHAM, 13TH FEBRUARY, 1954

The first intimation I had of the approach to this ancient village was through being very nearly frightened to death by a tremendous screeching of a horn and the on-rush of wind as a fabulous monster passed me nearly blowing me off the road. This turned out to be none other than the Rushton Spencer express driven at a speed faster than sound by Gentleman Jimmy with stoker Thomas Mandall and guard Davies as passengers, both still in a state of convalescence and likely to be for sometime. For the information of those who have never attended a run here Macs Café is quite a comfortable and respectable place and has a dining room built in at the rear. The food is fair to middling but this may be improved by the new cook whom I see they are advertising for. For those who cannot propel themselves there are trains and buses.

Those present were Chandler, Churchill, Davies, Goodall, Gorman, Green, Griffiths, Howarth, Long, Mandall, Orrell G. B., Orrell Bren, Perkins, Wild and Williamson.

:~:    :~:    :~:    :~:    :~:

TAILPIECE.—Overheard in a bus recently:

"Isn't it sad about Mrs. Jones being left a widow—and with two small children?"

"Very sad—but it's really her own fault—she knew he was a pedestrian when she married him".

# ANFIELD CIRCULAR



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VOLUME L.

APRIL, 1954

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FIXTURES

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10 TARVIN (George & Dragon)

12 COMMITTEE MEETING, 3 Whitechapel, Liverpool

16/18 EASTER TOUR. H.Q., LION HOTEL, LLANYMYNECH

Alternatives to:—

17 KIRKBY (Cottage Café) POTT SHRIGLEY (Country Café)

24 UTKINTON (Smithy Farm)

MAY

1 FRODSHAM (Mac's Café)

8 FIRST CLUB "50", Dressing accommodation, Red Lion, Christleton.

10 COMMITTEE MEETING, 3 Whitechapel, Liverpool

15 NORLEY (Woodfield Café)

22 WHITCHURCH (Hughes' Temperance Hotel)

29 DALTON (Prescott's Farm, Lees Lane) Somerford (Sunnyside Café)

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## COMMITTEE NOTES

*Change of address.* W. Orrell, 51 Ayrefield Road, Roby Mill, Upholland, Wigan, Lanes.

*1st "50" 8th May, 1954.* It is regretted that the Committee have been unable to find a suitable place for tea on this occasion, suitable, that is to say to competitors and helpers alike. Members are advised therefore, to make their own arrangements. Should a convenient place be found for future events details will be published in the *Circular*.

W. G. CONNOR,  
*Hon. General Secretary.*

## CORRESPONDENCE

*The Editor,*  
*Anfield Circular.*

SIR,

"Was A.E.C.B. cycling fifty years ago?" No! as a charming infant of four years I was completely oblivious to the fascination of cycling, and the dangers of grids.

A well-meaning parent had unfortunately christened me with names giving almost the same initials as my elder brother, hence the "A.C.B." of *Cycling*, a real mile-eater and veritable stalwart of the game, but not

Yours truly,  
A. E. C. BIRKBY.

## RUNS

BIRTHDAY RUN, HALEWOOD, 20TH MARCH, 1954.

Thirty-nine members assembled at Halewood to celebrate the seventy-fifth anniversary of the foundation of the Club, and it would be interesting and instructive to tot up the total years' membership and runs represented by those present.

Harold Kettle romped home a clear winner in the Membership Stakes with 51 years, but his twelve-hundred odd run attendances is far behind Bert Green's score of over 2,050 knocked up since 1912. Stevie looked fine and fit after pipping the President by a year and with well over 800 runs on the board; then we were delighted to see Zam Buck looking barely old enough to have joined in 1907.

The Compleat Tourist arrived on the scene in 1916; knock off the thousand and you have Frank's score to 30.9.52 and he's been out several times since then!

Tommy Mandall (1919) George Molyneux, Jimmy Cranshaw and Bren Orrell (1920) got in just ahead of Jimmy Long and Frank Perkins (who have been Anfielders since 1922) and Hubert Buckley who joined in 1923 as did Rex Austin. Rigby Band came in from Ormskirk and Sammy took an afternoon off from baby-minding—both joined in 1930 and must have been to the Derby Arms on very many occasions as have George Connor and Salty, members since 1931 and two years senior to Ginner who piloted his seven horse contraption from Parkgate.

With all these long-standing Anfielders sitting round the board it seems superfluous to go into the question of why the Editor and Tommy Sherman left joining up until 1936 and 1938 respectively and so we pass on to the rest of the gathering in no particular order except that in which they were noted:—Stau Wild, Percy Williamson, Hugh Fletcher, Harold Catling, George Taylor (of whom more anon) Peter Stevie, Dave Brown, Young Bren, Guy Pullan (our latest recruit but no novice!) Parr, McWhinnie, Jack and Ernie Davies, Churchill, Len Walls, Len Hill, Ben Griffiths, Alan Bretherick and Laurie Pendlebury.

As usual the Derby Arms rose to the occasion and put on a worthy spread, then when tables had been cleared and the Whips had rounded up those who had gone below for liquid nourishment, the lights were dimmed and we sat back to enjoy another fine display of colour slides shown by George Taylor.

George took us over to the Isle of Arran then, after recovering from the shock of seeing his hired bicycle, we went on a conducted tour of the island, first traversing the delightful perimeter road and then joining in two scrambles in the magnificent mountain country.

Glen Rosa looked most inviting as we made our way towards the Saddle and over into Glen Sannox and so to Corrie and Brodick. Without pausing for breath we set out again for the heights, visiting Goat Fell, Cir Mhor and Caisteal Abhall with glimpses of Beinn Tarsuinn, the notorious Witch's Step and blue water beyond.

All too soon we found ourselves back at Halewood, greatly indebted to George Taylor for such a delightful entertainment and to Harold Catling for some good work at the projector. Before the lights went up again, Frank Marriott whisked us over to Highwayside and we re-lived, in glorious Technicolour, the Photo Run of 1953.

So ended the Birthday Party of the seventy-five years old Anfield Bicycle Club and soon we were making for the darkened road to

wend our ways by devious routes to Manchester, Wirral, Broughton or what have you. Another run was over but, as always, it had been good to meet friends old and young up the road.

### RACING NOTES

No report has yet been received on the first Club "25". Bren Orrell was fastest with 1.6.13 and Ben Griffiths recorded 1.9.7 for second fastest. It is hoped that further details will be available for the next issue.

In the second "25" Bren was again fastest in 1.5.27—an excellent time on a very rough afternoon. John Futter was second in 1.8.22.

Len Walls is now busy preparing for the "100" and is hoping for many offers of help. Probably even more members than usual will make an effort to get down to Shropshire during this year of celebration of our 75th birthday and it will help Len tremendously in his task of covering the course if those who can will contact him and volunteer for a job.

### WHAT'S NEW FOR THE CAMPER ?

This is not a treatise on camping equipment although the title headed such an article in *Cycling's* Spring Number and what memories of pre-war camping it revived.

Bing's Heath, near Shawbury provided a popular site when the "100" course ran around High Ercall; mention of Mrs. Meridith's at Battlefield will always conjure up a picture of green and white canvas houses set in a garden conveniently near a dining room whose table groaned under the weight of good things. It was from here that Rigby Band and the Editor set out one Saturday night, leaving the dim glow of lights in numerous Anfield tents, to ride southwards to Craven Arms and turn towards Clunbury, Clunton and Clun (never quieter than in the wee sma' hours) and so to the "Anchor" and sunrise before dropping down to Newtown and turning northward for home.

How Syd Jonas whanged that top gear of the Sunbeam when on a solo jaunt into Wild Wales with bed, board and roof strapped on behind; and what delectable sites he found and passed on to others for future sampling. One such was high up on Bwlch-y-Sarnau—so high that in the morning (the second of an Easter tourlet) the canvas bucket of water was frozen solid and over breakfast we kept a sharp look-out for reindeer. Then down into Rhayader,

the first glimpse of the Elan Lakes and over the rough road to Devil's Bridge and the gentle drift down to the coast at Bow Street.

After the "100" course had moved over towards the Welsh Marches but before it assumed its present pattern, the riders turned left after the two miles of the Tant Valley and sped through Llansantffraid to Pont Robert Cross Roads. It was on this stretch of the course that a small party camped in sight and sound of the gurgling Afon Vyrnwy; Sunday morning was spent around a roaring Primus making up gallons of L.B.W. for handing up on the morrow. When all was ready Abdul kicked it over! Sunday afternoon was spent round a roaring Primus !!

Wood bank Corner—2 a.m.—a little chilly waiting and watching for the glow of pinpoints of light to appear from the direction of Sealand. The Mersey Roads Club "24" is on and we must see that the hurrying figures keep on the course. Man up! And torches flash as we guide a rider round towards Two Mills—a word of encouragement then as his tail lamp disappears down Shotwick dip we dive across towards a lighted tent on the wide grass verge. A Primus is roaring and a dim figure lifts off the pan of boiling water. For the umpteenth time that night, tea is brewed; verily this is Abdul's Day of Atonement!

Just before the dawn the last man goes through and we are free to pack up and think of home and bed; stove, tent and other bits of gear are packed with loving care—they have been the tried companions of many carefree nights and who knows what service they may yet see.

In the distance a tiny light appears, grows larger and then stops across the way. Another rider so far down on the field? We dash over to investigate and find a pale and haggard Birkby not yet fully recovered from coming across a fearful and noisome prehistoric monster sharing the Coast Road with him. For a mile he had ridden behind it, terrified to overtake, then plucking up all his courage he had put in a terrific spurt only to be greeted, by name, by the clanking monster. Thankfully he realised that it was only Len Hill with three milk churns, four galvanised buckets, two braziers and a bag of coke tied to his trike after providing the athletes with warm drinks and hot baths at Nant Hall.

What's new for the camper? We must read the article that started all this and find out !!

#### ODDS AND ENDS

We hear that Don Stewart is in Australia but hopes to be home in time for the "100".



Owing to a change of plans by one of the Travel Associations we find the "Lion" at Shrewsbury booked-up solid for the Sunday night of Whit weekend. Strenuous efforts are being made to find a substitute Headquarters, but this is a great blow, for the "100" weekend was to have been a memorable highlight of our seventy-fifth anniversary year.

As will be seen in George Connor's Committee Notes it has not been possible to find a suitable tea place for riders and others on the occasion of our 50-mile events. Between the start and finish the "Staff" will be paying a hurried visit to the café at Stamford Bridge. Members calling here will find others around 5 p.m. and should order on arrival.

Len Walls is already booking orders for jobs at the "100" and will be glad to hear from YOU !

On the Monday morning following the Birthday Run the paths of the Editorial Front Wheel and a jet propelled pussy-cat converged with unfortunate results for the Editor, wheel and cat. Judging by the tangle of broken spokes the latter must have used up about six of its available nine, but fortunately there is no vacancy to fill on the Anfield Committee.

Bert Green is the new President of the Northern Road Records Association.

We were sorry to hear, just too late for the last issue, that George Molyneux had gone into dock but were glad to see that he had been discharged in time to get to the Birthday Run if not quite 100% at least the same old Moly with a fund of good yarns about cycling in days gone by.

From *The Record* we note that our Mersey Roads Club friends have their eyes on the individual and team awards in our "100" this coming Whitsuntide.

Once again it is necessary to ask members to send in run reports etc., as early as possible. Possibly it is only a temporary lapse but closing date for this issue found sufficient material on hand for less than half the available space—This inevitably means a late date of publication, space filled by Editorial "flannelling" and far too much for the next issue with drastic "pruning" which neither contributors nor Editor like.

## R U N S

UTKINTON, 27TH FEBRUARY, 1954

The lane route from Duddon to Utkinton and beyond is undoubtedly a fragment of a very ancient way that can be traced right across Barts' Merseyside sheet. Seven Sisters Lane near Knutsford

is another fragment and the pack-horse bridges over the Gowey are on the line also. However, the lane brought me in such good time to Utkinton smithy that, there being no Anfielders about, I continued along to the "Charing Cross" corner at Cotebrook for some hill climb practice. Leisurely retracing to the smithy I found the President with Jack Salt and Fred Churchill enjoying a goodly fire. Alan Gorman, with henchman Alfred Howarth, on his arrival congratulated me on my election to the Anfield, but later revealed one of the snags by inviting me (oh so nicely) to write up the run. With the appearance of Tommy Mandall, Jimmy Long and Jack Davies a move was made to a table and Ben Griffiths was in time to act as waiter (unpaid). Another table filled gradually with Frank Chandler, Stan Wild, Percy Williamson and Laurie Pendlebury, the two Orrells completed the arrivals. Smithy Cottage lends itself cosily to such gatherings and after a typical cyclists' tea and a yarn to follow, an early move was made for home. A mist was down and with my gas lamp on the left fork I felt my way down the lane and through patches of thick fog finally emerged onto Watling Street and after that it was main road all the way.

DALTON, 6TH MARCH, 1954

Bad weather is becoming a habit on this delightful run, which is a pity, because the venue is set on the edge of some of the best cycling country in south-west Lancashire. Ashurst and Billinge Beacons, Parbold Hill and for the fitter and more adventurous souls, the moors and reservoirs around Rivington are among the scenic delights to be sampled before the excellent fare provided by the good lady of Prescott's Farm.

On this occasion the five cyclists, Perkins, Parr, Birkby, McWhinnie and Pullan, were first to arrive and forthwith esconced themselves round the welcome fire. The arrival of motoring party No. 1 consisting of George and Peter Stephenson, George Connor and Rigby Band soon broke up the fireside circle. We are all glad that George S. has made such a good recovery and is back in circulation once again. It should also be put on record that George Connor had cycled as far as Ormskirk where he called at the new Band establishment only to have his cycle forcibly taken away and his body stowed in the Stephenson car to complete the journey to Dalton.

Just as the animals started feeding in walked three grubby motorists, Jimmy Long, Tommy Mandall and Jack Davies to report that Jimmy's Alvis had shed a wheel. They do say that once a tricyclist always a tricyclist, but our trio had other ideas on the matter. In the absence of a Chandler hoodoo the blame seemed to fall on Tommy's deficiencies as a motor mechanic.

However, all's well that ends well and the party broke up at a respectable hour. The rain and wind were soon doing their worst but even that could not wash out the satisfaction of another successful Anfield run on the history book.

BOLLINGTON, 6TH MARCH, 1954

This short run was very much to my liking although the day was not particularly attractive, being cold and windy with a faint hint of snow in the gloomy sky. Although my journey to the "Swan" was short it gave me some much needed exercise and the lanes around Dunham are always attractive be it summer or winter.

Arriving punctually at the rendezvous I found I was not first and was glad to see Russ Barker out again after a long absence. Then shortly after 5-30 p.m. when the delegates to the N.R.R.A. arrived after attending the A.G.M. in Manchester, tea was brought in and the Orrells, father and son, timed their arrival to a split second and completed the party of sixteen including two friends.

As the meal concluded I was accosted by the Vice-Captain with the suggestion that I should write up the run. I tried to wriggle but what can you say when one of the teaching profession decides that you are just the man for the job? My proposal that Russ Barker, having been missing for so long, should do the job was turned down flat and there appears to be little doubt that our M/c. Vice was chosen because of his eloquent tongue, his persuasive repartee and an element of low cunning in his methods of pushing the job on to "trying to be unobtrusive" members—Anyway, I've done my woeful best—Sorry dear reader!

Those present were:—H. Green, G. B. Orrell, B. Orrell, H. G. Buckley, S. Wild, P. Williamson, L. Pendlebury, R. Barker, W. Thorpe, S. Bradley, E. Goodall, R. Griffiths, A. Howarth, A. Gorman and two friends, W. Bailey and S. Wilson.

# ANFIELD CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President* : H. GREEN

*Captain* : A. GORMAN

*Hon. Secretary* : W. G. CONNOR, 75 Avondale Road North, Southport

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VOLUME L.

MAY, 1954

NUMBER 575

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## FORTHCOMING FIXTURES

1954

MAY

- 1 FRODSHAM (Mac's Café)
- 8 1st Club "50". Dressing accommodation, Red Lion, Christleton
- 10 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 15 NORLEY (Woodfield Café)
- 22 WHITCHURCH (Hughes' Temperance Hotel)
- 29 DALTON (Prescott's Farm, Lees Lane) SOMERFORD  
(Sunnyside Café)

JUNE

- 5-7 WHITSUNTIDE TOUR—Open "100"
- 12 3rd "25". H.Q., Travellers' Rest, Highwayside
- 14 Committee Meeting, 3 Whitechapel, Liverpool
- 19 GREAT BUDWORTH (Smithy Cottage)
- 26 Tarvin (George & Dragon)

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All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

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### CLUB SUBSCRIPTIONS

Over 25, 25s.; Under 25, 21s.; Under 21, 15s.; Under 18, 5s.; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 29 Sparks Lane, Thingwall, Wirral, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.

## COMMITTEE NOTES

75, AVONDALE ROAD NORTH,  
SOUTHPORT, LANCs.

*Open "100"*. The Lion Hotel at Shrewsbury were unable to offer accommodation for the Whit Week-end owing to heavy bookings from coach touring companies. However, one or two members have been able to book privately so there will be someone available there during the week-end. The Committee were of the opinion however, that there should be somewhere where members and friends could meet to discuss arrangements, etc., and are hoping to book a room in the Old Post Office, Salop. I understand that "suitable" refreshments will be available during the normal hours.

*Photograph Run*. It is intended to hold the Photograph Run early in July, either 3rd or 10th, at Highwayside. A definite date will be published in the next CIRCULAR.

## RACING NOTES

Confirming his form as shown in the first two Club events, Bren Orrell was fastest of the Anfield contingent (and 5th fastest in the event) in the West Cheshire T.T.C.A. "25" on the 11th April. Our riders were Orrell (1.3.4), John Futter (1.4.0), Alan Gorman (1.5.31) and Eddie Goodall (1.9.34). Fastest Time was returned by C. J. Blackhurst, Mid Shropshire Wheelers, 1.1.36.

In the Veterans' T.T.A. National Rally "25" at Easter, Alan Gorman returned fastest time of 1.4.50, whilst in the classic Charlotteville "50" won by 1953 B.B.A.R. Vic Gibbons in 2.4.24, Bren Orrell filled 14th place with a fine ride of 2.8.26.

The W.C.T.T.C.A. "30" was won by Blackhurst, Mid Shropshire Wheelers in 1.14.34, Bren Orrell was 8th fastest with 1.16.52, John Futter (1.18.55), Alan Gorman (1.19.25), Ben Griffiths (1.22.55), Eddie Goodall (1.27.41) and Salty (1.30.14) completed the Anfield entry.

In the Dukinfield "50" which was won by P. E. A. Carter (S. Lanes. R.C.) in 2.11.1 Bren Orrell was 4th fastest with 2.11.52 and Ben Griffiths clocked 2.18.59.

This will be the last CIRCULAR before the "100" and as there are still a number of jobs to be allocated members who can get on to the course are urged to contact the Event Secretary, Len Walls, as soon as possible.

## NEWS IN BRIEF

Is Whitechurch too far? The answer will vary according to whether your residence is in Southport or Shrewsbury, but in any case the fixture for 22nd May is at this gateway to Salopia and we hear of plans for "week-ending" and pre-Whitsun training. Manchester has promised good support and we are looking to Ira Thomas to rake up a team. It is quite a time since we saw Pitchy and how nice it would be if Norman Heath managed to come out to see us. What about it, Norman?

In his usual informative and entertaining "OUT and ABOUT" page in *Cycling G.H.S.* wrote recently of female infiltration into what was originally a purely masculine sport and says he sometimes wonders which will be the last of the all-male clubs. We could tell him!

Secretary of the National Clarion C.C. since 1921, Ernest Sugden retired at Easter at the age of seventy, after a lifetime of service to the Clarion, which he first joined in 1902.

Further news is now to hand regarding Don Stewart's flying visit to Australia. He went out in mid February landing first at Darwin, then after going south to Melbourne returned to Darwin on the 9th March. From two letters which he has sent to Alan Gorman, we gather that Don is enjoying his stay "down-under" although the temperature at Darwin sticks around 95 degrees.

There is a swimming pool on the camp, an open air cinema and the food is excellent with plenty of fruit. Don is due back late May or early June and is hoping to get to the "100", but this will be a very near thing.

## RUNS

## FIRST CLUB "25"—13TH MARCH 1954

Twenty members and two ladies was a good turnout, but the '25' left something to be desired.

The refusal of Walter Thorpe and John Futter to come under starter's orders left only five riders in the event, a number small enough to raise serious doubts as to whether or not the race was worth running.

It is true that we have a preponderance of not so young members, but it seems the few youngsters we have are lacking in competitive spirit. Come out and let us see the colour of your knees in the next event you devotees of the camera, the pint-pot and the fair sex, there is good fun to be had up the road.

Young Bren trounced the opposition with a fine ride of 1.6.13, which included going back to retrieve a dropped spanner, Ben Griffiths rode very fast to half distance but due either to lack of training or an excess of winter high living he suffered a sharp attack of knock on the return. Of the remaining three all that can be said is that they finished!

Mr. Johnson again provided a good meal and comfortable changing room for the competitors; Stan Wild, dependable as usual, held the watch and Messrs. Buckley, Williamson, Salt, Bren senior and Mrs. Orrell, Futter and Denis John were all out helping. Results:—

		H'cap.	
1. B. Orrell	1.6.13	Scr.	1.6.13
2. R. Griffiths	1.9.11	1	1.8.11
3. A. Howarth	1.13.2	2 $\frac{1}{2}$	1.10.32
4. A. Gorman	1.14.29	2 $\frac{1}{4}$	1.12.14
5. E. Goodall	1.17.7	4 $\frac{3}{4}$	1.12.22

#### GREAT BUDWORTH, 27TH MARCH, 1954

Aintree was a seething mass of motor vehicles and crowds of people as I skirted the famous race course. Special police were diverting traffic, but one awkward cuss, by name McWhinnie, would not be "directed". Shouting something about the sanctity of the Queen's Highway, he rode at full speed beneath the indignant constable's outstretched arm. Routed to the spot by the sight of a green "barrer", the limb of the law came into action too late, and Bill was well on the way to Great Budworth.

Jack Davies, deserted by Jimmy and his rattler, was trying to find some reasonable excuse for dodging the run, but as he appeared to be in a particularly robust state of health, Bill and I forced him into activity, and we bowled along at a steady ten m.p.h. for at least eight miles, after which expenditure of energy we were treated to tea and cakes at Bill's expense. The tissues somewhat restored, we decided to get down to it in earnest. Halton Hill imposed a little delay on the two bikes, but the "three wheeler" breasted the slope manfully.

"Tall Trees" and "Little Leigh" were soon set behind and promptly at 5.25 p.m. we docked and were privileged to see our comrades, who were already installed, preparing for action.

Prominent amongst the throng were Frank Chandler, our ever-green President (on his trike too!), Percy Williamson, the two Brens, George Parr (on *two* wheels!), Fred Churchill, Alf Howarth, Ben Griffiths, Capt. Alan Gorman, E. Goodall, Stan Bradley and D. Brown whilst Stan Wild sat in stately dignity with a table all to himself.



The usual enjoyable meal at a reasonable price was enjoyed, after which numerous topics were discussed. The drone of many voices, blended with the "aroma" of Chandler's herbal mixture (2d. per ounce), reduced me to a somewhat dreamy state, from which I was rudely aroused by a voice shouting—"Hey, what about it !"

Wind assisted, the Transporter soon came into view, and we landed in Widnes with a thankful heart that one more crossing by the Mecanno set had been accomplished in safety. Widnes saw the parting of the ways as George Parr and Jack Davies disappeared in the direction of the "Derby Arms" for a night cap, leaving Bill and myself to find solace in a cup of tea and something to ward off the "knock" ere plunging into the final maze of lanes to Maghull and Crosby.

#### SECOND "25", 3RD APRIL, 1954

A Westerly gale swept Cheshire from end to end, making the day an extremely hard one for time-trialling, but luckily the rain kept off and the event was run off with the comparative comfort of dry roads.

There were two non-starters in a field of eight and at 4.01 p.m. Salt was sent on his way and the event was on. At the 13-miles check Orrell was leading in 33.18 to Futter's 34.43. Next came Gorman with 35.10 with a 20 seconds lead over Griffiths. This proved to be the order of things at the finish, with Orrell fastest in 1.5.27, Futter second fastest in 1.8.22, and Gorman third in 1.9.0. This trio shared the handicap prizes also, but Gorman pushed Futter from second into third place.

P. Williamson turned the riders at Wade's Green, T. Mandall, H. Green, J. Long, S. Wild and G. Pullan stood at Barratt's Green, and Bren senior and Mrs. Orrell officiated at the last turn. Chandler, Walls and John were in evidence at the finish where Wild returned the following times:

Rider	H'cap	13 miles	25 miles	H'cap Time
1. B. Orrell	Scratch	33.18	1.5.27	1.5.27
2. A. Gorman	3 mins.	35.10	1.9.0	1.6.0
3. J. Futter	1 min.	34.43	1.8.22	1.7.22
4. R. B. Griffiths	1½ mins.	35.30	1.9.55	1.8.40
5. E. Goodall	5 mins.	36.32	1.14.22	1.9.22
6. J. J. Salt	8½ mins.	39.28	1.18.11	1.9.41

A. Howarth and W. Thorpe were non-starters. Prospective member M. Spray returned 1.34.43 in a private trial.

Howarth turned up for tea on a "puff and dart", and the meal at the Travellers' Rest proved to be the usual enjoyable affair with food in plenty and chatter without end.

## EASTER TOUR, LLANYMYNECH

Have you ever left your place of toil as Len and I did on the eve of our annual Easter tour, sauntering through the flower be-decked lanes to Rossett chattering away, carefree for the next four days? A quick tea at Gresford and the busy streets of Wrexham left behind we settled down to enjoy our ride down the border to Vyrnwy side and the welcome of our host and hostess at the "Lion". We listened to a sad tale of woe from Doris; no one knew who was to sleep with whom but little cared Len and I for we retired to our two little beds to sleep the sleep of the just in preparation for the morrow.

Friday dawned bright and breezes gentle so with our route already discussed, we just had to enjoy our breakfast and take to the broad highway up the ever thrilling vale of Severn to Abermule, then across the river into the older byways parallel to, but to the west of the river. Quietness reigned and it was a new world to both Len and I. Skirting Newtown we still stayed on the "wrong side" of Severn, hamlets with orchards full of blossom greeting us at every turn. At a point short of Caersws we bore away to the right to join the Machynlleth road at Clatter and then along the rolling road through Carno. It was a grand morning and we made the most of it, no tearing away, we sat and admired and took in all we could. Over the divide at last and now for the downward run through woods and by rippling water into the Vale of Dovey and so to Machynlleth for lunch.

A walk after lunch found us crossing the Dovey and skirting the estuary to sunbathed Aberdovey where we lingered willingly on a seat in the sun gazing over the waters and listening to the thrilled voices of the boys from the "Outward Bound School", who had dug from the sands an ancient cannon. Our ride till now had been so gentle but turning north to Towyn we began to feel the bite of the north wind. After a halt to shorten my chain we turned into the lanes to Tal-y-Llyn, stopped by the lake for Len to record its charm photographically and then started the awe inspiring climb to Cross Foxes. Len waited for me at the summit, my legs, alas, are feeling the years, but nevertheless we were good companions and enjoyed our biscuits at the roadside as all good roadfarers should.

The fast running miles to Dolgelly over we halted for tea. Full to repletion we were soon on the road again up the vale to the bridge above Llanwchllyn then alongside Bala Lake to the old road and away into the hills once more. The Miltir Cerrig found us separated again and I had a rear view of Len for mile after mile but with the roaring drop into Llangynog over, I found him waiting faithfully on the bridge becaped to keep out the cold. Now once more wind assisted, we rattled off the miles down Tanatside to Llynclys and a well earned pint with bread and cheese.

Thirteen of us met that night and gossiped the hours away.

Saturday again amazed us with promise of another glorious day. Over breakfast we decided to make a common rendezvous for lunch; Bishop's Castle was decided upon by eight of the party and all arrived sooner or later though the cyclists were well behind schedule after an arduous morning, so Bert, Jimmy, Ginner and Percy lunched alone. We four, Guy, Len, Fred and Salty, after threading our way through Shropshire's windy ways found ourselves amidst the Stiperstones at the normal lunch hour. For twenty-three years I have wished to cross this ridge and after partaking of refreshment at Snailbeach we essayed the crossing and of course we chose the hard way! The west face is very steep and we were called upon to halt for a breather more than once before reaching the boulder field that stretches along the summit. We soon became fed up with this sort of labour and sought an easier descent into the Hope Valley. We joined the highway eventually and made good use of the downhill miles to try and pick up on schedule. After an enjoyable lunch we soon took to the road again for Montgomery, Garthmill and Berriew, then the short but oh! so hard, miles to Castle Caerionion for good value then a last stop for a welcome cuppa in Welshpool. After all that, Len found himself arriving at the "Lion" with a marvellous appetite at 6-30 p.m. The day's journey was voted well worth while by one and all. New roads and ways discovered, new riding companions too, for though I have known Guy for so many, many years, this is the first time I have ridden in his company. Verily an Anfielder.

On Sunday morning it seemed too good to be true—fine again! Over breakfast we agreed to meet for lunch at Llanfair Caerionion. Guy was to join us there as did Bert, Jimmy, Ginner and Percy. Len, Fred and I took to Vyrnwy side as far as Meifod then right to Pont Robert and immediately left to sample another fresh piece of highway, gently ascending through coppice and hedgerow to join the western highway at the bridge over the Banwy beyond Llanfair. After a brief stop for elevenses at a cottage we pushed on to find our way to Llanfair and seek a lunch place for eight. The Goat proved n.b.g. so we tried a house we had noted buried beneath a shoal of cycles belonging to some Cyclopiion riders if size of frame is any guide. A long wait followed but it provided a good opportunity to gossip and study styles. The Eagle Road Club were our companions but when I broached the subject of our "100" to them they fought shy when told it was held partially on roads traversed by them that morning.

The afternoon opened with a hard walk, a fast drop and a gossip by Berriew Bridge, with photography on Len's part and the ever welcome cup of tea. Guy had joined us for lunch and had greatly impressed Len and myself by his performance on that hilly road

from Llanfair Caerinion to Newtown. Again the party separated, the motorists returning direct whilst we four set off for Welshpool, crossing the Severn by the Chirbury road to turn immediately left via Leighton to Buttington, where Guy and Fred left Len and I to turn Salopwards.

Monday arrived with still more glorious weather; how favoured we were this Easter. Photography and breakfast over the twelve of us took to our devious ways. Guy and the Liverpoolians for Shropshire lanes and home via Cheshire; Len and I for Vyrnwy and the Hirnant; Bert, Jimmy and Ginner to cross the Milltir Cerrig to Bala where they were to meet us for lunch. Percy, no doubt, to find his way by a route known only to himself.

It was Len's first crossing of the Hirnant and a most enjoyable trip it proved, notwithstanding the battered state of the road following winter floods.

The air was heavy with the scent of pines as we tackled the long slog up the mountain without a thought of work on the morrow. Then followed the hectic dash down to Aberhirnant and so to Bala to meet the President's party and wait three-quarters of an hour at "Plas Coch" for a most indifferent meal. Beware of the "Plas Coch"!

Taking the Festiniog road as far as Vron Goch we made over the hills to Cerrig for tea, then a grand run to Ruthin and Mold before calling at Two Mills for a cup of tea, then the final stop at Ginner's for surplus clothing kindly transported by Jimmy and as another Easter Tour ended we looked back over four glorious days and wondered if any pastime could be so rewarding as this cycling game.

SALTY.

Those present on the Tour were Bert Green, Jimmy Long, Percy Williamson, Ginner, Churchill, Parr, Davies, Alcock, Jack Salt, Walls and Pullan with friend Jack Baines. Arthur Birkby joined in on Friday night only.

At the Manchester alternative. Pott Shrigley, 17th April, those out were Buckley, Wild, Chandler, Bradley, Pendlebury, Goodall, Brown and Howarth.

# ANFIELD



# CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President* : H. GREEN

*Captain* : A. GORMAN

*Hon. Secretary* : W. G. CONNOR, 75 Avondale Road North, Southport

VOLUME L

JUNE, 1954

NUMBER 576

## FIXTURES FOR THE MONTH

1954

JULY

- 3 BICKERTON (Red Lion)
  - 10 HIGHWAYSIDE (Travellers' Rest) Photograph Run and Club "25"
  - 12 COMMITTEE MEETING, 3 Whitechapel, Liverpool
  - 17 GREAT BUDWORTH (Smithy Cottage)
  - 24 UTKINTON (Smithy Farm)
  - 31 TWO MILLS (Nahoon Café) Heaton, Rushton (Tofts Lodge Farm)
- JULY 31st/Aug. 2nd BATH ROAD "100" WEEKEND  
Tuesday evenings—Nahoon Café, Two Mills  
Wednesday evenings—Cottage Café, Kirkby

## COMMITTEE NOTES

*Change of Address.* F. D. McCann, 43 Mount Road, Higher Bebington, Wirral, Cheshire.

*Photograph Run.* It has been decided to hold the Photograph Run in conjunction with a Club "25" on July 10th at the Travellers' Rest, Highwayside. Will those members who intend to be present please let me have their names so that I can make the necessary arrangements for catering.

All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

## CLUB SUBSCRIPTIONS

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## CORRESPONDENCE

Dear Sir,

*"What's New for the Camper?"*

Your excellent article in a recent issue of the Journal and the reference to my whanging "that top gear of the Sunbeam" reminds me that in an endeavour to do more miles on the self-same Sunbeam (built by Marston in A.D. 1926 and still with the original chain) in 1954 than I did in 1953, when my total was nil, I pushed the pedal off the left hand crank.

I am now in the position of having no bicycle in commission as the crank is broken and the stock patterns will not fit.

If any of your readers can help me with a 6½" left hand crank, and pedal if possible, I will be more than grateful.

With all good wishes to the members.

18 THORPE LANE,

Yours sincerely,

GUISELEY, NR. LEEDS.

SYD. JONAS.

## THE ROLL CALL

Greetings and hearty congratulations to our M.C. and A.C. friends whose excellent journal was first published in May, 1894, and has never missed a monthly issue in sixty years. During this time there have been but four editors: Walter Goodwin was in control for the first 21 years, then Frank Urry took over for a similar period. Davis Bach followed but, after one year, business calls compelled him to hand over to H. Philip Westall the present incumbent who has four years to go before he can claim parity with his great predecessors.

*Roll on Roll Call!*

## NEWS IN BRIEF

This shortened CIRCULAR giving fixtures, etc., for July will be followed shortly by an issue with full report on the "100" and the result sheet.

The event was won by R. Oliver, Liverpool Century Road Club, in 4.24.6, Bren Orrell was second with a fine ride of 4.24.40, and third was H. Roby, Lancs. R.C., 4.26.41. The Liverpool Century R.C. took first team medals.

We are hoping for a really good turnout at Highwayside on 10th July for the Club "25" and Photograph Run. Members who can dig out any of our old timers and bring them along will make a real contribution to this annual rally.

Congratulations to G. H. Stancer on the award of the O.B.E. in the recent Honours List.

George Stevie, who suffered a set-back a few weeks ago, when it was thought a further spell in a nursing home might be necessary,

has made a good recovery and is looking forward to being out and about again soon.

Congratulations to Peter and Elsie Stephenson on the safe arrival of a daughter. Mother and child are making excellent progress and "Father's Doing Fine!"

Thanks to our Bath Road Club friends for the kind remarks and good wishes expressed in a recent issue of their *News* on the occasion of our 75th birthday.

## CLUB RUNS

FRODSHAM—1ST MAY, 1954

Just as a suggestion, I think it might be a good idea if the victim was "warned" somewhat earlier. This would enable him to collate a few more items of general interest to those concerned, instead of merely writing an account of his personal wanderings (if any).

Hitherto, all my routes to the runs have commenced at Woodside, with the exception of the Lancashire and Lymm fixtures. A great deal, however, may be said for the alternative way via the Transporter. Certainly the dreary docklands of Liverpool and Birkenhead are avoided, and I must confess to becoming more reconciled to this way, having recently been piloted, more or less reluctantly, by Jack and Bill. Possibly a cosy little "snackery", superbly situated, has been an added attraction.

We came this way today, and very pleasant it was, though a distant rumble of thunder, and heavy downpour of rain caused us to don our capes for a while. It was soon 5-30, and being the first arrivals at the café, we cast a few anxious glances at one another—Cup Final and a somewhat inclement day—would these prevent a 100% attendance? But we need not have worried, more important events have left the Anfield ranks unbroken, for the smell of burnt socks heralded the arrival of Frank Chandler, and on his heels came Guy Pullan, Stan Wild, friend Cyril Rowson, Geo. Parr and sun-tanned Bren were there, also Alf Howarth, Percy and, of course, the President. The jet-propelled, wheel-shedding rattler arrived, disgorging its occupants, Tommy and the Treasurer. Last, but not least, Len Wallis, muttering something about hunger and thirst.

The battle commenced, and all too soon the party broke up.

The amused proprietor watched Stan Wild propel his beautifully cleaned trike down the passage and no doubt thought to herself, "Fancy, at his age too!" This remark was once addressed to me and I still don't know whether I was considered too old for a child's toy or too young for an old man's machine!

Those present were, Percy, Jack Davies, Bert Green, Bill McWhinnie, Arthur Birkley, Len Walls, Guy Pullan, Stan, Chandler,



Bren's old man, James Long, Geo. Parr, Tommy Howarth and friend and Cyril Rowson.

#### 1ST CLUB "50", 8TH MAY, 1954

Those of you whose names are not attached to this report missed a treat. To be in mid-Cheshire on this beautiful Saturday of warm sunshine and balmy wind and to watch the Club's bright-eyed lads in their colourful racing kit was a pleasure indeed. True, we have not at present a convenient gathering place for a meal at these Club "50's", but there are such things as sandwiches and Thermos flasks (and pubs, if one is a Buckley or a Chandler). Entrants for the race were but six and all went and all came back. Jimmy Long was the timekeeper. The 15½ miles to Whitchurch were very much 'on the collar' and here as was anticipated as by the knowing ones, Orrell Junior already had a comfortable margin in hand. It seems as though he will have matters his own way in Club "50's" until John Futter decides to put his back into it, he being the only one in the Club at present able to give Orrell a run for his money in a "50". At the half way mark at Bickerton where Buckley and Thorpe took times and photographs, Orrell led in 1.7, Griffiths arrived in 1.10, Futter in 1.12, Goodall in 1.18, Salt, 1.20 and Brown 1.26. The return journey provided nothing sensational unless it be that Futter was dropped by a stranglely determined Griffiths. Ben has been a play-boy racing man this year but today he showed his mettle. A fast finish enabled all riders to arrive in style and the result was as set out below. Bravo David Brown, for a plucky ride. You at least are game to 'have a go' even without much chance. Frank Chandler marshalled at Ridley and Alfred Howarth at Whitchurch. Denis John and the Captain dispensed 'Ribena' and moral support to the riders. Other members out and about were H. Green, G. B. Orrell (with Mrs. O.), F. Perkins, G. Pullan, K. Selkirk, L. J. Walls, G. Lockets, D. Birchall, S. Wild. My apology to any others who were there that I did not see and cannot mention.

	Actual	H'cap.	H'cap. time
1. B. Orrell	2.11.38	Scr.	2.11.38 Fastest
2. J. R. Griffiths	2.15.53	6½	2.9.23 1st Handicap.
3. J. C. Futter	2.23.36	3	2.20.36
4. J. E. Goodall	2.34.8	16	2.18.8
5. J. J. Salt	2.34.45	20	2.14.45
6. D. Brown	2.50.0	23	2.27.0

#### STOP PRESS

As we go to press we hear of the sudden death of Tommy Mandall at his home on Sunday, 27th June. An appreciation will appear in our next issue.



# ANFIELD CIRCULAR



*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President : H. GREEN*

*Captain : A. GORMAN*

*Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport*

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VOLUME L

JULY, 1954

NUMBER 577

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## FIXTURES FOR THE MONTH

JULY 31/

AUG. 2 Bath Road "100" Week-end.

AUG.

- 7 Tarvin (George & Dragon)
  - 9 Committee Meeting, 3 Whitechapel, Liverpool
  - 14 Utkinton (Smithy Farm)
  - 21 Great Budworth (Smithy Cottage)
  - 28 Norley (Tiger's Head)
- Tuesday evenings—Nahoon Café, Two Mills  
Wednesday evenings—Cottage Café, Kirkby

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## IN MEMORIUM

T. E. MANDALL

A short note in the CIRCULAR recently issued apprised the Club of the death of T. E. Mandall at the early age of 57.

Tommy was elected to membership of the Club in September, 1919 and joined immediately in all its activities. He rode in the ordinary club races and in 1921 in the Invitation "100". He was not outstanding for speed; he rode for the fun of it. In those days there was a good deal of week-ending all round the year and Tommy was

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frequently with one or other of the parties—the Kinders, the Rawlinsons, etc.—and his accounts of the happenings on these occasions have enlivened many a chat after tea on the runs, for those named were “bright lads”, and Tommy was a good raconteur, quick to see the humorous side of things. In 1946 he was elected a Vice-President and re-elected year by year since then. For some time his health had not been good and gradually deteriorated until he was finally unable to cycle. But, one way or another, principally by the willing assistance of Jimmy Long, he managed to attend the runs right up to the end, which came with remarkable suddenness; he was at Tarvin on June 26th, much brighter than he had been for some time, so that some of us had hope that he was improving, but alas! he collapsed fatally at his home on June 27th.

His was a lovable personality—friendly, open-handed, always taking a charitable view of other people’s motives, and always willing to lend a helping hand when required. He was modest, far too modest, for such advice as he could be induced to give was always sound. We shall all miss him sadly, and his sorrowing wife and family have our heartfelt sympathy.

The Club was represented at the crematorium by the President, K. W. Barker, W. G. Connor, J. R. Fer, L. J. Hill, J. Long, F. Marriott, A. Preston, J. Seed, P. T. Stephenson, S. Wild and P. Williamson.

#### J. C. BAND

It is with great regret that we have to announce the death of J. C. Band, who was nearing his 79th birthday...

Before taking up cycling seriously, Johnny had established a reputation on the track as a runner, and was well trained athletically. Thus when he joined the Club in 1906, great things were expected of him. These hopes were not fully realised, for whilst he did well in Club races and held at one time the 100 mile record of the N.R.R.A., he did not seem to be sufficiently interested to take up serious training, and many of us thought that he was capable of much better times than he did. He was certainly a very strong rider: he was never dropped on the road and he pedalled up, without apparent difficulty, hills which the rest of us just couldn’t face. He refused to take office in the Club, but accepted the honour of Life Membership when he had completed 1,000 runs with the Club. His manner was somewhat deceptive; whilst he usually regarded others with a quizzical half-smile, as though he wasn’t quite sure that he liked them, in reality he was a true and sympathetic friend, ready to give help if required. At home, he was devoted to his mother, and it was only after she died that he married, late in life. His married life was marred, first by the

ill-health of his wife and then of himself. But the culmination of his troubles was a simple accident in a relative's house some years ago, from the consequences of which he never recovered. He attended no club runs for many years but made one exception—he came to Norley on June 14th, 1952, on the occasion of the presentation to the President, to commemorate his old friend's attendance at his 2,000th run, a gesture which showed his kindness and which was greatly appreciated. For many months he had been confined to his bed or chair, unable to do anything, an object of pity to those who had known him in his active years. Life cannot have held anything of pleasure for him and with no hope of improvement, his death on July 2nd must have been a blessed relief. He is survived by his wife, to whom, and his other relatives, we tender our sincere sympathy.

Members at the crematorium were J. Rigby Band, the President and S. J. Buck, F. Chandler, W. H. Kettle, J. Long, F. D. McCann and J. Seed.

#### OUR "100" WINNER

The fifty-fifth Anfield "100" has been won by Raymond Oliver, twenty-three years old member of the Liverpool Century Road Club in his third season of serious racing. His first "100" was in our 1952 event when he recorded 4.43.55 and he improved some 2½ minutes on this time later in that season before being kept out of the game for a time by long working hours and a nerve complaint which also resulted in his discharge very soon after being called up for National Service.

Nineteen fifty-three again saw him on the road and again his first "100" of the season was in our event, when he clocked 4.45.27. This time he improved on steadily until he recorded 4.32.0 to win an inter-club "100" late in the season.

The story of his 1954 'Anfield' ride is told elsewhere in this issue and it remains only to offer congratulations to Raymond Oliver on his winning ride and to his Club on their success in the team race.

#### CYCLING SPEED TABLES

The new and enlarged second edition of *Cycling's Speed Tables* will be found invaluable by all racing secretaries and others who require a simple ready reckoner for converting times to m.p.h. over standard time trial distances. In this new edition the tables have been extended to cover speeds well above current records and for a modest expenditure of 3/- officials can be assured of many years' service from this handy and indispensable publication.

## NEWS IN BRIEF

Since the "100" week-end, Frank Chandler has been touring in Scotland and returned looking very fit. We must have an account of the trip to enliven our winter pages when arm chair cycling can be so pleasant.

Stockport R.C. "50". Bren Orrell 2.9.41 (2nd fastest). Ben Griffiths 2.14.46. John Futter 2.16.8.

East Liverpool Wheelers "50". Bren Orrell 2.5.38 (6th fastest). Ben Griffiths 2.12.53.

North West V.T.T.A. "25". Alan Gorman 1.7.50 (2nd to H. Aspden 1.6.5).

Preston Wheelers "50". B. Orrell 2.6.53 (fastest time). Ben Griffiths 2.17.3.

Thanks to Stan Wild, Alan Gorman, Len Walls, Len Hill, Ira Thomas and Ossie Dover for notes regarding the "100", without which reporting the event would have been a real headache.

After going to press we learn that Bren Orrell clocked fastest time of 4.29.46 in the Abbotsford Park "100".

## RUNS

NORLEY, 15TH MAY, 1954

As this was a day of motor-cycle racing at Oulton Park I decided to make my way to Norley by a route containing as many lanes as possible. A couple of miles from home I left the main Altrincham-Stockport road at Timperley and filtered through to the Bleeding Wolf at Hale where I turned left for Rostherne and Bucklow. By the time Hoo Green had been reached I was trundling the tricycle with such ease that I began to suspect a catch somewhere. Surely enough, on looking at the voluminous black smoke emitted from Brunner Mond's distant chimneys I realised that I was riding on the wings of a glorious north-easter.

Rounding a corner I was brought face to face with the quaint inn sign of "The Spinner and Burgamot" at Comberbach and my thoughts dwelt idly on the origin of the name. Is it a relic of the days when the north of England traded with the citizens of Bergamo (the first syllable spelt with an "e", be it noted) in Northern Italy? Or is the inn named after a sporting animal in similar manner to the Smoker at Plumbley and the Blue Cap at Sandiway?

Emerging on the End-to-End route at Bartington I covered one mile of this famous highway before leaving it for the strenuous climb to Acton. Two more main road miles to Crowton and I plunged

into the heart of Delamere Forest to reach Norley just after 5-30 p.m. with 25 miles of lanes covered out of the afternoon's mileage of thirty.

Tea was an excellent meal and the conversation of the usual high standard which makes our club runs such a delight. It would be impossible to record the number of subjects discussed, but amongst them were the recent Northern record attempts and the "Hundred" week-end and we did finish on a terrifically high note when Len Walls confessed that in the amateur dramatic days of his youth he had played the part of Willie Mossop in *Hobson's Choice*. This gave scope for much comment and although it was duly made it had better not be published in these august pages.

It was good to see the Presider out on a bicycle again, and the sight of Chandler's trike in the shed was heartening evidence of that worthy's return to fitness. As Chandler confessed to the writer during tea: "The trike is a strong man's machine". It is a thought that hadn't struck me, but as I pounded homewards into that north-easter I had much time for reflection and sadly realised (a) that he was dead right, and (b) I am not a strong man!

Those present were the President, F. Chandler, F. Churchill, E. Goodall, A. Gorman, J. Davies, W. McWhinnie, G. Parr, L. J. Walls, S. Wild and P. Williamson.

WHITCHURCH, 22ND MAY, 1954

I heard the cricket commentator announce no play at Old Trafford before lunch and speculated that wet wickets had no place in cycling parlance and if I delayed much longer making a start on the 40 miles that separated me from the club tea it would be a wet shirt at Whitchurch.

The wind was helpful and in quick time the wheels were rolling past the mighty Ringway Airfield and along the familiar lanes towards Toft Corner. But stop; the scene is not familiar, the wintry look has really vanished and the whole countryside has a new lively colourful appearance. The fruit blossoms, the lilac, the horse chestnut and the big trees of the woods have changed into summer suits and seem to shout a welcome and a "How do you like me now" greeting.

There is only one inn on the highway between Nantwich and Whitchurch and a sight of the Ancient Briton is a landmark to the knowing traveller, for it signifies that the Cheshire-Shropshire border has been crossed and that the crest of the hill is achieved. So Bert Green, Stan Bradley and the writer came to the Shropshire town which has seen in its time all those Anfielders who have indelibly stamped the club's name in cycling history.

Anfielders have from the earliest cycling days stood at all its corners, as silent witness, to watch the twinkle of the little lights of end to end record breakers approach in the night from the south and pass on northwards. Club "24" and "12" hours' time trial competitors have been guided through its streets and The Swan has innumerable times housed a gathering of the great ones meeting for a jollification and good companionship.

It is fitting then that we present members of the old club should assemble here from time to time and toast the memory of those who built so well our foundations.

So we came, as Anfielders have ever come to club runs, in small groups of two, three or four.

Here is Len Walls moving his tricycle in an easy effortless style along Brownlow Street with Ken Barker in the rear and no doubt Ken will be very pleased if he can tuck in near that axle as they go north into the wind on the return ride.

Jimmy Long and Tommy Mandall soon followed and though they had travelled together all afternoon both were still full of pleasantries.

Frank Chandler, tough and determined that his recent illness shall not incapacitate him, had trundled his tricycle by way of Ruabon.

Hubert Buckley journeyed solo from Treacle Town finding the going as he said "Good in places and excellent in the Badger at Church Minshull".

The next arrivals were Alan Gorman, Walter Thorpe, Eddie Goodall and Dave Brown, who had come together from Wilmslow and, except for a break at Middlewich, without wasting much time.

It was good to see Ira Thomas, who had seized the opportunity to join a club tea within striking distance of Shrewsbury. He reported the 100 course swept clear of stones.

Bren Orrell, senior, arrived from mid Cheshire to complete a goodly company who enjoyed a nice meal in the old Hughes establishment.

The time came all too soon to disperse in our various directions at our separate speeds and I can only say of my own small group that it was steady enough to ensure our arrival at the Windmill whilst that port of call was open.

This was fortunate for the Presider, who declares that however hard he tries, his machine just will not pass that door. So the habit of many decades makes a mockery of us all. Here's to it—may it long continue.

DALTON, 29TH MAY 1954

After having on the previous Saturday afternoon ridden from the C.T.C. offices at Craven Hill to St. Albans and the Chiltern Hills via the Edgware road, my ride from the Pier Head by Roby, Knowsley and Rainford seemed positively traffic free whilst comparing the new suburbs of Liverpool with those of London provided some interest. Near Lathom the Anfield "sag wagon" overtook me with welcome waves of encouragement but arriving at Prescott's Farm I found that the only Anfielder present was George Connor who was thus in a position to greet everybody as befits a good secretary. As we talked a muster of eleven members assembled, eight by bicycles, one by tricycle and two by the above-mentioned vehicle. George Parr's latest acquisition on three wheels received the usual critical inspection which was ended only by Wilf Orrell's arrival and a general move to the tea tables. As always at this excellent venue we had a tasty tea in the true Lancashire fashion and did full justice to it. On the journey homewards our descent from the Ashurst Beacon *massif* showed that the blood still runs fast in Anfield veins but this unseemly manifestation was successfully controlled when level roads were reached and we found time to seek out the nearby Friends Burial Ground dating from 1665. This lonely little plot with its wind-swept firs is bare of memorials except a mounting-stone marked "IC 1722". Near Kirkby came the parting of the ways and Frank Perkins and I were left to find our way back to the Pier Head. Those present and not already mentioned were Rigby Band, Jack Davies, Jimmy Long, Tommy Mandall, Arthur Birkby, Bill McWhinnie and Guy Pullan.

WHITSUN WEEK-END, 5TH-7TH JUNE 1954

Those who were fortunate enough to dock before the storm broke on Saturday evening missed at least part of the downpour which continued through the night and made the Sunday very much of a cap and cape affair.

Owing to the lack of available accommodation at the Lion, Shrewsbury, members were spread about over a much wider area than usual and it has been impossible to ensure a full list of those who were out. Apologies to any who are missing from this list.

The official lunch place on Sunday was the "Buffalo" at Clun, and those who journeyed thither included Bert Green, Tommy Mandall, Jimmy Long, Guy Pullan, Len Walls and Dave Brown. Percy Williamson took Mrs. W. along to celebrate the fact that they became grand-parents at the week-end whilst Salty took Elsie and Andrea to complete the party.



Hubert Buckley and Stan Wild formed an unholy alliance to cross Wenlock Edge for lunch at the Howard Arms, Ditton Priors. Rex Austin and Mrs. Rex made for Chirbury for a lunch ordered at Easter (no reflection on the service at the Herbert Arms—it was an advance booking!)

After a night at Gobowen, Arthur Birkby and the Editor sloshed along to Llanymynech for elevenses and a look at the trike "100" with Jack Davies, George Parr, Fred Churchill and Len Hill who were staying at the Lion. Arthur suggested lunch at a place he knew "five minutes ride and ten minutes walk from Llyncllys"—we went! Just before commencing the meal (five minutes walk and ten minutes ride from Bala) Len Hill proposed a hearty vote of thanks to Mr. Birkby for leading such a lovely ride; this was seconded by Churchill in a few well chosen words and carried with what probably sounded (from a distance) like acclamation.

Others known to be out but whose Sunday movements are shrouded in mystery included Frank Chandler, Harold Kettle, John Futter, Rigby Band, Bren senior, Ira Thomas, Jack Pitchford, Russ Barker, Alan Gorman and Ned Haynes. Bren junior and Ben Griffiths were, of course, on the card for the morrow's "100".

All the above were actively engaged with jobs of work on Monday morning; in addition Frank Marriott brought Mildred and a bouncing "prospective" down to Llyncllys.

Pitchy had his family well organised and they performed yeoman service at the Marshbrook feeding station and we were also glad to see that Rigby Band, Bren Orrell, Ira Thomas, Rex Austin, Salty, Russ Barker, Percy Williamson and Alan Gorman had not left their wives at home.

#### THE FIFTY-FIFTH ANFIELD "100"

Heavy rain just before the start suggested that the event was to be a soaker but fortunately it cleared just as the first man was due to be pushed off and except for odd showers it remained fine throughout the event. The wind was light but a freshening breeze tended to favour later starters over the final miles from Llanrhaiadr to the finish.

Before starting, R. Oliver was pulled back to the scratch mark owing to his winning ride in the L.T.T.C.A. "100" a week earlier and well he justified one of these positions of honour by returning to Timekeeper Stan Wild in 4 hours 24 minutes 6 seconds to make fastest time of the day and lead his Liverpool Century Road Club teammates to a clear-cut win over the Wigan Wheelers in the team race.

Of the 100 men on the card eighty-nine started, the most notable absentee being Drewitt, one of three scratchmen until Oliver joined

this select band. G. A. Baker (Mersey Roads Club) later apologised to the timekeeper for being a non-starter owing to illness following a fish and chip supper the previous night.

The pattern of the race was becoming apparent as early as the Onibury turn where Manchester Wheeler Marsden led Oliver and R. H. Whitehead (Yorks Century R.C.) by half a minute with Robey, Pickford, Hampson (Nelson Wheelers) and Walton's S. R. Sidlow a further 15 seconds in arrears. Bren Orrell of the Anfield and son of the winner of the 1930 and '33 events was timed a further half-minute down together with Grisedale (Wigan Wheelers) and Swindenbank of the Liverpool Century.

Rex Austin took times at the halfway mark and found Oliver now at the head of affairs with 2.8.42, followed closely by Marsden 2.9.16 and Grisedale 2.10.27.

Pickford (2.11.14) was well in the running as was Robey, who tied with him for second place last year and was doing 2.13.19 here but in between came Orrell with 2.12.50, slightly over four minutes down on Oliver.

At Llanrhaidr seventy-three and a half miles had been covered and Oliver was still in the lead with 3.15.50, but Grisedale was now only 14 secs. in arrears and Orrell had come up to within one and a half minutes of the leader. Marsden, Pickford, Swindenbank and Robey were still within striking distance, in fact Robey actually covered the last 26½ miles in 1.6.46 (whilst Orrell needed 1.7.28 and Oliver 1.8.16) to complete the most consistent ride of the morning with 2.13.22 for the second half against 2.13.19 for the first 50 miles.

The usual air of expectancy prevailed in Montford Lane as Timekeeper, officials and "gallery" awaited the first man to finish. At 9.39.25 he crossed the line—T. Swindenbank—No. 10 on the card, with a fine ride of 4.29.25 and an excellent start for the Liverpool Century team.

Seven minutes later Robey arrived to clock 4.26.41 and remain fastest until at four minutes past ten Bren Orrell swept into the lane and put in a terrific spurt to cross the line 4 hours 24 minutes and 40 seconds after being pushed off on the first leg south towards Onibury. For the next forty-minutes all Anfielders in the vicinity suffered tortures comparable only with the Inquisition: was an Anfield name to top the list in this seventy-fifth birthday year of the Club? Grisedale, of Wigan, a fancied winner, came in with 4.27.5, and they breathed again.

Then a merciful Ray Oliver put them out of their misery—for as he turned into the lane it was apparent that he would beat Orrell's time. Confirmation of this was not long withheld for as his 4.24.6

was announced most of those present felt that this was it. True there were other fast men to come including Pickford, who was known to be going well but his excellent ride of 4.28.35 was just not good enough.

The 1954 Anfield "100" was over with Ray Oliver and the Liverpool Century R.C. at the top and high Anfield hopes for a win in the not far distant future with the name of Orrell again among the list of winners.

Seventy-five finished the course, seventy-one of them inside five hours. Handicap awards went to P. Tandy, Mid-Shropshire Wheelers, J. K. Edwards, Mersey Roads Club, and H. Tunley, Yorks Century R.C., who can now apologise to East Liverpool Wheeler Frank Slemen, the handicapper, for the hard things they, no doubt, thought about him when their cards arrived!

This report would be sadly incomplete without more than a passing reference to the great help we receive from friends in other clubs, and we gladly acknowledge our indebtedness to the Mid Shropshire Wheelers, a large body of Birkenhead North Enders, who took charge of drinks at 47 miles, Dick Stockdale (Bath Road Club) assistant to Rex Austin at 50 miles and the Maghull Wheelers, who again took good care of the riders on and around Llandrinio Bridge. Near Four Crosses, Dick Corris organised a fine Mersey Roads Club team (drinks both ways) including the Captain and ex-Captains dating back to 1926, whilst up the Tanat Valley, Ossie Dover and other Liverpool Century men made amends for their athletes swiping all the best prizes by taking charge of the top turn check and drinks.

Fred Broad, of the Birkenhead C.C., packed in following a puncture but gave invaluable assistance at the finish. One hundred miles is a lot of course to cover and someone may have been inadvertently missed in this survey; if so we apologise on behalf of the Club for the omission and would assure all friends that their help in promoting this old event is greatly appreciated.

It is, of course, expected of Anfielders that they will turn out and lend a hand but perhaps it would not be out of place to record the debt the Club owes to Len Walls for undertaking the organisation of the event. His work started long before Whitsuntide and much clerical work remained to be done after the last man had finished.

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# ANFIELD



# CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President : H. GREEN*

*Captain : A. GORMAN*

*Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport*

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VOLUME L

AUGUST, 1954

NUMBER 578

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## FIXTURES

AUGUST, 1954

- 7 TARVIN (George & Dragon)
- 9 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 14 UTKINTON (Smithy Farm)
- 21 GREAT BUDWORTH (Smithy Cottage)
- 28 NORLEY (Tiger's Head)

SEPT.

- 4 2ND CLUB "50". H.Q., Hatton Heath Garage, near 5th M.S.
- 11 DALTON (Prescott's Farm, Lees Lane). SOMERFORD (Sunnyside Café)
- 13 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 18 BICKERTON (Red Lion)
- 25 5TH CLUB "25". HIGHWAYSIDE (Traveller's Rest)

OCT.

- 16 ANNUAL GENERAL MEETING, Halewood (Derby Arms)
- 23/24 AUTUMNAL TINTS TOUR. H.Q., Glyn Valley Hotel, Glynceiriog  
Tuesday evenings—Nahoon Café, Two Mills  
Wednesday evenings—Cottage Café, Kirkby

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## COMMITTEE NOTES

75, AVONDALE ROAD NORTH,  
SOUTHPORT.

At a Committee Meeting held on July 12th, the President referred to the loss the Club had sustained by the death of two members, Messrs. J. C. Band and T. E. Mandall, and a resolution expressing the sympathy of the Club with their relatives was passed.

*Change of address.* L. Pendlebury, 64 Ambleside Road, Flixton, Manchester.

*Application for Membership.* Cyril Robert Rowson, 118 Ferguson Road, Liverpool, 11. Proposed by J. R. Band and seconded by G. Parr.

*Annual General Meeting.* The Annual General Meeting is to be held at the Derby Arms, Halewood, on October 16th. Will members who wish to have any matter included on the agenda please advise me, in writing, before September 18th.

W. G. CONNOR,  
*Hon. General Secretary.*

## WHITHER THE "HUNDRED" ?

A prominent member of the Club recently remarked that he was considering tabling a motion for the A.G.M., proposing that we drop the "100". We imagine that this would at least guarantee a good attendance at Halewood in October and might cause a sharp increase in cerebral haemorrhages amongst Anfielders.

The reason for such a suggestion is that if less than thirty members are prepared to come out at Whitsuntide the event *cannot* be run without an undue amount of help from other clubs.

Whether or not such a motion is proposed, the matter will need to be ventilated at the meeting, for we cannot long continue to rely on outside help to the extent which was necessary this year.

The promotion of the "100" is a major operation and it is unfair to expect the Event Secretary to undertake the task and tout for outsiders to take the place of Anfielders who are not prepared to volunteer for jobs. To avoid any possible misunderstanding it should be added that the "prominent member" mentioned above is NOT Len Walls, who again acted as Event Secretary this year and did such a fine job under great difficulties.

## WORTH A VISIT

The Ministry of Works has announced that grants have been made towards the cost of repairs urgently required by thirty-one buildings of architectural or historic interest and two of these are in Cheshire.

ADLINGTON HALL, Macclesfield, stands on the site of a Saxon hunting lodge. The estate came to the Legh family in 1315 and has been occupied by 23 generations. Tudor, Caroline and Georgian architecture and much beautiful timber work are to be found in the Hall which contains an organ played by Handel when he stayed with the Leghs.

DORFOLD HALL, Nantwich, is a fine example of a Jacobean House with one of the best ceilings of its period in England.

A condition of these grants is availability for inspection by the public.

### THE MERSEY ROADS CLUB "24"

Once again the Mersey Roads Club put on a faultless promotion. Even last minute news that Queensferry Bridge would be closed, at a crucial time left them unperturbed and all riders and helpers were supplied with a duplicated copy of the amendments to the course.

John Arnold, riding a bicycle this time, made a gallant, if unsuccessful onslaught on competition record and won the event with 466.73 miles, followed by S. P. V. Bray (Solihull) 443, A. E. Denton (Lancs. R.C.) 441, and P. Duncan (Veg. C. & A.C.) 440. At least eleven riders topped 400 miles.

Coming so soon after his epic "End to End" on a tandem trike with Alf Crines, Arnold's ride puts him into a class alone and, like his famous namesake of Rugby, he should henceforth be dubbed Dr. Arnold of Cycling.

The following members are known to have been out giving assistance: E. G. Pullan, L. J. Hill, H. Catling, S. Bradley, D. Johns, A. E. Preston, K. W. Barker, J. A. Thomas and J. Pitchford.

### ODDS AND ENDS

The Editorial office will be closed for the middle two weeks of August, but the letter box will remain open and the staff hope to return to a hall full of mail for the September CIRCULAR.

Alf Howarth has been appointed to a post at Southport and expects to be moving to the area later in the year.

Stan Wild, *en route* for the wilds of Austria and actually on the way to the station had his hub gear collapse on him right outside Johnny Berry's shop—what amazing luck. We don't know if he considered it equally lucky to bump into Len Walls and Ben Griffiths (quite by accident) whilst in Austria. Aint it a small world.

Another chance meeting a few weeks ago was when Guy Pullan booked in for bed and breakfast at an old C.T.C. establishment in Grassington and found Percy Williamson also there for the night.

And yet another! Dave Brown whilst on tour met Norman Turvey near Huntingdon. Norman was returning from a continental tour *in a car* (Is it 'Ichabod' Norman? Reasonable space will be made available in our next issue for excuses).

Last October Alan Gorman ordered a new Berry frame and we hear that it has just arrived. Watch out for the first "under the hour" veteran! In the meantime Alan has taken the family for a camping holiday in Scotland from whence Walter Thorpe and wife have just returned after a cycle tour.

Jimmy, Abdul and Jack Davies joined forces for a tourlet in the Shrewsbury, Leominster and Cleobury Mortimer area before coming home for the waggon to go down to the Bath Road "100" with Bert Green.

Also down for the B.R. were Bren Junior (rather disappointed with his 4.23!) Bren Senior and Mrs. Bren and Stan Wild on his way home from the Austrian tour.

Recent racing results include:—

Flixton C.C. "50". E. Goodall 2.39.3 (puncture); Bolton Clarion "25". A. Howarth 1.9.38; M/c. and N.W. Veterans "25". A. Gorman 1.5.11 (fastest); Birkenhead Vics "25". A. Gorman 1.4.14, and E. Goodall 1.7.11 (personal best). Bren Orrell did 2.6.13 in the Belle Vue "50" and 4.23, in the Bath Road "100".

Congratulations to H. H. England on completing twenty-five years as Editor of *Cycling*.

Subject to confirmation, the A.G.M. is fixed for October 16th at Halewood, and the "Tints" Tour for 23/24 October at Glynceiriog. George Connor is open to receive names for both.

The report of the Easter tour slipped up in one particular, for it suggested that Percy Williamson spent the Saturday motor-assisted. In fact he, together with Jack Davies, George Parr, George Alcock and Jack Barnes pedalled up to and around Lake Vyrnwy and a grand day they had too.

We regret that the name of Harold Kettle was inadvertently missed from the list of those present at the funeral of the late Tommy Mandall.

#### CLUB RUNS

3RD CLUB '25', HIGHWAYSIDE H.Q., 12TH JUNE 1954

After working in the morning I found myself without transport to this, our 3rd Club '25', for the "GORMAN SPECIAL" had developed carburettor trouble. It was thus that I arrived via Delamere, by courtesy of British Railways, to meet Bren Senior advising everyone to fix a "cow catcher". This I laughed away, little realising that I would be one of the three riders who were to get mixed up with these animals. I have only met them once before and that was on J.5.



whilst Sub-Captain Howarth tells me they are sometimes to be found even on our old Whitchurch Road course. Were you out today? If you wish to participate there is plenty of room, if not come out, give us your support and sit down afterwards to a grand meal served by our good friend Mr. Johnson. Who will you meet there? Well, today those present were H. Green, T. Mandall, J. Long, L. Pendlebury, F. Chandler, L. Walls, B. Orrell and his wife, G. Parr, S. Wild, F. Churchill, H. Kettle with wife and daughter, G. Pullan, J. Futter's lady friend Mary, and the following riders:—

Rider	H'cap	13 miles	25 miles	H'cap time
1. J. C. Futter	1 min.	33.444	1.4.31	1.3.31
2. J. J. Salt	10 mins.	38.7	1.13.59	1.3.59
3. J. R. Griffiths	1½ mins.	34.12	1. 4.47	1.3.32
4. W. Thorpe	7 mins.	35.25	1.11. 3	1.4. 3
5. B. Orrell	owe ¾ min.	32.59	1. 2.46	1.3.31
6. D. Brown	11 mins.	40.57	1.17.19	1.6.19
7. A. Gorman	2¾ mins.	35.11	1. 6.50	1.4. 5.
8. J. E. Goodall	5 mins.	36.42	1.10. 2	1.5. 2
P.T. A. Duckers	—	40.15	1.17.49	—

It was not the day for beating the hour but I think that all will agree it was an excellent *Club event*.

BICKERTON, 3RD JULY 1954

This run had everything, bright sunshine, a wind that assisted and seldom hindered, a well-known Cheshire inn, the Red Lion at Bickerton, initiated into Anfield ways, new lane routes at our disposal—and, of course, good company. My ride out was not without incident. It started with a quick look-round an interesting exhibition of bicycles and accessories at New Ferry. Then the miles to Chester were enlivened by an encounter with three youngsters bound for Farndon—one of them, an audacious young giant in his early teens tried to drop me on Backford hill but I succeeded in proving that more than puppy-fat was necessary for that! Alone again on the Whitchurch road I sampled the new, well-fitted snack bar near the fifth milestone and was favourably impressed. Thus fortified I turned into the lanes for Tattenhall and Harthill. Shortly after the Bolesworth Castle lane is passed on the right there opens up a scenic gem of vale and hill and in the sunshine of the afternoon it was good to stand and look. On the sandy track from Harthill village over the hills to Combe Dale a cat fled from my approach dropping a young rabbit badly "nipped" to which I administered a merciful quietus with my pump.

Outside the Red Lion there basked in the sun a reception committee composed of the President, Treasurer, Percy Williamson,

Fred Churchill and Arthur Birkby, joined as I arrived by Stan Wild. As Arthur and I compared notes over his new bicycle, Frank Chandler made a purposeful dismount outside the bar door. He was followed by Bren Orrell, whose forceful style up the hill made the years drop away and once again we saw the Cock o' the North in action. The move into the dining room brought appreciation of the well laid tables loaded with good fare and slight uneasiness at our muster; some sixteen places laid and there were but nine of us so far. However, during the meal the Captain, Sub-captain and Cyril Selkirk and son David arrived and all was well.

After the usual decent interval Arthur, Stan and I got back to our saddles, setting out for the always pleasurable route by the Peckforton Hills. Very shortly Stan turned left for the Gap which he seemed to consider the best way to Manchester, leaving Arthur and I to encircle the base of Beeston. Then followed a lane series by Huxley, Hargrave, Stamford Heath, Mickle Trafford, Stoak and finally Eastham without a main road being used. And all the way we talked and the miles were short and happy. Indeed it was a splendid club run.

Those present and not already named specifically were Bert Green, Jimmy Long, Alan Gorman, George Parr and Guy Pullan.

#### HIGHWAYSIDE, 10TH JULY 1954

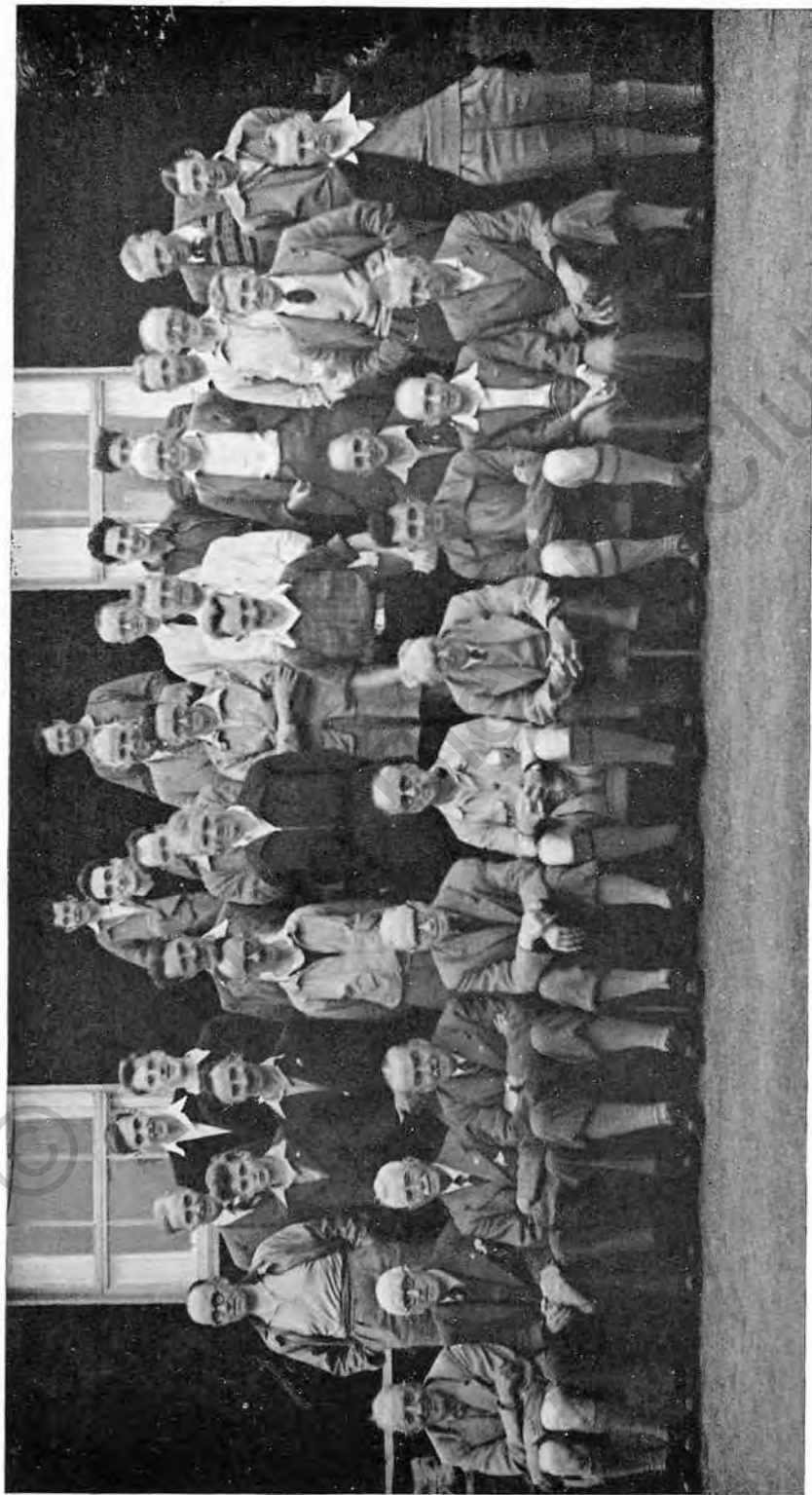
It was rather a dull afternoon with a moderate though persistent wind which suggested a lane route for the outward run and a back wheel to follow home.

Raby nurseries and Hooton Station were quickly left astern, then came the quiet way through Picton and Guilden Sutton before the unpleasant contrast of heavy traffic on the road up to Tarvin. More lanes led to Utkinton and the edge of Tarporley and so to a waiting group on the roadside near Highwayside where Stan Wild stood ready to time the finish of the "25".

First to finish was veteran Alan Gorman demonstrating how easy 1.5 becomes after you have passed 40. Bren Junior failed by a bare half minute to make fastest time in spite of a puncture and Eddie Goodall scraped home a few seconds faster than Alf Howarth.

Jack Salt again turned an extra tap on to beat 'evens' by nearly three minutes, Dave Brown clipped a few seconds off the same standard and visitor J. H. Fogarty rode a private trial in 1.7.18.

Before moving on to the Travellers' Rest we noted Cyril Selkirk with Keith and David, Rex Austin, Hubert Buckley, Ginner, Guy Pullan, the Editor, Arthur Birkby (on a smashing new iron), Russ Barker, Jimmy Long, Frank Perkins, Wilf Orrell, Bert Green and Len Hill.



HIGHWAYSIDE, 10th July 1954.

Photograph by G. Parr.

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We were delighted to see John Leece out again, looking very fit and far short of his seventy years.

The bowling green at the Travellers' Rest looked like a miniature oil field with tripods stuck up all over the place whilst George Parr, Jack Davies and others prepared to record the faces of the assembled company. No Club group would be complete without Donald McCann, Harold Kettle, Jack Seed, George Newall and Bren Senior and all these were present together with Len Walls, Ben Griffiths, John Futter, Fred Churchill and Alan Bietherick.

After much banter and shutter-clicking a move was made to the tea-table where thirty-nine sat down to a meal well up to the usual Highwayside standard.

All too soon it was time to make a move for home and after shaking off the fast pack, Arthur Birkby, Frank Perkins and the Editor took to the lanes to complete, in peace, another fine run.

The "25" results are set out below:—

	13 m.	25 miles	H'cap	H'cap time
1. A. Gorman	32.45	1. 5. 8	3 m. 15	1.1.53
2. B. Orrell	31.45	1. 5.37	Ser.	1.5.37
3. E. Goodall	35.00	1. 7.37	5 m. 30	1.2. 7
4. A. Howarth	34.33	1. 7.51	3 m. 15	1.4.36
5. J. J. Salt	36. 5	1.12.11	10 m. 15	1.1.56
6. D. Brown	37.53	1.14.24	11 m. 30	1.2.54
P.T. J. H. Fogarty	33.48	1. 7.18	—	—

A. Gorman, fastest and first handicap.

#### GREAT BUDWORTH, 17TH JULY 1954

The Saturday afternoon Club run is ever an attraction after five days of town, but there are occasions like today when a comparatively near at hand venue is welcome. Bert and I made and cancelled proposals to meet at Altrincham postponing twice the time of starting in the hope that the rain would "blow over". It was a vain thought and capes on and the shortest route was the order for the outward journey.

Jimmy Long, Hubert Buckley, Jack Davies, George Parr, Bren Orrell and Frank Chandler were in possession when the Presider and writer arrived at Smithy Cottage and soon afterwards Len Walls and Ben Griffiths joined us.

We lingered awhile after tea and though conditions outside continued damp there was no depression inside. Tyres and their wearing qualities were discussed among other subjects and irrepressible Ben

said the make was immaterial if the material was materially sound which sounded as though he had punctured.

Hubert, still unable to ride because of a damaged wrist, had travelled by bus as far as Tabley and walked the remaining four miles.

Frank Chandler left first to ride to Somerford where he had booked a room at Sunnyside. Capes were still required when we turned out and though the rain ceased for a short period during the evening it was a case of on again before arriving home.

We called at the Windmill to warn the landlady that possibly Hubert would be in need of refreshment while awaiting the bus. It was merely incidental that Hubert could not be forewarned that the drinks were on him, but we felt sure he would prefer not to imbibe alone and though sorry we could not await his arrival the spirit of conviviality was there.

A newspaper bold headline on Saturday evening announced "The worst July day of the worst July for umpteen years", which confirmed my conviction that we had endured and not faltered.

#### UTKINTON, 24TH JULY 1954

Touring at home or abroad and helping our Mersey Roads Club friends with the promotion of the only Northern "24" kept attendance at this run down to nine.

Stan Bradley and Harold Calling fed in good time before going on to a checking job early in the event. Bert and Percy were making for Parkgate after tea to see the riders in the Wirral area during the evening. Don Birchall made one of his rare appearances at a run and the muster was completed with the arrival of Frank Chandler, Jimmy Long and Jack Davies.

# ANFIELD



# CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

President : H. GREEN

Captain : A. GORMAN

Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport

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VOLUME L

SEPTEMBER, 1954

NUMBER 579

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## FIXTURES

SEPTEMBER 1954

25 HIGHWAYSIDE (Travellers' Rest). Club "25"

OCTOBER

2 UTKINTON (Smithy Farm)

9 GREAT BUDWORTH (Smithy Cottage)

16 HALEWOOD (Derby Arms). Annual General Meeting

23/24 AUTUMN TINTS TOUR. Glyn Valley Hotel, Glynceiriog

23 WOODBANK (Nahoon Café)

Wildboardclough (Stanley Arms)

30 SUTTON WEAVER (Mrs. Angel, Brook Vale, Stockton Lane)

Tuesday evenings—Nahoon Café, Two Mills

Wednesday evenings—Cottage Café, Kirkby

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All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

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### CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 29 Sparks Lane, Thingwall, Wirral, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.



## COMMITTEE NOTES

*Changes of address.* E. Snowden, 67A Dorset Road, Bexhill, Sussex; H. Austin, 265, Iveson Drive, Leeds, 16; G. Lockett, "One", Long Lane, Hoole, Chester.

*Application for membership.* John Henry Fogarty, 123, St. David's Road, Cheadle, Cheshire. Proposed by A. Gorman, seconded by A. Howarth.

*Annual General Meeting.* Members are reminded that the Annual General Meeting is to be held at the Derby Arms, Halewood, on October 16th and that items for the agenda must be in my hands before September 18th.

*Autumnal Tints Tour.* The venue for the Tints Tour has now been confirmed and is fixed for the week-end 23rd/24th October at the Glyn Valley Hotel, Glynceiriog. There is accommodation for 24 and I shall be glad to receive names in due course.

W. G. CONNOR,

*Hon. General Secretary.*

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IN MEMORIAM  
HANS KINDER

It is with great regret that we record the passing of Hans Kinder on the 8th August, after a long period of ill-health, during which time his sight had deteriorated until he had become virtually blind.

Hans joined the Club in 1914 and, with his brother John, took an active part in all our activities for some years. He resigned in 1928 but later re-joined as an Honorary Member and although circumstances made it impossible for him to get out amongst us he retained a lively interest in the affairs of the Club.

## CORRESPONDENCE

DEAR MR. EDITOR,

In reply to the paragraph in the August CIRCULAR containing my name, our continental holiday was on our feet, climbing the mountains of the Tyrol.

As for the query "Is it Ichabod", this is not the easiest part of England for cycling, but I average about 100 miles a week and find myself riding hills which 30 years ago I would not have attempted—

the climb out of Coniston on the Hawkshead road for instance. Has any other Anfielder ridden this? If so I'd like to shake his hand and tell him what a damn good rider he is. I permit myself this mild boast to make sure the suggestion of Ichabod is well and truly corrected.

Yours sincerely,

NORMAN TURVEY.

[Case dismissed—with costs. Delete "Ichabod" insert "Excelsior" in line 3, page 135 of August CIRCULAR.—ED.]

### FOR SALE

The late Tommy Mandall's tricycle is for disposal and any member interested should get in touch with Jimmy Long at 29 Spark's Lane, Thingwall, Wirral. This machine, which previously belonged to Bert Green, is a 22in. Berry with standard 30 $\frac{1}{2}$ in. axle and differential. To anyone who knew Tommy it will be quite unnecessary to add that it had been maintained in first class condition.

### CONGRATULATIONS

Hearty congratulations and best wishes for the future to Keith Selkirk (elder son of Cyril of that ilk) on the award of a State Scholarship).

### THE ROAD VEHICLE LIGHTING REGULATIONS 1954

Details of the new Regulations governing rear warnings on bicycles and tricycles have been released by the Minister of Transport.

From 1st October 1954, a reflector 1 $\frac{1}{2}$ in. diameter must be carried in addition to a live rear light which must (from 1st October 1954) have a lens 1 $\frac{1}{2}$ in. in diameter. Rear Lamps and reflectors must be on the centre line or off-side not more than 20in. from the tail end and not more than 3ft. 6in. nor less than 15in. above ground.

### ODDS AND ENDS

As part of their Silver Jubilee celebrations the Glasgow Suburban R.C. promoted an Invitation "50" and young Bren was one of the nine names on the card. He recorded 2.7.53 for fifth place against 2.2.21 by E. V. Mitchell of the promoting club. Bren was accompanied on his flying visit to Scotland by Ben Griffiths.

Whilst on the subject of Orrells, has the "Cock o' the North" staged a "comeback"? We note from the cycling press that third fastest in the Warrington R.C. "50" was G. B. Orrell with 2.5.21 but subsequent enquiries showed it was merely Junior up to mischief again with a "personal best" 17 secs. faster than before. Alf Howarth recorded 2.19 in the same event.

The discovery on a recent Tuesday evening that we had an exact football eleven out gave rise to some interesting speculations as to the position in which each should play. Height alone made Bryan Jones, John Futter and Benno candidates for goalkeeper; Peter Rock confessed to having topped 13 stone and was placed at full-back with his halfwheeling partner Eric Reeves. Obviously Jimmy Long could only be a half-back and the scramble for places by Len Walls, Frank Perkins, Ken Barker and Salty was only halted by the discovery that Dennis John hadn't brought his ball—and anyway it was dark! We are, however, in serious training on Pepsi-Cola and contemplating a challenge to the Kirkby mob.

We hear that Harry Austin will shortly be removing to Leeds. Whilst this may be good for Leeds and Syd Jonas, who has lived at nearby Guisely for some years it removes a good Anfielder from our midst and we hope that Harry will be able to get over to see the lads from time to time.

We owe an apology to Hubert Buckley who was missed from the list of those attending the Utkinton run on the 24th July. Hubert was unlucky enough recently to fall whilst negotiating the steps down to his basement cycle store and has had an arm in plaster. It takes more than a bit of plaster to keep a Buckley down, however, and Hubert has continued to give a good account of himself at table and taproom.

On two consecutive evenings recently the Editorial Staff ran into fellow members at the self same spot in Bebington and spent a pleasant few minutes chinning over old times. Ted Byron was caught doing a spot of gardening for his mother and hoped to get out to see us one day soon although he confessed to being, at the moment, without a bicycle; Jack Seed looked bronzed and fit and a gleam came into his eye as he spoke of helping Stevie to try and "do-over" McCann many moons ago. Them were the days!

We have to admit to two errors (at least!) in recent issues. In the "100" result sheet the handicap time of No. 4 A. Grisedale should read 4.27.5 not 4.17.5. In the same (July) issue our note regarding the late Johnny Band was inaccurate when it stated that he refused to take office; in fact he succeeded Jack Seed as Captain (1917, 18, 19) and was a delegate to the N.R.R.A. and a member of the Handicapping and Course Committee during the same period. When Harold Kettle was elected Captain for 1920 Johnny was elected to the Committee and served here for two years.

## TOUR TO BATH ROAD "100"

31ST JULY/2ND AUGUST, 1954

Seven members joined in this annual visit to the B.R. "100", including Stan Wild, who joined the party on the way home from a tour in Austria.

Bert Green went down with Jimmy, Jack Davies and Bert Preston, carrying on after the race to Bexhill for the rest of the week.

The Orrell family (Senior, Junior and Mrs.) were there and young Bren again proved himself a real chip off the old block by clocking 4.23.9 to finish in fourteenth position among the cream of the hundred milers in the country.

The event was run in blustery conditions far from suitable for record breaking, yet Ray Booty's winning ride of 4.6.39 was but 8 seconds outside competition record. Second fastest was triple-winner Gibbons of the Brentwood R.C. who was beaten into second place by slightly over six minutes and made no attempt to explain away his defeat by the puncture which stopped him at 75 miles.

Salty has been such a "regular" in past years, that the B.R. *News* includes him in a note welcoming an Anfield contingent at the event; in fact Jack was on holiday with Elsie and son and did not manage to get across.

## CLUB RUNS

## WOODBANK, 31ST JULY 1954

Although a number of members have gathered at the Nahoon Café each Tuesday evening for some time this was the first occasion on which we have met there for a Saturday tea. As the good folk at this establishment have set themselves out to cater for the needs of cyclists it should prove an attractive venue in those mid-winter months when a fairly short ride home is not to be despised.

This alternative for those unable to get down to the Bath Road area attracted an attendance of eight; the Editor chased out early, fed and was away before the arrival of the main contingent consisting of Frank Chandler, Guy Pullan, George Parr, Ernie Davies, Len Hill, Cyril Selkirk and son, Keith.

## WILDBOARCLOUGH, 31ST JULY 1954

The original venue was Heaton, but as the caterers there have just left the district it had to be changed, and so we were to gather at the Stanley Arms.

Alf and Eddie were going to have a full day out, but just before noon I spotted them near home heading for Manchester. Seemingly

they had got as far as Macclesfield when Eddie had mechanical trouble and they were returning to have discourse with a certain bicycle builder on the matter.

I set out in the afternoon and called in on Walter Thorpe to see if I could get him to come along, but without success. He was just putting the finishing touches on a capacity flash gun for his camera, and afterwards was detailed to help make some jam.

So I carried on alone up to Hayfield, and over the peep-o-day to Chapel-en-le-Frith. Then up through Dove Holes to Buxton, and on past the Cat and Fiddle to Stanley's, arriving just in time to join the other members as they left the bar parlour for the tearoom.

Alf and Eddie were there, the latter having had the trouble righted by a couple of new cotter pins. Hubert still had his arm in plaster, so he sat back as Alf cut the meat up for him, but taking care that he went no further. We partook of the usual Stanley's tea, and discussed long distance riders and records, past and present.

After tea we walked up to the main road with Hubert, where he had to wait for transport whilst we made a rapid decent into Macclesfield, and then on homewards.

Those present were Stan Bradley, Percy, Hubert, Alf, Eddie Goodall and Dave Brown.

#### TARVIN, 7TH AUGUST 1954

Thunder rolled in the distance as I waited for the Transporter to creak and rattle its way back to the Widnes side.

It was a day of sunshine and showers, heavy ones, too, but so far I had been lucky and dodged them all. After a cup of tea at Runcorn I was off once more.

The views from Rock Savage were very beautiful, and I paused to admire the Welsh mountains standing out clear and bathed in sunshine, whilst over east Cheshire ominous storm clouds were banking up.

A sweep down to the canal was followed by a gentle climb to familiar Frodsham, where a left fork led me past Foxhill and on to Alvanley. The familiar figure of Jack Davies was strolling up the rather stiff hill ahead and I was not slow to take advantage of the opportunity to walk and talk. Discussing nature (flowers, I am referring to!) with Jack usually resolves itself into a botany lesson. It is quite insufficient to tell him that you have seen a "wild vetch", as he immediately informs you that as this particular plant belongs to the "*Leguminosae*" family it is necessary to state whether the specimen was "*Vicia Cracca*" or simply a "*Vicia Sativa*"!

The remaining few miles were soon disposed of, and being too early for tea, Guy Pullan, who arrived on our heels (or rather wheels)

## GREAT BUDWORTH, 21ST AUGUST 1954

In the morning Alan and I rode down to the Hatton Heath Garage, and we spent the afternoon adjusting the Club "50" course to suit this new H.Q. To the uninitiated, this sounds a comparatively simple task. "Simply measure from the old to the new start, and add that much on at the turn". This produced a new turn just over the crest of a mountain—obviously no good, so we have to think again. Anyway, after some adjustment and re-adjustment the thing was sorted out, and we made tracks for Great Budworth.

We were just beyond Mouldsworth when my front spindle broke, and I had to hang around with a bike and a spindle-less front wheel—not a very mobile combination, whilst lucky Alan was riding round Cheshire getting extra miles in whilst searching for a bicycle shop. Eventually he returned triumphant and after putting things together we arrived at Smithy Cottage at about 6-50 p.m.

I can't say much about the events at the venue, as, being a modicum on the late side we found that most members had finished tea, and Simplex Chandler had already left.

There were two non-regulars in the persons of Sid Carver and Eric Reeves. Sid, living in Hull, has a fair excuse for being classed as a non-regular. Anyway, they both looked very fit despite their claims of lack of riding. Hubert Buckley now has the plaster off his broken arm, a mixed blessing to people on the same table, as he can now once more wage his notorious two-fisted attack on the comestibles.

We had a discussion with Bert on the Higher Issues: "What to do with the weather forecast"; "Joint Runs *v.* Alternatives"; "Anfield Country"; "Cheshire *v.* Derbyshire", after which the party broke up and we made our respective ways home.

Dave Brown, whose five inch handlebar stem, much to our surprise, is still in one piece, accompanied Alan and me to just beyond Ringway Airport, where he turned off to plough his lonely furrow home.

Those present were H. Green, J. Long, H. G. Buckley, F. Chandler, G. B. Orrell, W. Orrell, P. Williamson, S. Wild, J. R. Band, S. Carver, J. E. Reeves, A. Birkby, L. J. Walls, S. Bradley, A. Gorman, G. Parr, J. Davies, F. Churchill, G. Pullan, D. Brown and A. Howarth.

accompanied us on a tour of inspection of the Tarvin church and tombstones where I learned to distinguish neo-Gothic architecture from semi-perpendicular Elizabethan, also the fact that periodically the graves in old churchyards were cleared, the bones of rich and poor alike being shovelled into a charnel house! Anyway it was all very absorbing and sharpened my appetite for tea no end.

On our return to the "George and Dragon" the troops were assembling fast. Bert Green, Frank Chandler, Jimmy, Stan Wild, Geo. Parr, Len Hill, friend Russell on three wheels, Percy Williamson, G. B. Orrell and Hubert Buckley, who, despite his "game" hand, managed to dispose of a hefty plate of meat and salad to say nothing of the "afters".

Guy Pullan, Jack Davies and myself made up the party to thirteen.

Not being in a desperate hurry to be home early I accompanied Jack and George Parr back to Cronton, where they suddenly disappeared into a pub, leaving me to ride peacefully home to Crosby via the lanes.

UTKINTON, 14TH AUGUST 1954

Strange to say it was a pleasantly warm sunny day when Alan Gorman invited me to have tea at Utkinton with the "Anfield". This was indeed a privilege there being no clubs of Anfield vintage in Scotland.

Off we set into the Cheshire lane maze, which I am sure will always be a mystery to me, although Alan apparently knew where to go. On the way we met up with first, F. Perkins, then the scion of E. A. Buckley, Hubert, who was on foot. The quartet arrived at the tea place in nice time to sit down with fourteen others, some of whom I had already met. These were Pres. Green, Stan Wild, R. J. Austen and Bren Orrell senior—THE Bren to this 45 years old! Bren and F. Chandler who had arrived a bit late were given a "private suite".

Green, Wild and Len Walls got talking about the Grossglocknee and neighbouring passes. Wild, Walls and R. Griffiths had been touring there this year but not together. In fact, Stan had passed the younger members in the belief that they were Tyroleans! Walls and Griffiths had gone native, hats and all.

Others I noted at the other table were G. Pullan and friend, J. Davies, etc.

Oh! who was the expert trike rider who lost control of his machine and nearly put me in the ditch? No names, no pack drill. However, it was a fine run and a fine tea with a fine club. I hope to be privileged to repeat the performance again, maybe next year. Thanks Anfield.

[Our very welcome visitor who sent the above report was Tom Collins, of the Edinburgh Road Club.—Ed.].



# ANFIELD CIRCULAR



*Journal of the Anfield Bicycle Club (Formed March, 1879)*

President : H. GREEN

Captain : A. GORMAN

Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport

VOLUME L

OCTOBER, 1954

NUMBER 580

## FIXTURES

### OCTOBER

- 2 UTKINTON (Smithy Farm)
- 9 GREAT BUDWORTH (Smithy Cottage)
- 16 ANNUAL GENERAL MEETING, Halewood (Derby Arms)  
(Tea on this occasion will be at 5 p.m. and the Meeting at 6-15 p.m.)
- 18 COMMITTEE MEETING, 7-0 p.m. at 3 Whitechapel, Liverpool.
- 23/24 AUTUMNAL TINTS TOUR. Glynceiriog (Glyn Valley Hotel)
- 23 TWO MILLS (Nahoon Café) WILDBOARCL'GH (Stanley Arms)
- 30 SUTTON WEAVER (Mrs. Angel, Brook Vale, Stockton Lane)

### NOVEMBER

- 6 HALEWOOD (Derby Arms) ALLGREAVE (Rose & Crown)
- 8 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 13 HIGHWAYSIDE (Travellers' Rest)
- 20 DALTON (Prescott's Farm) SOMERFORD (Sunnyside Café)
- 27 TARVIN (George & Dragon)  
Tuesday evenings—Nahoon Café, Two Mills  
Wednesday evenings—Cottage Café, Kirkby.

## COMMITTEE NOTES

75, AVONDALE ROAD NORTH,  
SOUTHPORT.

*Annual General Meeting.* In order that I may make the necessary catering arrangements for the A.G.M. would you please advise me of your intention to be present.

*Autumnal Tints Tour.* There are still a few beds available for this week-end and early application is advised to avoid disappointment.

*New Member.* Cyril Robert Rowson, 118 Ferguson Road, Liverpool 11, has been elected to Full Membership.

At a Committee Meeting held on September 13th the President referred to the loss the Club had sustained by the death of Hans Kinder.

W. G. CONNOR,  
*Hon. General Secretary.*

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### NEWS IN BRIEF

Sid Carver chased over to Norley at the end of August and sent the bright and breezy report which appears in this issue. This in spite of a nervous disorder of the spine which necessitates two visits a week to hospital. All the best, Sid ! Dare we hope to see you at the A.G.M. too ?

For the first time in his racing career young Bren has "packed". This was in the Manchester Wheelers "12" and it is accepted in Anfield circles as an indication, though not conclusive proof, that the lad is human after all.

Perhaps the same remark might apply to Frank Chandler who, we are pleased to announce, got himself wed on September 25th away on the wilds of the Yorkshire coast at Hinderwell. His many friends in the Club will join in wishing Frank and Mrs. Chandler many years of health and happiness.

Our energetic Captain and veteran Alan Gorman scooped the pool in the recent V.T.T.A. Northern Group "25", when he made fastest time of 1.4.21 and came out top in the handicap and best on age standard. The "one-man-one-prize" rule saved him having to return home by goods train, however.

The last Club event of the season, a "25", held on the last run of the 1953/54 season, provided another 'fastest' for Alan Gorman, who clocked 1.5.42; Dave Brown won the handicap. A full report in our next issue.

It was with the greatest regret that we heard, just before going to press, of the death of Percy Beardwood whilst on holiday at Broadstairs. An appreciation of our grand old Life Member will appear next month.

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### CLUB RUNS

NORLEY, 28TH AUGUST, 1954

Eric and Peter didn't really need much "winkling out", and you may take it as a sign of grace that Eric repaired to a certain well-known emporium in Chester and eventually emerged clad in split-new nether coverings. Such a purchase is one of the necessities when one contemplates a full winter's wheeling but constitutes a gross extravagance for one run! Look, therefore, for the face of Reeves at future

# ANFIELD BICYCLE CLUB

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Private and Confidential  
(for Members only)

75 Avondale Road North,  
Southport, Lancs.  
20th September, 1954.

Dear Fellow Member,

The Annual General Meeting of the Club will be held on Saturday, 16th October, 1954, at 6-15 p.m. at the Derby Arms Hotel, Halewood.

In view of the item on the Agenda concerning the promotion of the Open "100" in 1955, it is hoped that you will make every effort to be present.

Yours sincerely,

W. G. CONNOR,  
*Hon. General Secretary.*

## AGENDA :

1. To read and confirm the Minutes of the last Annual General Meeting.
2. To read and confirm the Hon. General Secretary's Report.
3. To read and confirm the Hon. Racing Secretary's Report.
4. To read and confirm the Hon. Treasurer's Report and Accounts.
5. To elect Officers, Committee and Auditors for the year ending 30th September 1955.
6. To arrange Club Races for 1955.
7. To arrange Club Tours for 1955.
8. To consider the following motion, proposed by J. J. Salt, seconded by L. J. Walls:—  
"That the Club does not promote the Open '100' in 1955".
9. To consider any other business.

© Anfield Bicycle Club

gatherings—but sit not too near, for he is a mighty masticator, ravening as the wolf.

A smooth passage via Kelsall and Hatchmere with the sun on our backs brought us to Norley, where we were immediately plunged into a debate on the "hypothetical fifteen". However, while the landlady referred the matter of four extra teas to the House of Lords, the bar opened and certain gullets were well washed, including Geoff Lockett's—in readiness for the sustenance that followed. The company that criticised Churchill's photographs after the meal included the perennial plus hardy annual Green, Davies, Walls, McWhinnie, Parr, Birkby, Bradley, Pullan, Williamson, Long, Churchill, Orrell of 'Odnet (as opposed to Orrell of Onibury), Griffiths, Wild, Lockett, Rock, Reeves and Carver.

With that beautiful tail wind, Eric and I potted through the Peovers, attended by all the flies in Cheshire, and checked in at Macclesfield's "George" shortly after 9 p.m. Don't tell *all* your pals—but this pub doesn't shut on Saturday nights. After a sufficiently sturdy session, we sought repose at around 1.30 a.m. with revelry still abounding in the bar.

Sunday morning! Macclesfield had decided overnight to go either 20,000 fathoms under the sea or the same ridiculous figure into the clouds! I still had the wind (poor Eric!) and after a belated breakfast, a last moment decision found me climbing the hills to Chapel, taking the quickest line home. Near the top of Mam Tor, wreathed in cloud, I saw a discontented angel endeavouring to tune her harp. It turned out to be a bedraggled local lady with a tennis racquet! Such optimism! But the wind was really a beauty and after I de-caped above Ladybower, the miles slipped by with a pleasant illusion of fitness.

The Hull boys were contacted for tea just outside Thorne and I was on my "second home" midden. Two pints at East Riding Newport's "Jolly Sailors", Hessle at 8.40 p.m.—and that was that.

P.S. That seven miles from Mac' to Whaley Bridge is still a highway that never had a father!

SID CARVER.

#### SECOND CLUB "50", 4TH SEPTEMBER 1954

It may be that most of those members who were out were satisfied with the venue for the "50", but I cannot honestly say that I was. Perhaps the fact that I was suffering from a spot of eye trouble caused me to take a jaundiced view and it may be that the non-racing men had a comfortable meal whilst we were getting to grips with the scythe gentleman. I hope that such was the case.

The race provided another runaway victory for Orrell, who tore over the 50 miles in 2.6.31. Apart from this superlative ride the best effort came from a prospective member—Harry Fogarty, confirmed cycle tourist and dilettante racing man who clocked 2.16.35. John

Futter, whose great strength seems to have been mislaid, was down to 2.16.40 and Alan Gorman could not better 2.20. Eddie Goodall, after riding well for 35 miles, took the knock and finished in 2.34. The opposition to Orrell might be said to have collapsed; Jack Salt feeling he said a bit off colour decided not to ride, or as he put it: "Let someone else win the handicap". Ben Griffiths had some trouble of a vague nature in Chester on the way out that prevented him from starting. Frank Chandler's rubicund countenance cheered the competitors on the course. Stan Wild put in a fortuitous appearance at Ridley to prevent Fogarty from losing more than about a half minute. Walter Thorpe and friend did the turn and Jack Salt the Whitechurch Island check. Dave Brown and a friend from his office provided internal lubrication for the competitors. Also out and about were H. Green, W. H. Kettle, J. Long (who timed), G. B. Orrell, Perkins, Reeves, Walls, A. Williams and Williamson. The following table shows the progress of the race.

	H'cap	15½m.	25½m.	35½m.	50m.
B. Orrell	Scr.	39	1. 4.50	1.31	2. 6.31
J. H. Fogarty	P.T.	41½	1. 8.20	1.37	2.16.35
J. Futter	4.0	40	1. 6.20	1.35	2.16.40
A. Gorman	7.0	43	1.11. 3	1.40	2.20. 5
E. Goodall	16.0	44	1.11.21	1.44	2.34.20

B. ORRELL—Fastest and 1st Handicap

#### UTKINTON, 18TH SEPTEMBER 1954

Shortly after leaving Golborne I came across a "gasless" American motorist; my subsequent errand of mercy with a jerrycan posed quite a problem in mechanics but was amply compensated for by the inner glow of satisfaction at duty well done—NATO and all that. This feeling carried me right through Utkinton without fatigue. Bill McWhinnie was encountered at some crossroad near Kingsley, nice bloke Bill! pity he is addicted to those ghastly three-wheeled abortions. There was quite a gathering at Smithy Farm, including the President and Jimmy Long. Jimmy was bursting with pride, justifiably, considering he had ridden all the way from home. Tea was enlivened by Len Walls' use of salad cream in lieu of milk in his tea, this instance or craving for new sensations is unhappily symptomatic of the times. Alf Howarth was rather solemn and subdued as befits an aspirant to the giddy heights of Merseyside society—"Fency that!"

(Following the "Phil's" lead, attendance at all Wednesday night do's at the Cottage Café, Kirkby, will entail white bow and tails).

Conversation was on the usual high plane and the time to return to our respective homes came all too quickly.

Those present were the President, D. Brown, F. Chandler, F. Churchill, A. Howarth, J. Long, W. McWhinnie, G. Parr, G. Pullen, E. Reeves, L. Walls, S. Wild.

# ANFIELD CIRCULAR



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NOVEMBER, 1954

NUMBER 581

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## FIXTURES

### DECEMBER

- 4 HALEWOOD (Derby Arms) WILDBOARCLOUGH (Stanley Arms)
- 11 SUTTON WEAVER (Brook Vale, Stockham Lane)
- 13 COMMITTEE MEETING, 3 Whitechapel, Liverpool
- 18 KIRKBY (Cottage Café) PRESTBURY (White House Café)
- 27 HALEWOOD (Derby Arms) Lunch 1-30 p.m.

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All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

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### CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 29 Sparks Lane, Thingwall, Wirral, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.



## COMMITTEE NOTES

75 AVONDALE ROAD NORTH,  
SOUTHPORT.

*Change of Address.* Dennis John, 4 Mill View Road, Shotton, near Chester.

J. H. Fawcett, 20 Broxton Avenue, Prenton, Birkenhead.

*Resignation of Membership.* The resignation of W. Jackson has been accepted with regret.

*The under-mentioned have been appointed delegates:*

R.R.A. E. L. Killip.

N.R.R.A. A. Gorman and P. Williamson.

R.T.T.C. Liverpool Council. F. E. Marriott and J. E. Reeves.

W.C.T.T.C.A. J. J. Salt and J. C. Futter.

Timekeepers. R. J. Austin, S. Wild and E. M. Haslam.

Handicapping and Course Committee. J. C. Futter, A. Howarth, L. J. Walls, H. G. Buckley and J. E. Reeves.

Open "100" Committee. J. C. Futter, A. Howarth, L. J. Walls, H. G. Buckley, J. E. Reeves, I. A. Thomas and J. Pitchford.

W. G. CONNOR,

*Hon. General Secretary.*

## IN MEMORIAM

1914 — 1918

E. A. Bentley	G. Poole
David Rowatt	Edmund Rowatt

1939 — 1945

B. H. Band	D. L. Ryalls
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*"They shall grow not old, as we that are left grow  
old:  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them."*

## PERCY BEARDWOOD

A brief note in the last *Circular* gave the sad news of the passing of Percy Beardwood.

He joined the Club in 1892 and took full part in all its activities until his removal some years later to London. His interest in the

Club continued and he took every opportunity that presented itself of keeping in touch. He was a regular attendant at the Easter gatherings at Bettws-y-Coed and at the "100" at Whitsuntide. His business in the early years of this century was in the motor line, but early in the 1914-1918 war his place was taken over by the Government and he returned to his old love and cycled quite a lot, meeting us at the Whitsuntide and August Bank Holiday week-ends at Craven Arms. He was of a jovial nature and a cheerful companion. "The Owls", a mock secret society, with weird rites and ceremonies, was his creation, and he had no difficulty in inducing many of the Club members to join it. It had meetings wherever a few members happened to foregather and certain special ones, and, whilst details of its proceedings cannot, of course, be divulged, it may be said that good eating and good drinking were by no means neglected.

He was for many years a member of the Bath Road Club, of which he became President, and many of us had the pleasure of meeting him in the Theale neighbourhood at their "100". He was most popular wherever he went, and will be sadly missed by a large circle of friends, and not least by our older members.

To Mrs. Beardswood and her family we offer the deep sympathy of the Club in their loss.

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#### NEWS IN BRIEF

In the all too frequent absence of the Editor the job of finding victims to write up joint runs has fallen to Alan Gorman whilst Alf Howarth has most successfully organised this as regards alternatives.

Any shortcomings in the *Circular* can certainly not be laid at the doors of Alf nor Alan who have been most efficient deputies for the Scribe.

In future, Dave Brown, as M/c Vice, will look after the alternatives and we have invited Guy Pullan to distribute this much sought honour(?) at joint runs. There have been no changes in our rates of payment for contributions!

Jimmy Long has heard from several of our exiles who have sent greetings: Robbie mentions having been on the sick list for some months; Jack Walton says "Please remember me to the boys—especially Bert Green". Rene Haynes, acting as secretary for Ned, says he has been out helping on several record attempts and adds "What queer concoctions some of these boys like!!" From the I.O.M. W. C. Kinghorn writes "All the best for the future of the Club and my personal good wishes to Harold Kettle, McCann and other members of the early 1900's".

The sincere sympathy of our members will go to Grimmy whose wife passed on towards the end of September, and to Len Hill whose father died about the same time.

The sudden death of J. G. Macdonald of the Speedwell came as a great shock for he was well-known far beyond Midland cycling circles. His Club have decided to perpetuate his memory with a "J. G. Macdonald Memorial Trophy" to be held by the rider doing fastest time in their Open "100" and any of Mac's friends who wish to be associated with this memorial are invited to send donations to: Mr. A. V. Griffin, 8 Madison Avenue, Ward End, Birmingham, 8.

Two of "Ours" figured prominently at the recent Jubilee Dinner of the Liverpool T.T.C.A. when Jack Salt as President of the W.C. T.T.C.A. proposed the toast of "The Association" and Guy Pullan, a member of the C.T.C. Council proposed a toast to "The Officials".

In the Veteran's Time Trials Association National Championship "25" Alan Gorman returned fastest time of 1. 3. 18, half a minute faster than T. H. Pritchard, Port Talbot Wheelers with C. A. Starkey (Solihull) third in 1. 4. 33. Alan also took first handicap.

Salty carted John Futter northwards to the North Lincs. Olympic R.C. "25" recently and John obliged with 1. 1. 8. for 8th fastest. A week or two earlier he had pegged down young Bren in the Chester R. C. "50" when he recorded 2. 11. 38. to Bren's 2. 12. 23.

Although not a member of the Anfield, Jack Baynes was a regular attender at Kirkby until he became too ill to cycle, and had also been on several Club tours. His passing after a long illness was keenly felt by his many friends in the Club for he was a cheerful and keen companion.

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The Shakespearean Parody below deserves an introduction. It was handed to me in York during the C.T.C. Rally week-end by one of that notable promotion's able organizers, Bob Carmichael-Riddell. He confessed that the author was unknown to him. That he is a cyclist and an experienced one, is without question. More than that, he is a poet, for it is not enough to have a model, even so great a one as Shakespeare, and try to maintain the beauty and dignity of his pentametric cadence.

Whoever wrote "All the world's a road" in the gracious blank verse of "All the world's a stage" from "As You Like It" (with a peroration from "Anthony and Cleopatra," "Hamlet" and "Julius Caesar") has a feeling for the nice use of words as well as a love for cycling. Parodies, as a rule, demean the original sentiment and metre, and make a jingle of it. But this effort might not be disowned even the by Bard himself, who, had he lived today, would surely have known his Avon from the saddle of a bicycle.

I hope the author, if he sees my tribute and our use of his skill, will write and reveal himself.

## SEVEN AGES OF THE CLUB MAN

All the world's a road  
 And all the men and women happy riders,  
 They have their favoured places for elevenses,  
 And one man in his time rides many miles,  
 His acts being seven ages. At first the infant  
 Howling and shrieking on a toy three-wheeler;  
 Then growing schoolboy, with his satchel  
 And shining new light roadster, crawling like snail  
 Unwillingly to school. And then the club-boy  
 Pedalling like fury; fitted with double-clangers  
 And such-like modern fashions. Then the speedman  
 Full of strange oaths—sags and bonk a-bounding,  
 Jealous in honour—sudden and quick in action,  
 Seeking the bubble reputation in the Tour of Britain  
 Or the Best All-Rounder. And then the veteran  
 In fair round belly, with good training lined;  
 Performing sometimes better than in former years.  
 Full of wise saws and modern instances—  
 And so he keeps his youth. The sixth age shifts  
 Into the staid and plus-foured aged official  
 With spectacles on nose, and watch in hand;  
 Certificated that the world may know its honesty;  
 His youthful hose, well darned; a world too big  
 For his shrunk shank; and his big manly voice  
 Turning again towards youthful things, pipes  
 Of Bidlake and the Dursely Pedersen. Last scene of all  
 That ends this strange eventful history—  
 Sans teeth, sans eyes, sans waist, sans everything  
 Save memories and friends. And when at last, the timekeeper  
 Calls "UP"—what long white roads await his wheels,  
 When he has shuffled off this mortal coil?  
 Yet there'll be friends who do await his coming;  
 Age cannot wither him, nor custom  
 Stale his infinite variety; for take him all in all—  
 Sometimes coarse of tongue, and brusque in manner;  
 But yet a good heart. And a good heart is the Sun and the Moon  
 If it is put upon him, he will obey most royally,  
 So that at passing, they will say "This was a man."

*Cycling*, 30/9/54.

We have culled the above from a recent number of *Cycling* not only for the merit of "All the world's a road" but particularly because it transpires that the writer was none other than our own Syd Carver.

ANNUAL GENERAL MEETING  
HALEWOOD

16th October, 1954

All roads led to the Derby Arms as thirty-nine members gathered to settle the affairs of the Club for another year. After the usual good fare provided by this house with long Anfield associations a move was made to the shed and we were soon down to business with Bert Green in the Chair and the following other members present: W. H. Kettle, J. R. Band, R. Barker, K. W. Barker, A. E. C. Birkby, A. Bretherick, H. G. Buckley, S. T. Carver, W. G. Connor, J. R. Griffiths, J. Cranshaw, J. J. Davies, J. C. Futter, E. Goodall, A. Gorman, L. J. Hill, A. Howarth, J. Long, F. E. Marriott, E. O. Morris, W. McWhinnie, J. Newton, G. B. Orrell, B. Orrell, G. Parr, F. Perkins, E. G. Pullan, J. E. Reeves, W. P. Rock, C. R. Rowson, J. J. Salt, G. Stephenson, P. T. Stephenson, D. Stewart, J. A. Thomas, L. J. Walls, A. Williams and P. Williamson.

The Secretary's report showed that membership is now 126, a decrease of 4 since last year. Two new members have been elected and we have lost, by death, Lord Kenilworth, W. Crompton Humphreys, T. E. Mandall, J. C. Band, Hans Kinder and P. C. Beardwood.

Average attendance was slightly up on last year and, of the 52 fixtures held, Bert Green and Bren Orrell Senior each attended 51. Highest attendances were:—A.G.M., 40; Birthday Run, 39; Photograph Run, 37.

The Treasurer's report showed an excess of expenditure over income amounting to £15. 3s. 9d. but we are not yet "in the red" thanks to a balance which will stand a few more hard knocks.

Giving his report as Captain and Hon. Racing Secretary, Alan Gorman said that only nine members had come under Starter's Orders during the season, the most successful being Bren Orrell who had recorded a 2.5 "Fifty" and a 4.23 "Hundred" during the year. John Futter recorded 1.1.8. for an end of season "25"—the fastest recorded by any Anfielder other than Brian Jones. As Captain of the Club, Alan expressed concern at the rate of recruitment falling below that of our losses and suggested that consideration be given to a programme of Sunday runs. After a full discussion this question was remitted to the Committee for consideration and report to a special General Meeting to be held not later than the 5th February.

As was expected, the proposition in the names of Jack Salt and Len Walls that the "100" should not be run next year came in for much lively discussion.

Jack and Len justified their proposal by pointing out that if only 25 members were prepared to turn out and assist it could not be called the Anfield "100" and mentioned two Clubs who had at least

as many, if not more, members assisting as we, the promoters, could muster.

Eventually the proposition was defeated heavily, but the warning remains. We must not expect outside aid unless every Anfielder who possibly can is on the course and actively engaged, and Salty and Len are to be congratulated on driving this home in the most forcible manner. May there never be similar reasons for such a proposition to appear again on the agenda.

Tours and club races were left to the discretion of the Committee and one of the liveliest A.G.M.'s for years turned to the election of Officers and Committee.

Bert Green was re-elected President with acclamation and Bren Orrell senior joined Salty to make as good a pair of V.P.'s as any club could wish. Captain and Racing Secretary is John Futter, and Eric Reeves will be responsible for promoting the "100" that nearly wasn't! George Parr and Dave Brown are Vice-Captains and Jimmy Long kept tight hold on the moneybags. George Connor and Ken Barker retained their lucrative posts as Secretary and Editor respectively with surprisingly little opposition. Eddie Morris and Stevie will audit the accounts and see if they can fathom out how Jimmy manages to dress so well and run an Alvis.

Counting the votes for the Committee provided a welcome breathing space for all but the scrutineers who eventually found the following had topped the poll: A. E. C. Birkby, J. R. Band, J. J. Davies, W. H. Kettle, F. E. Marriott, E. G. Pullan and P. Williamson.

Before we broke up to wend our various ways homeward, Jimmy Cranshaw proposed a vote of thanks to the President, Officers, Committee and all who had contributed to the running of the Club during the year. And so—to the road and bed.

## R U N S

FIFTH CLUB "25", 25TH SEPTEMBER, 1954

There was a reversal of usual procedure today when at 3.55 p.m. all the competitors were at the start and the timekeeper was missing. However, that worthy rolled up ten seconds later after a tough ride into a heavy wind and the race was on.

Some say that this course is hard, but young Bren has achieved a 1.2 on it, and on this anything but easy day Alan Gorman returned fastest time with a fine 1.5.42. Dave Brown was but 47 seconds inside "evens" and beat Alan by a short head for the first handicap prize. Eddie Goodall went back a little with 1.10.15 and Salty kept the flag flying with 1.14.7. Ben Griffiths was a non-starter, and young Bren, who was riding on the Wirral on the morrow, was an interested spectator. N. Woodruffe, a prospective member, returned 1.12.35 in a private trial.

Alf Howarth turned the riders at Wade's Green, the two Brens were at the second turn, the Presider, Jimmy Long, Guy Pullan, and Mrs. Salt stood at Barratt's Green, and Len Walls, George Parr, Ben Griffiths, Harold Kettle with his wife, and Russ Barker with his wife and son were in attendance at the finish where S. Wild returned the following times:

Rider	H'cap	13m.	25m.	H'cap time
1. D. Brown	10 mins.	38.0	1.14.13	1.4.13
2. A. Gorman	1 min.	33.36	1.5.42	1.4.42
3. J. J. Salt	8 mins.	38.1	1.14.7	1.6.7
4. E. Goodall	4 mins.	36.3	1.10.15	1.6.15
5. J. R. Griffiths	Scratch	DID NOT START		

After the race an adjournment was made to the Travellers' Rest at Highwayside where tea, for the occasion, was organised on running buffet lines. It was the usual enjoyable session, nevertheless, and the writer was able to make an early start for home, but he did not start early enough, as Ken Barker, who had joined us at tea, waved his editorial big stick, as a result of which this write-up has been inflicted upon you.

#### GREAT BUDWORTH, 9TH OCTOBER, 1954

Great Budworth again proved a cosy and popular venue when sixteen members crowded into the small ceilinged room of the old smithy.

This was the first Saturday of the return to normal time and though lights were not yet required before tea, the fading daylight was a reminder that lamps must be in good trim for a few coming months.

The afternoon was fine and pleasant and a sudden decision to take the lane alongside the drained Arley pool and by the footpath to the woods was a delightful revival of a route which was at one time a favourite incursion to a secluded bit of Cheshire. Arley is still well worth a visit in spite of the encroachment of a great airfield.

It was nice to meet Jack Newton on the Club run after an absence of several years. The others present were: Bert Green, Eric Reeves, Len Walls, Stan Wild, Jim Long, Arthur Birkby, Fred Churchill, Jack Davies, Guy Pullan, George Parr, Bren Orrell senior and junior, Eddie Goodall, Alf Howarth and Percy Williamson.

Rain was falling as the company left the cottage to retrieve machines from the various corners of the garden and good night greetings floated from caped figures as small groups of red lighted bicycles and tricycles faded in various directions into the darkness.

After this issue was prepared for press we heard with great regret, of the death of George Molyneux and hope to publish an appreciation next month.



# ANFIELD



# CIRCULAR

*Journal of the Anfield Bicycle Club (Formed March, 1879)*

*President : H. GREEN*

*Captain : J. C. FUTTER*

*Hon. Secretary : W. G. CONNOR, 75 Avondale Road North, Southport*

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VOLUME L

DECEMBER, 1954

NUMBER 582

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## FIXTURES

DECEMBER, 1954

- 4 HALEWOOD (Derby Arms) WILDBOARCLOUGH (Stanley Arms)  
11 SUTTON WEAVER (Brook Vale)  
13 COMMITTEE MEETING, 3 Whitechapel, Liverpool  
18 KIRKBY (Cottage Café) PRESTBURY (White House Café)  
27 HALEWOOD (Derby Arms) Lunch 1.00 p.m.

JANUARY, 1955

- 1 DALTON (Prescott's Farm, Lees Lane) MIDDLEWICH (Woodlands)  
8 HALEWOOD (Derby Arms) SOMERFORD (Sunnyside Café)  
10 COMMITTEE MEETING, 3 Whitechapel, Liverpool  
15 PARKGATE, (Deeside Café) WILDBOARCLOUGH (Stanley Arms)  
Ladies' Invitation Run  
22 SUTTON WEAVER (Brook Vale)  
29 TARVIN (George & Dragon)
- 
- 

A Merry Christmas  
and a Prosperous New Year  
to all

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## COMMITTEE NOTES

75 AVONDALE ROAD NORTH,  
SOUTHPORT, LANCs.

*Boxing Day Run, Halewood.* It has been decided to visit the Derby Arms, Halewood, on Boxing Day once again, where a lunch of high quality is assured. It is hoped that as many members as possible will be present and may I remind those unable to cycle that a Crosville bus, No. 118, from the Pier Head passes the door.

*Appointment of Delegate.* R.R.A.—Delegates to this association to read: E. L. Killip and E. Haynes and not as printed in last month's CIRCULAR.

*Change of address* A. Howarth, "Dalbury", Moss Side, Freshfield, Formby, Lancs.

W. G. CONNOR,

*Hon. General Secretary.*

## IN MEMORIAM

## GEORGE MOLYNEUX

By the death of George Molyneux early in November the Club has been robbed of a veteran whose membership dated from 1920.

He was keenly interested in long distance riding and records and had ridden in our Invitation "24" in 1914, six years before joining the Club.

In the 1920 "24" he was second to J. A. Grimshaw with an excellent ride of 322½ miles but the circumstances which prevented regular attendance at runs also interfered with his competitive activities and it was 1926 before he made his first record attempt by tackling the tricycle ride from Edinburgh to Liverpool.

A strong S.W. wind hampered this effort and the attempt was abandoned at Rufford, but in September 1927 he succeeded in clipping 32 minutes off the previous best on this route.

Two later attempts on the Liverpool-London Bicycle record failed owing to adverse winds as did a gallant effort to regain for the Anfield the trike record held for so long by R. A. Fulton.

In 1940 George was elected to the Committee and for several years made his contribution to the difficult task of keeping the Club going under war conditions. Although unable to get out with us as often as we should have liked to see him George Molyneux was a

popular member with a fund of anecdotes concerning the Anfield and wider spheres of cycling.

We would extend to his family the sincere sympathy of our members in their loss.

#### NEWS IN BRIEF

We note from the *Gazette* that Gordon Shaw was to lecture to the Sheffield C.T.C. in November on *Yorkshire Relish* and that member Guy Pullan and friend A. B. Smith of the N.R. have been returned unopposed to the C.T.C. Council.

The Committee have started work on the question of Sunday runs but whether they amend their terms of reference to consider Bath Roader Len Baker's suggestion contained in the "Tints" report remains to be seen!

The annual open night at Parkgate has been fixed for the 15th January and we hear rumours of a good show of continental touring photographs.

We were sorry to learn of the recent death of Len Killip's father, and would assure Len of the sympathy of all Anfielders in his loss.

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#### R U N S

SUTTON WEAVER, 30TH OCTOBER, 1954

This was a hard ride from Manchester, a strong north-westerly wind accompanied by heavy rain making arrival at Brook Vale Farm the most satisfying part of the afternoon. At least, so far. As we entered the house we were met with the most delicious aroma of frying ham, and, as we had heard pigs grunting as we crossed the yard, it was obviously home-killed.

Guy Pullan, Jack Newton, Rupert Gibson and George Parr had preceded me, and Guy astonished all present by stating categorically that he had experienced no rain during his ride and had arrived bone dry. And his looks (in contra-distinction to our sodden and untidy condition) did not belie his statement. It seems that our C.T.C. councillor (who possesses a special bicycle for "fast club riding") has control of a special area of fine weather which travels with him, whilst we get soaked!

Then as Farmer Angel queried "one egg or two?" Bert and Percy entered, quickly followed by Jack Davies, Jimmy Long and Don Stewart. Bren senior, our new Vice-President, made our total up to eleven, an excellent turn-out on such a vile day.

The meal was of such quality that a poet would at least have written an ode to it. We lingered over it and smacked our lips for a long time after its completion.

In due course we had to seek our mounts for the ride home through a dark and dirty night, but as far as the Manchester men were concerned it was a sleigh ride and we hoped that Guy didn't lose his patch of fine weather. It had been tough work mangling a tricycle outwards, but now it was sheer delight. There was a momentary shower at Stretton but it was good to note the chimney smoke of the Cat and Lion flattened into a horizontal line. Near Bollington I passed some members of the Manchester Wheelers and they did not manage to overtake me. No doubt at all but with the aid of the wind I experienced some of Guy's "fast club riding" speed.

#### ALLGREAVE, 6TH NOVEMBER, 1954

Stan Wild, who sent the above report of the Sutton Weaver run, was one of three members out at Allgreave, his two companions being Stan Bradley and Alan Gorman.

Lest it should seem that Manchester is slipping it is pointed out that on this date Bert and Percy journeyed to Halewood, Alf Howarth was removing to Formby, Eddie Goodall was figuring in the final of a fencing competition and Dave Brown was in Wythenshawe Hospital. He is now doing well after undergoing a minor facial operation.

#### HIGHWAYSIDE, 13TH NOVEMBER, 1954

It is rare these days to meet anyone at Two Mills who is going to the Club run, and just as I was becoming reconciled to the idea of another lone ride Frank Perkins arrived. The weather, after an uncertain start, decided to be kind, capes were stowed away and the two of us had a most pleasing ride through the lanes to Highwayside. Chandler, Reeves, Buckley, Pullan, Stewart and Perkins waited in the warmth of the bar and with the arrival of the President and Percy Williamson the party was complete and we adjourned to the dining room. With such a small party conversation was easy and stimulating but all good things must come to an end so we prepared to make our varied ways home, Hubert going by bus. In our small party of four Perkins and Pullan "allowed" Reeves and Stewart to push into a strong wind through the lanes. Pullan carried straight on at Bachford and the other three proceeded to the Nahoon Café for a final cup of tea before travelling along the familiar route home to our beds.

DALTON, 20TH NOVEMBER, 1954

A call on Jack Davies on the way home from work to see if I could get an escort for the run, proved unsuccessful, as he was just recovering from a touch of bronchitis. It was my first run to Dalton and my knowledge of this part of Lancashire is not too good.

Anyway, it was shortly after two-thirty when I left home, going via Kirkby to Ormskirk then on to Southport. If it had been a summer's day it would have been classed as hazy, but since it was a grey November day—the best description would be misty. Nevertheless it was pleasant for cycling and the miles slipped by with surprising ease. Outside Southport I forked right, missing the town and passing through Crossens on the way to the Preston road, and so on to the Tarleton lights where right again to Rufford.

From Rufford I then turned into the lanes, in the gathering darkness, to Parbold, where the descent of the hill led to Newburgh. A few words of direction from one of the locals put me on the right road to Dalton. It was just before five o'clock on arriving and since there was no one about, I went for a short potter around the lanes, being careful not to get lost in this unfamiliar part of my native county.

On arriving back at Prescott's Farm Guy Pullan was discovered already in attendance and shortly afterwards we were joined by Rigby Band, George Connor and Arthur Birkby.

Half-way through an excellent meal of home made steak and kidney pie Alf Howarth arrived, having had some trouble finding the place, as there is another Prescott's Farm in the area, and he had chosen the wrong one.

Usually after an Anfield tea a wide variety of topics are discussed and to-night was no exception; the lack of members on the run, bikes, travel, teachers, musicians and income-tax all getting a fair share of the limelight.

The party split into two groups, Alf, Rigby and George heading for Ormskirk, whilst Guy, Arthur and I traversed the lanes, before Arthur departed down a lane in the vicinity of the Hen and Chickens, leaving Guy and me to plod on to the East Lanes. road. Then it was our turn to split—Guy to wend his way into the town and me for home, a bath and bed.

SOMERFORD, 20TH NOVEMBER, 1954

I'd like to be able to say that Saturday afternoon was a sunny Autumn day. Though it was dry the sun wasn't much in evidence, but I enjoyed this somewhat rare opportunity of getting out on a

Club run. Though the journey through the lanes was very familiar, I took pleasure in observing slight changes here and there, changes mostly wrought by Mother Nature, many fields had patches of surface water not able to get away through the waterlogged ground. I don't envy the countryman's journeys through the liquid mud I saw on many a field track.

As dusk fell I was close to Somerford crossing the Dane, pleased to have got so far, so easily in spite of my unfitnes. I was first to arrive at Sunnyside Café but was shortly joined by the Presider and Percy and we were made complete by the arrival of Bren and Stan—a grand total of five; no snow! no gale! no rain! excellent tea! What was the reason for the small number out? B.A.R. concert—Cycle Show—Alf Howarth courting? As usual we talked until after seven and then made a beeline for home, and the journey home through the dark lanes behind a good dynamo light was just as pleasant as ever. At tea with the President were Percy Williamson, Stan Wild, Bren Orrell and Laurie Pendlebury.

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### AUTUMNAL TINTS

I left London on a business trip the Monday before the "Tints" week-end and it was not until the Thursday that I was motoring from Whitechurch to Chester. It was a wonderful day and thoughts of perfect "Tints" weather floated through my mind. Arrived at Liverpool the following morning in absolutely beastly weather, pouring rain, howling gale, and I laughed at my thoughts of yesterday.

I met Jimmy Long at Frank Marriott's house at 10-15 a.m. on the Saturday—still raining, and off we set. We praffled through the lanes to Two Mills where we had arranged to meet Len Hill, and of course he didn't turn up. On to Chester where traffic was very heavy and Jimmy cursed motorists right and left. Jimmy has a very effective flow and one would never imagine that he is one of the honk and hooter brigade and damnation to all cyclists.

On to lunch at Holt where we met Bert Green, George Parr and Jack Davies; a somewhat scrappy lunch followed, then the five of us drifted into the lanes and the weather relenting somewhat, capes were put away. Soon after lunch Jimmy wished to stop for tea and cakes and as a bribe said that he would pay. On reaching the appointed place—Overton—we found that no café existed—Jimmy apparently knew this. The rain came down again and it was a bedraggled quintette which arrived at Chirk, where Jimmy announced firmly that he was *not* going to pay; his previous offer was only for afternoon tea.

Tea was taken at the Milk Bar and just before leaving Bert Green glimpsed Jack Salt and Len Walls, looking quite fresh so evidently they had not been tearing each other up. Jack and Len were going to have tea around the corner and Bert arranged for us to meet them there. The five of us walked round into the café, and there they were, gone! We had more tea and out we came—donned capes and off we set.

Now I will have you understand that over the events of the next few minutes I was just the stranger doing what he was told. George Parr and I were up at the front—straight down the road says George—dead flat, six easy miles to Glyn. The rain was pelting down, the road got harder and harder, down on the drops, steeper and steeper grew the hill, looked across at George—he was puffing like a grampus, steeper and ever more steeper grew the climb until I fell off at some gates across the road, George was silent, and so were the others. Various suggestions—turn left, turn right, etc. came from those around me until the arrival of Bert Green, who snorted and said: "turn back you've damwell ridden straight up the mountainside to the gates of Chirk Castle". We hastened down—a sadder and wiser crew and George didn't say another word until we arrived at Glyn.

There were gathered at Glyn some fourteen all told. Additional to those already named were Len Hill, Hubert Buckley, Percy Williamson, Arthur Birkby, Don Stewart, Guy Pullan and Stan Wild. Over the evening's proceedings we will draw a veil, gentle reader, except to inform you that Bert got on to his favourite topic, the beer flowed freely, quips, tales and jests were the order of the day, and an air of good fellowship hung over all, even Salty related for the nth time his racing career. I had not heard it for two years but it was remarked that Salty, like history, often repeats himself.

After breakfast the following morning various members drifted away until the hard core remained, and arrangements were made. Elevenses at Chirk, lunch at Ruabon and tea at Woodbank. Down the road we went, dead flat all the way, until just outside Chirk we halted at our navigational error of the night before. George looked and blushed—it seemed almost impossible to go wrong.

From Chirk we went over the hills to lunch, the rain had relented and the sun actually shone.

It was very pleasant up in the hills, particularly for one who had not travelled that road before; then near lunch time we came out on A.5. George told us to go straight across whilst he waited for the others. We didn't see him again until lunch!

After lunch we set out on the last stage, the weather had gone really nasty, it was teeming down and slowly we made our way to the



Nahoon Café, where tea was taken in a truly cyclists atmosphere and discussion arose over the future of the Anfield. It appears that, like the B.R. the average age is increasing rapidly and unless younger members are induced to join the two clubs are doomed. Some of the most successful clubs of to-day are mixed and one cannot help feeling that our salvation lies in that direction. The Anfield and B.R. "100's" cannot be run without outside help and the most enthusiastic and generous help in the B.R. "100" comes from mixed clubs like the Dragon Roads Club, Newbury Road Club, Oxford City, etc. I know that many an old Anfielder will turn in his grave, but the writing is on the wall! The present generation of speedmen are considerably faster than their predecessors and the price which has been paid is the virtual extinction of the club run. Men no longer go on the run after the event, they all go home. I venture to say that the men of yesteryear, good as they were, would have been considerably faster had they not blinded about with the club run after the race. Gentlemen, the writing is on the wall—we have been warned.

L.M.B.

#### SHORTS FROM THE TINTS

1. We hear that the Vice-captain is about to undergo a course of map reading.
2. Ask Jimmy Long the whereabouts of A.41.
3. Len Hill is about to take up Pelmanism.

All matter for publication must be written or typed on one side of the paper only and sent to the Editor: K. W. BARKER, 42 BICKERTON AVENUE, BEBINGTON, CHESHIRE, so as to reach him not later than the Tuesday before the last Saturday in the month.

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#### CLUB SUBSCRIPTIONS

Over 25, 25s. ; Under 25, 21s. ; Under 21, 15s. ; Under 18, 5s. ; Honorary, a minimum of 10s. and Donations to the Prize Fund (unlimited) should be sent to the Hon. Treasurer, J. Long, 29 Sparks Lane, Thingwall, Wirral, or may be paid into any branch of the Midland Bank Ltd., for the credit of the Anfield Bicycle Club A/c., 384 Scotland Road, Liverpool 5 branch.