

ANFIELD BICYCLE CLUB

JOURNAL OF THE ANFIELD BICYCLE CLUB
(FORMED MARCH 1879)

President : BEN GRIFFITHS
Vice Presidents : BILL GRAY AND
HAROLD CATLING
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29 Glenwood Drive, Irby, Wirral Merseyside
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FEBRUARY/MARCH 1982

No. 822

LUNCH FIXTURES

February 13 ACTON BRIDGE (Hazel Pear)
20 FARNDON (Nags Head) BOSLEY (Harrington Arms)
27 ALPRAHAM (Tollemache Arms)

March 6 NORLEY (Tigers Head)
13 GRAIANRHYD (Rose & Crown) LOWER WITHINGTON (Red
Lion)
20 MOULDSWORTH (Goshawk) (COMMITTEE)
27 FADDILEY A534 (Tollemache Arms)

April 3 BWLCH GWYN (Four Crosses) MARTON (Davenport Arms)
10 SHOCKLACH (Bull) HOLMES CHAPEL (George & Dragon)
17 KELSALL (Morris Dancer)
24 GRAIANRHYD (Rose & Crown) BOSLEY (Harrington
Arms)

CLUB SUBSCRIPTIONS

21 and over £7.00; Junior (under 21) £4.00; Cadet £1.00
These donations should be sent to Hon. Treasurer - Phil Mason
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CLOSING DATE FOR NEXT ISSUE - SATURDAY 6th MARCH

EDITOR'S NOTES

DISCO BUFFET This has been organised for the 6th March at the Cross Keys, Lower Bridge Street, Chester. The Bar is open until midnight and tickets are obtainable from Committee Members for £2.⁷⁵p.

CHANGE OF ADDRESS Ernie Davies now lives at The Holding, Tapley Avenue, Wrexham.

APPLICATIONS FOR MEMBERSHIP have been received from STUART TWIGG and ROGER ANDREWS.

FOR DISPOSAL Harry Austin, of 21 Hall Park Garth, Horsforth, Leeds LS18 5LT, wishes to dispose of some old Circulars covering a period of thirty years from November 1931 to September 1960, and also handbooks from 1930 to 1953.

These are available free to anyone who cares to call, or offers to pay the postage. Harry's telephone number is - (0532) 582165.

AUTUMN TINTS TOUR - OCTOBER 1981

Victoria Hotel, Llanrwst

Slowly the tints weekend is being extended and the 1981 version was the longest yet, starting on Thursday evening when 12 of us (tourists?) met at the Bassett Hound pub to hand our saddle bags to Phil Mason for transporting by car to Llanrwst, and didn't end until we had collected them on Monday night at the Cross Keys in Chester.

So, down to the tour. For me the start was from Graianrhydd where I met the Captain Mike Twigg for lunch on Friday. (The

excuse being that we wanted to book the club in for lunch on Sunday). We left at 1.30 p.m. and headed for the Bwlch and Ruthin, then over the B5105 for a cup of tea at Cerrig-y-Drudion; we then did a few miles down the A5 to Pentre Foelas and from here we took the lane to the right for Nebo and down to Llanrwst.

We were the first to arrive at the Victoria, and after booking in, we walked into town and found a cafe for tea, as the evening meal was not booked until 8.00 p.m. Peter Colligan came by car and went straight out for an hour's ride. Dave Bettaney, John Whelan, Bill Barnes, Brian Whitmarsh, Dave Bassett and Chris Edwards came via St Asaph and Llanfair T.H. Dave Eaton and Phil Mason came by car. Dave had to go to Crewe on the Saturday for a hockey match. Rigby Band had spent the last two nights at Bala Y.H. with Eric Reeves. Just as the 12 of us sat down to eat George Elkington arrived from the Midlands, so we were just one short, as John Thompson was taking exams and didn't arrive until about 10.00 p.m. We had no complaints this year about the bar, but most must have been in bed handy as Breakfast on Saturday was at 8.00 a.m. and we were ready for the road by 9.15 a.m. when Mike Hallgarth arrived by car bringing Simon Cogan and Rod Anderson.

Rigby left Llanrwst on his own to do some exploring on his own. The other 15 of us set out over the bridge and up the steep hill of the lane that joined the A5 (after a very steep drop that saw most of us walk down), alongside the ugly house, a right turn to Capel Curig for our first parting, when Phil Mason (unfit), Dave Bassett (unwell), and Peter Colligan (broken leg) decided to take the direct route to Beddgelert. Mike Twigg did his duty as Captain and went with them to make sure they arrived safely (or so he said). So now, 11 strong, we kept to the A5 over the Nant Ffrancon pass for morning tea at Bethesda. We then took to the lanes, past Pentir to Llanberis, then over the Llanberis pass. On the climb John Whelan stopped to remove his top coat, and this was the signal for the first real attack of the weekend, as Rod

and Simon pushed up the pace from the front, and we reached the brow with the field well and truly spread out. I was in fourth place at the top. John caught me on the descent of Nant Gwynant, and we rode together the rest of the way to Beddigelet. On the way we remarked on the perfect reflection in Llyn Ddinas. It was so calm that I was reminded of John Moss and the words ("Quick-organise a time trial"). The Captain's men were waiting in the pub when we arrived, but as we had lunch the skies opened and we were a bit reluctant to leave the warmth of the bar, but when we did make the move it didn't seem so bad.

Mike's men made direct for Llanrwst, the rest of us took the A487 to Llanfrothen, we then took a left turn over the B.441 (this was to be a short-cut). We then again turned left for Blaenau Ffestiniog and the Crimean Pass. This road saw the final attack with the prize of the hottest bath at the end! John Whelan was away with Chris Edwards and Brian Whitmarsh chasing hard. I rode with Simon and Rod and arrived at the Hotel about 4.30 p.m. - but was still able to get a hot bath as Phil's block had collapsed and Dave Bassett had stayed with him, while Peter had gone back by car to pick him up. Billy Page arrived from the Wirral in time for the evening meal and Dave was back from Crewe (his team lost again), so we now had 18 for the Saturday night. An organ and Welsh singing in the bar had some of us watching Match of the Day in the lounge, and some out in the town, but most reassembled in the bar after the locals had gone.

Sunday saw us all up for breakfast at 8.00 a.m. and Dave Eaton did his bit by collecting the money. I then did a quick hill climb to collect my walking shoes that I had left at the top of the first hill on Saturday. Most of the carmen headed for the Horseshoe Pass and the National Championship Hill Climb. Eight of us took the B 5427 over Nebo and at the top we stopped to admire the view of Snowdonia covered in snow which had fallen over-night, but was now bathed in bright sunlight. Then down to Pentre

Foelas, a left turn and over the Sportsman near the top we ran into some snow. At Bylchau the snow on the road was quite thick, so we decided to change our route from the lanes and went down to Denbigh for morning tea. We then dodged the snow and rode under the sun, through the lanes to Llanbedr then over the Bwlch, a right turn for Graianrhyd and lunch. Soon the Hill Climb viewers arrived with takes of the start being delayed by an hour and a half. 15 of us sat down to lunch and from here we made our varying ways home. A very enjoyable weekend.

BEN GRIFFITHS

CLIFF FAREBROTHER

Three years ago a friend of many over a lot of years took over The New Inn at Pontblyddyn, between Mold and Wrexham, and on at least two occasions we made The New Inn a venue for our Saturday runs. Now the local paper advises that Cliff is retiring, and is disposing of the Inn. First item for the future is a return visit to Australia, where Cliff and his family have many links.

STAN WILD

Writing of Australia reminds us that we had a card the other day from Stan Wild. From Australia? Oh dear no! From British Columbia! Last year we mentioned in these columns that Stan and Jo were taking a holiday in the American South West States, around the Grand Canyon and such places. We did hope Stan would write a piece, but our hints fell on deaf ears.

This year Stan and Jo have excelled themselves. Having flown across the Pacific, our two then flew over the U.S.A. to Boston Mass. Then by road to the French Canadian cities, Quebec being especially delightful.

"Niagara Falls - stupendous. Then by air from Toronto (great!) to Calgary. The highway from Banff to Jasper is reputed to be one of the most scenic in the world, and I would not quarrel with that. From our northern most point on the West Coast, we had a seaplane trip to Alaska exciting and very beautiful. We reached Victoria, B.C. by sea - an 18 hour trip along a superb coastline. Shortly we will be in Vancouver and we will then be flying from Seattle to Honolulu, where we hope to warm up after some quite nippy autumnal weather, which has been fine and sunny throughout our tour. Jo sends her regards. Cheerio, Stan."

In our reply acknowledging receipt of the post card, we suggested to Stan that while on the east coast of the U.S.A. or Canada he could have quite easily slipped over for a weekend!

FRANK MARRIOTT

Tollemache Arms, Alpraham - 31st October 1981

Mike Twigg was the only other Anfielder to arrive at the Eureka. We waited until 11.15 a.m., then we went the familiar route through the lanes, Lea-by-Backford - Picton - Mickle Trafford, across the A56 for Guilden Sutton, across the A51, at Waverton we turned left towards Tarvin, then right (at one of Arther Gores corners) for Huxley, right to Tiverton, right through Beeston, then left, missing Bunbury to Alpraham.

Present at the Tollemache Arms were Harold Catling and Mary on the long barrow, Eric Reeves making a rare appearance, John Thompson and Maggie on a long bicycle, Peter Colligan, Ira Thomas, Mike Twigg, Ernie Davies, Ben Griffiths, Frank Marriott and Bill Gray, and just as we left for home Phil Mason and Roger Andrews arrived. Phil wanted to go inside in order to get a

club run, but we convinced him that Bill would give him the credit of being out, and we turned him for home without any refreshment. At Bunbury he tried to buy food without success. Past Beeston Castle to the Shady Oak, when we spotted that they sold Boddingtons beer, we allowed Phil to fall from his machine and so we had an extra pint while Phil and Roger had some sandwiches. (Is it true that Phil got lost going to Alpraham?). We then retraced through Huxley - Waverton - Christleton and Chester, with Mike and John having a half wheeling match at the front, (or was Mike chatting up Maggie?). At Chester Phil got dropped and arrived at the Eureka about 10 minutes down, it must be time to start training!

BEN GRIFFITHS

Norley, The Tiger - November 14th

Some, at least two that we know of, went missing for a time on their way to Norley. Not that either of them are unaware of Norley's situation on the fringe of Delamere Forest. Both wished to try a different route, and got hopelessly disorientated in the process.

Ernie Davies, first of the two to stagger into the doorway of The Tiger, managed to keep to the lanes as far as Utkinton, and then he noticed an inviting road that he had not yet "done". We were not told how he sorted himself out, that is, of course, if he knows himself, but one thing he did learn - around Utkinton, several long hills can be discovered, which, unless one is exceptionally fit, are better walked. Ernie was quite red in the face by the time he reached The Tiger.

The other "loser" was Mike Twigg. Mike, for reasons best known to himself, decided to look for an alternative to the delightful and graceful switchback road that runs through the

Forest. He did not then know that there is no real, and acceptable alternative to this pleasant highway. After wandering aimlessly here, there and everywhere around lanes (one really shouldn't need a map when wheeling within ten miles of home), Mike eventually brightened the doorway of The Tiger at 1.35. Not a bit like Mike to be so late.

We had a pleasant party - Bob Poole and Hagar, Harold Catling and Mary, Ira Thomas and Hetty. Then Chris Edwards, Peter Colligan (nicely recovering after his accident, thank you), Ben Griffiths and John Thompson. Yours truly completed the party.

F.E.M.

Royal Oak, Bangor on Dee - 28 November 1981

This was day of high winds and hedge-clipping strewn roads. Luck did show its face - most of us managed to miss the heavy rain earlier on. However, later we were trapped in the pub by a heavy downpour and some of us were forced to have several pints. In Roger's case, Coca Cola. (I put this comment in for his Mam's sake!).

Those present were Ernest Davies, Joan and bike, Frank Marriott, Ira Thomas, Ben Griffiths, Bill Gray who was recovering from a nasty attack of the "Screws". Mike Hallgarth and Roger Andrews who had been half-wheeled from the Mills by Mike. Last but not least Peter Colligan who would have done a 96 mile round trip by the time he arrived home.

MIKE TWIGG

Farmer's Arms, Huxley - 5 December 1981

Hungry for miles I went to the Mills to meet the lads. On arrival I was greeted by Ben. We both waited rather longer than we had hoped for Phil and Roger, who upon arrival insisted that it had been a hard capped ride down the Wirral. So hard that Phil had to take back wheel from Roger. After a quick cup of tea we left the portals of the Mills, only to wait on the main road for Phil to restrap his tubs and cape on safely. When he eventually joined us he said the delay had been for our own safety, as he did not want to do a Mossie on us. (Oh! for Mossie doing a personal Mossie on us).

Like the idiot I am, I suggested that we avoid Chester and go via the lanes. Someone must have been reading my thoughts as a trap of hedge-cuttings had been neatly laid, into which I rode. Being big-hearted I suggested the others rode on. After mending the front wheel puncture I promptly jumped on the bike, changed gear, causing my chain to jump off and jamb. This meant I did not catch the others. However, Ben had got me a pint in which I gratefully consumed! Most of us had little sympathy for Compo Thompson who had signed the pledge for the day, after rather a heavy Friday night. He was so fragile he ordered coffee.

Those present were - Ernest and Joan Davies, John Thompson, Roger Andrews, Mike Hallgarth, Ben Griffiths, and Phil Mason.

MIKE TWIGG

Bosley - December 5th 1981

Under grey and forbidding skies we made our motorised way to the Harrington Arms, to find that Harold and Mary Catling were already in residence after a quiet morning jaunt of about 55 miles under very adverse conditions.

Over a very pleasant meal our conversation ranged from Harold's recent tourlet of South and Mid-Wales, which reminded me of my first solo tour which covered a very similar route, more years ago than I wish for, to the dearth of Manchester members attending the runs.

It is a great pity that the attendance on the runs has fallen so low, after all, there are sufficient numbers in the area, so what about it fellow Anfielders - say just one run a month, you will get a very warm welcome, no matter how you arrive, be it by foot, car or even by bicycle.

Our departure was under skies that ruled out the trip over Bosley Cloud, and a direct run home was made to see the final frames of the snooker championship.

IRA THOMAS.

Royal Oak, Bangor-on-Dee - 12th December 1981

A shocking day for this run. I almost baulked at walking. It was so cold I actually sat by the 'Oak' fire, usually impossible. Proves the old adage 'First time for everything!'

One brave cyclist, our President, Ben. The rest of the company was - Frank Marriott and Ernie Davies.

BILL GRAY

Goshawk, Mouldsworth - 26th December 1981 - Boxing Day

Thanks to my very good friend of many years, Allan Littlemore, I am able to keep up with affairs in the Anfield, through the Circular. As an ex-member, living in North East Lancashire (can that really be called 'living'?) it is good to read of the many far-flung exploits of the members: of late especially David Birchall's exploits on the Craig coastal path, and John Thompson and Maggie's adventures on the 'gardem' (sic) in the Pyrenees and France.

Inspired by these and other more local tales, I decided to escape temporarily from the commercial super-saturation which is called Christmas these days, and head for the above venue. Due to the two weeks of bad weather prior to Christmas, and at least two horrific episodes of snow-blizzard riding conditions, I opted for a motorised approach, combined with a walk in Delamere Forest. After lunch I was to call on my 'in-laws' near Chaster with belated presents.

I enjoyed an hour or so of walking round the Delamere Station area of the forest, in ankle-deep snow, then on to the Goshawk. First impression was that it could be the wrong day! However I soon spied Dave Bettaney at the bar, and realised that the Anfielders had annexed the back room of the Inn (shades of Great Sutton). Already in occupation were Benno (arrived on bike, of course), Dave Birchall, and Mary, with Mary's sister, Ann and Jeff, Ernie Davies and the Mayor of Bangor-on-Dee, Bill Gray Esq. Also ensconced were Dave Bettaney's wife, Delia, with children, Rohan and Laura; John Whelan, with Jane, Russell and Karen.

Arrivals from then on went something like this -

Brian Whitmarsh with wife, Pat, and children, Sally and Peter; Mike Hallgarth (on bike), Bill Barnes and Kate, Dave Eaton, Nikki and Kate ('yellow-boots Kate'), Chris Edwards (again on bike), and finally John Thompson and Lucy (on tandem) with support from Maggie and Clare.

With a modicum of drink and some good food, the above groups of families and friends soon had the room buzzing with many tales of deeds past and future. A selection will suffice, and in the interests of continued marital bliss, a degree of anonymity has been imposed. Certain individuals, inspired by the 'comic' were planning an attack on the Pyrenees from West to East (wives to drive support vehicles). Chris Edwards, John and Maggie related their previous weekends activities in Cynwyd and Bishops Castle (to be written up soon I hope), Mike Hallgarth related his escape to Mallorca, for a week of riding in shorts and racing top. Ernie Davies and his wife would shortly be off on their own Spanish trip for a mere two months!

Soon the children began to take exception to all the gossip, and started a diversion of their own, especially Rohan and Russell, whose wrestling style would have pleased Kent Walton.

Bill Gray offered to buy me a drink and I took an orange and lemonade. This proved to be my undoing, because on the strength of it, Bill pressed me to do this 'write up'.

With Chris Edwards, Benno and John T. arranging a weekend at Wilderhope for 2/3 January, and all the families taking their leave of one another, the gathering broke up at a respectable hour, and everyone slithered to their cars, or with the few 'real' cyclists, rode off, on the short journey towards 1982. Judging by this occasion, the mid-winter enthusiasm augers well for the Anfield in the coming year, when no doubt the call to be 'adventurous, spontaneous and variable' will be answered yet again.

ALAN ROGERSON

A N F I E L D B I C Y C L E C L U B

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APRIL/MAY 1982

NO.823

LUNCH FIXTURES

APRIL 10 - BANGOR-ON-DEE (please note this change)

May 1 MOULDSWORTH (GOSHAWK) - COMMITTEE
3 THE YACHT AFTER COASTROAD 25
8 BANGOR-ON-DEE (ROYAL OAK) BISTRO CAFE, HOLMES CHAPEL
15 GRAIANRHYD (ROSE & CROWN) BOSLEY (HARRINGTON ARMS)
22 CROWTON (HARE & HOUNDS)
29 ALPRAHAM (TOLLEMACHE ARMS)

June 5 HANMER (HANMER ARMS) LOWER PEOVER (CROWN INN)
12 MOULDSWORTH (GOSHAWK) - COMMITTEE
19 FARNDON (NAGS HEAD) LANGLEY (LEATHER SMITHY)
26 ACTON BRIDGE (MAYPOLE)

July 3 GRAIANRHYD (ROSE & CROWN) STRETTON (APPLETON THORN)

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CLOSING DATE FOR NEXT ISSUE - TUESDAY 4th MAY 1982

EDITORS NOTES

REX AUSTIN As this closes for press we hear of the tragic passing of Rex Austin on March 17th. This being a Wednesday, Red had gone to Goostrey to meet his C.T.C. friends. We know he reached the venue, but at some point on the way home he collapsed.

A full appreciation will be printed in the next issue.

APPLICATIONS FOR MEMBERSHIP

J FUTTER - 7 Ellesmere Avenue, Broughton, Chester

Proposed : B GRIFFITHS

Seconded : M TWIGG

W T PAGE - 99 Arrowe Road, Greasby, Wirral

Proposed : B GRIFFITHS

Seconded : P MASON

100 FUND

People wishing to make donations towards the cost of running the 100, should send them to the Hon. Treasurer.

SUBSCRIPTIONS

There are still 18 members in arrears with their subscriptions. These amount to a total sum of £172.00.

ANFIELD "25"

This year's event is on May 3rd, on the coast road. Offers to help Marshall, etc., would be appreciated. Please contact Ben Griffiths.

CLUB RUN - APRIL 10th

The venue is now Bangor-on-Dee and not as stated in the last issue.

OBITUARY - S T CARVER

News has reached us from Humberside of the regrettable passing of Sid Carver on New Year's day. Sid joined us in 1937 while still a resident of Rock Ferry. He had not been an Anfielder long before he had an urge to move, and his vocation changed considerably, from being a naval architect on Merseyside to work in the aircraft industry on Humberside.

Sid Carver was an out-and-out cyclist. Motor cars meant very little to him. Frequently he would come over from the East Coast to Rock Ferry for a weekend, a matter of some 300 miles in all, including two laborious crossings of the Pennines. Because of the distance, these visits became less frequent. One vivid memory remains: One early war-time Easter, the weekenders had a lunch scheduled at the Norton Arms at Knighton, a matter of some 100 miles from Birkenhead. I toyed with the idea, and when I mentioned it to Sid, who was over for the weekend, he jumped at the prospect.

A 6.00 a.m. start, a sandwich and an apple at Whitchurch, and we were in Knighton in time for the meal. Although I promptly downed two pints of the best ale - the first one hardly touched the sides - I was done for the day, shattered. Sid, however, was able to press on, regardless.

In almost every respect Sid Carver was a remarkable man. He excelled at whatever activity he touched, whether it be amateur dramatics - one Society wasn't enough, he had to be in two! - writing poetry or prose, or even his job, when a host of patents came flowing from his fertile mind. The saddest day came when Sid lost Madge, his wife, very suddenly and thereafter his life seemed to go to pieces, an encounter with a car, and illness all contributing their toll. We shall never see his like again. Our deepest sympathy goes to Michael and Stephanie, his son and daughter.

F. E. M.

THE 1982 "100"

This year's "100" has been included in Cycling's Classic League Competition, and it is hoped that this new concept will revive the present day's riders in such events as "ours", which have been labelled "hard" (a misnomer at any rate) and therefore we must look forward to an exceedingly good entry and we must maintain our very high standard of organisation.

The Club is very indebted to our friends from other Clubs for the magnificent help they give us year in and year out, and I feel that we ourselves should endeavour to commit ourselves to wholeheartedly supporting our own event and at present I am compiling the checking, marshalling schedule, so please let me know on 0948-4100 if you will be available on May 21st.

Last year our lady supporters supplied cakes, etc., and manned the tent which resulted in a profit of £27.00 being made for which we are very grateful, and we sincerely hope that we can have their help again.

IRA THOMAS

BULL, SHOCKLAGH - 23rd JANUARY 1982

Present:

Ernie Davies and Ira Thomas who described the art of transfer fixing as 'easy', Joan Davies who (with others) insulted a map belonging to a less prosperous member, Bill Gray, believer in hand lettering; Mike Twigg who is less confident (about transfers), John Futter, fit despite a long absence from Club runs, Mike Hallgarth who was to be the star of the training run on the Sunday (it must be true he said so himself), Ben Griffiths, just recovering from the cold weather spell ("too cold even to sleep in the garage"), Super Fit weight trained Pete Colligan, his team mate David Colligan, who won the sprint to the Mills, and your scribe.

JOHN THOMPSON

COMMITTEE MEETING AND RUN
"GOSHAWK", MOULDSWORTH - 6th FEBRUARY 1982

I arrived at the "Goshawk", much earlier than I had intended due to the freedom of traffic in Chester City Centre, and a few cars on the roads. Being interested in railways, Mouldsworth station was a magnet, and the signal man was most informative in describing in detail his particular section.

The "Goshawk" opens at 12 noon, and, by that time the assembled company consisted of Ira Thomas, Harold Catling, Bill Gray and myself. However, the other members of the Committee soon arrived by car and bicycle, and the meeting proceeded according to Anfield tradition.

The meeting over, the main business of the members took over "Food and Drink" - but not in that order! Frank Marriott, John Thompson, Maggie and Jas were late arrivals, as were Eric Reeves and Peter Colligan, but conversation, in true 'Anfield' fashion waxed fast and furious, several obtuse theories being expounded by Harold Catling, to be repudiated by John Thompson and listened to with awe, reverence, derision and incredulity by some of the members.

The time for departure arrived all too soon, and with Harold Catling leading the way, the room soon emptied and another run had been marked up in the annals of "Anfield".

Those present were as follows:

President - Ben Griffiths, Mike Twigg, Bill Gray, Harold Catling, Eric Reeves, Peter Colligan, Ira Thomas, Frank Marriott, Dave Eaton, Phil Mason, John Thompson, Maggie and Jas, Roger Andrews, Mike Twigg's youngster and John France.

JOHN FRANCE

This is one fixture that you will not find in the Circular's Runs List. We were due to pay homage at the Inn where the succulent cheese and onion pie is produced, to wit, the Hazel Pear at Acton Bridge. But that delightful dish, with trimmings of jacket potatoes soused in butter was not for us today, and maybe, never again. By devious means we had learned that the good folk of the Hazel Pear had moved on No not to another house where we still might find them: they had given up business - retired. The new people, we were also informed, had not yet got round to producing a decent menu. So we had to change.

Not far, just a mile down the road to the Hare & Hounds at Crowton. We were, at the outset, somewhat taken aback at the price for steak pie and chips - £1.50 - but any feelings of doubt immediately vanished when we saw the meal almost glowing before our very eyes. The pies were home made, in individual fireproof stoneware dishes, and each must have contained a half-pound of the most luscious steak and kidney, topped with a thick crust of flaky pastry. Nothing to equal this has passed our lips, or so it seemed, for years and years. Even Harold Catling, who usually subscribes to Vegetarian principles, was impressed. The best, he said, that he had ever tasted.

First there were Bob and Hagar Poole, but they had to be content with sandwiches, mine host didn't think that they could be attached to a cycling club! Then Phil Mason, Dave Eaton, Mike Twigg, Peter Colligan, Ben Griffiths and Roger, and John Futter. Allan Littlemore was the last to arrive. Allan did me a good turn. He revealed a delightful right turn just past the inn which brought me to Norley in a very few minutes and so the forest switchback to Chester and home.

BOSLEY

HARRINGTON ARMS - FEBRUARY 20th

The perfect day for a club run is one on which the weather is fine and bright with a head wind on the outwards journey strong enough to exercise me to the extent that I arrive with an appetite for lunch and consistent enough to be of material assistance on the journey home. This particular Saturday was the fourth such perfect Saturday in succession. Kelsall on January 20th, Mouldsworth on the 6th and Crowton on the 13th of February - all venues to the South West of my home.

Today, on the occasion of a run to the South East, the wind had changed from the strong southwesterly which had blown steadily for more than a month to an ideal southeasterly. In addition it remained fine and bright the run was a particularly attractive one which, considering the now sadly depleted ranks of the Manchester division, was fairly well attended. Altogether a very good day. Those present were; Bob Poole and Hagar, Ira Thomas and Hetty, George Taylor (investigating evidence of a recently revealed Roman road in the area) and myself.

HAROLD CATLING

KELSALL - MORRIS DANCER
30th JANUARY 1982

When venturing out today, it was most difficult to come to terms with the fact that only three weeks previously the entire country had been gripped in an arctic spell the like of which had never been known for a long time. Today, the difference could be described as delightful.

The sun's evident warmth came scattering down from a blue sky, and a wonderful west wind brought only a minimum of cloud.

The wonderful wester came across from the coast in half-gale force, and so, to avoid any travail in having to ride too far in such conditions, I picked up Bill Gray shortly before noon, and we traversed a lane route to the venue. Right at Shocklach, straight on over a staggered crossways at Tilston. Then more lanes to Tattenhall, Clutton and so to Kelsall, where we found John France and Bob and Hager Poole sitting nice and comfy-like. Ira and Hetty Thomas soon followed by Harold Catling, and we quickly noticed that Manchester still seems to be suffering from a dire shortage of razor blades. (Next time we come out we shall have to bring some along.) Harold was very much looking forward to a sleigh ride home.

That we thought, would be all, until Mike Twigg and Phil Mason brightened the doorway. Really, they were in the Oswestry weekend party, but had found it convenient to call at Kelsall first. And, by taking Bill Gray home, they saved me doing a considerable detour.

Animated discussions on all manner of topics made the time pass all too quickly, and the hour of three had passed before the last of us had left for home.

F. E. M.

LOOKING BACK AT 'ANFIELD'

AUGUST 2nd 1922

WORLD'S 100 MILES AMATEUR ROAD CHAMPIONSHIP

This was undoubtedly a red letter day in the annals of the A.B.C. The fact that we should be chosen to organise an event of such importance in the cycling world speaks volumes for the prestige of the club in road racing circles, and shows that advancing years in this connection are not synonymous with senile decay, or mental decrepitude, but that we simply go from strength to strength. Let us hope that when we celebrate our centenary (although probably Cook will be the only one there) the same remarks will apply. Having thrown these bouquets at ourselves, we will now get to business.

A more delightful, delicious, exhilarating morning could not have been wished for, and a fairly large cosmopolitan crowd assembled at the start to wish bon voyage (and the equivalent thereto in different languages) to the competitors, who, one and all, looked in the pink of condition, and capable of giving good accounts of themselves. There was very little wind and each man jumped off his mark and very quickly got into "evens" stride. Several of the foreigners stood on their pedals to attain this object, but it was observed that none of our men adopted these tactics. The order of starting was as follows: Stenquist, Sweden (winner in 1920); Lacolle, France; Maas, Holland; Burkill, M.C. and A.C., England, Hansen, Denmark; Skold Sweden (winner in 1921), Coldeboef, France; Marsh, University C.C., England; Lundberg, Sweden; Colas, France; Davey, Vegetarian C.C., England; Malm, Sweden, Maronnier, France; Dredge, University C.C., England.

It will thus be seen that 14 men started, and at 12 miles Dredge, Marsh and Maas had all taken (within seconds) the same time, viz., $31\frac{1}{2}$ minutes, while Burkill occupied a

half-minute longer, and most of the others clocked 33 minutes or thereabouts. Shortly afterwards, Colas had a fall and bent his crank; someone evidently unacquainted with the rules gave him a spare bicycle and on this being noticed he had to be disqualified. At 18 miles Dredge got in touch with Maronnier, thus having gained three minutes on the Frenchman who shortly afterwards punctured. Another Frenchman, Coldeboeuf, had also been most unfortunate in having a couple of punctures, and had been overhauled by Marsh. Lacolle, another Frenchman, was also unlucky with tyre troubles. At 36 miles there was very little in it, between the four leaders. Marsh having taken 1.43.50, Dredge 1.43.52, Maas 1.44.38, and Burkill 1.45.5, while nine minutes covered the remaining competitors. Between this point and half-way Lacolle decided to retire, so that only two Frenchmen remained. At 50 miles Marsh had increased his lead from Dredge by 34 seconds, doing 2.26.22, while Burkill had dropped into third place with 2.28.1, and Skold into fourth with 2.30.18, 10 minutes covering the other competitors. At 52 miles Burkill punctured and lost three minutes, which, however, he utilised in feeding. At 65 $\frac{3}{4}$ miles Dredge had gained a little on Marsh, both having taken approximately 3.14 each for this distance, or well under evens. Skold had taken 1 minute off Burkill with 3.19, Maas tying with the latter at 3.20, with Davey about $\frac{1}{2}$ minutes slower. Hansen 3.22, Stenquist 3.22 $\frac{1}{2}$ and Maronnier 3.23. Shortly afterwards Hansen overtook Maas then Skold got up to them, and finally Marsh gathered the lot. At 82 miles Marsh had taken 2 minutes out of Dredge with 4.9 with Burkill only one minute behind - all outside evens. The weather by this time in fact during practically the last half of the race, was cold and gloomy, with occasional rain, but there was very little wind at any time. Stenquist, who had been suffering with lumbago, gave up shortly afterwards, and Dredge at about 90 miles appeared to be distressed and called for a stimulant. In this connection it should be recorded that Marsh was most sportsmanlike in renouncing special drinks intended for himself in favour of both Maas and Skold, whose helpers were missing. At 90 miles Marsh

clocked 4.31 $\frac{1}{2}$; Burkill was a minute slower with Dredge 3 seconds behind him, and it seemed as though there would be a close tussle between Davey 4.40 and Skold 4.40 $\frac{1}{2}$, while Maronnier had taken 4.42. The final result was as follows:-

1. D Marsh, England	5 .7.27
2. W T Burkill, England	5 .8.47
3. C F Davey, England	5.12.54
4. G Skold, Sweden	5.13.52
5. F H Dredge, England	5.14. 1
6. Marronnier, France	5.15.54
7. H Hansen, Denmark	5.19.30
8. Lundberg, Sweden	5.20.40
9. Maas, Holland	5.22.54
10. Malm, Sweden	5.26. 7
11. Coldeboeuf, France	5.29.49

It will thus be seen that England had a sweeping victory, but in fairness it must be said that our visitors were quite unused to the game as played in this country, and were handicapped accordingly.

At the draw, Mr Kinder (senior) was invaluable as interpreter to the Swedes and Danes, and our best thanks are due to him. Chem was also most useful in making the Frenchmen feel at home, and F H amply filled the bill with the Hollanders.

At the race were Messrs. F T Bidlake, G H Stancer, B W Best (Editor of "Cycling") John Urry, F Percy Low, H W Bartlett, L Meredith and "Andy" Wilson.

Thanks are overwhelmingly due to Mr S E George, who placed his fine car at our disposal, and followed the whole course with Austin as official in charge.

Thanks are also due to East Liverpool Wheelers, Speedwell B.C and M.C. and A.C. for undertaking the marshalling of long stretches of the course - a job they did with splendid efficiency.

Although it is not usual to make special mention of any of our own members, an exception must be made in this case, and it has to be recorded that in entrusting "Jimmy" James with the Honorary Secretaryship of the event, a wise choice was made, and he is to be heartily congratulated on the result of his efforts.

The party at Shrewsbury numbered 23, but altogether about 50 Anfielders were out for the event, some of whom, like Chandler, Bailey, Bibby and Molyneux, rode down during the night.

A pleasing feature of the whole affair was the harmony which prevailed between the N.C.U. and ourselves, and it is largely owing to this that the event passed off so successfully.

© Anfield Bicycle Club

ANFIELD BICYCLE CLUB

JOURNAL OF THE ANFIELD BICYCLE CLUB

(FORMED MARCH 1879)

President : BEN GRIFFITHS
Vice Presidents : BILL GRAY & HAROLD CATLING
Hon. Secretary : DAVE EATON
29 Glenwood Drive, Irby, Wirral, Merseyside
Tel: 051-648 3563

JUNE/JULY 1982

No. 824

LUNCH FIXTURES

MAY 31 DOG IN THE LANE AFTER 100
JULY 10 BANGOR ON DEE (ROYAL OAK) BOSLEY (HARRINGTON ARMS)
JULY 17 MOULDSWORTH (GOSHAWK) NONE COMMITTEE
JULY 24 KELSALL (MORRIS DANCER) FOR MERSEY 24 START
JULY 31 GRAIANRHYD (ROSE & CROWN) BISTRO CAFE (HOLMES CHAPEL)
AUG 7 CROWTON (HARE & HOUNDS) NONE
AUG 14 HUXLEY (FARMERS ARMS) ROBIN HOOD BUGLAWTON
AUG 21 MOULDSWORTH (GOSHAWK) NONE COMMITTEE
AUG 28 BANGOR ON DEE (ROYAL OAK) LOWER PEOVER (CROWN INN)

CLUB SUBSCRIPTIONS

21 and over £7.00; Junior (under 21) £4.00; Cadet £1.00.

These donations should be sent to Hon. Treasurer. Phil Mason,
39 Glenwood Drive, Irby, Wirral, Merseyside. Tel: 051-648 5168

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CLOSING DATE FOR NEXT ISSUE - SATURDAY 3rd JULY 1982

EDITORS NOTES

Change of address:

Jeff Sharpe.

"Oak Cottage"
29 Mill Lane,
Heswall, Wirral,
Merseyside. L60 2TF
Tel: 051 342-3589

and Vin. Schofield at
"Bodafon"
Swan Square,
Llanfair T.H.
Abergele.

OBITUARY -- REX AUSTIN

As very briefly reported in our last issue, we lost Rex Austin on the afternoon of Wednesday, March 17th. Rex had cycled to Goostrey for his weekly mid-week lunch with some old friends, and on the way home, while passing Ye Olde Park Gate Inn at Over Peover, Rex was seen to collapse and fall from his bicycle.

Rex had been an Anfielder since 1923, and so had achieved 59 years of membership. We never imagined him taking up road sport seriously, he did not seem to be the type, yet in the early years he did at least try. Mostly "50's" in 1923, 1925 and 1926, and a couple of "12's" in 1923 and 1926.

A very regular attender at Club runs, Rex's attention soon turned to the administrative side, and the number of time trials and records he timed surely must be recorded in many hundreds. He was still timing until relatively recently. Just before World War Two he timed our own "100" on two occasions, and afterwards he officiated more regularly.

Rex had reached his early sixties before an opportunity to accept the Presidency came his way. Earlier occupants had regarded the job as being for life, but Rex would have none of this and gave as his opinion that a spell of three years was enough. However, he occupied the post from 1960 until 1966.

Some years ago, because of eyesight trouble, Rex disposed of his car, but he still continued to come to the odd run on his bicycle. Rex Austin's qualities were considerable, and we should like to quote from a piece included in these pages in October 1974, on the occasion of Rex and Edna's Golden Wedding celebrations.

"Approachable always, wise always, pleasant always. The Anfield has just cause to be very grateful to have had Rex around for all these years".

Our deepest sympathy is extended to dear Edna, and son Bobby and family.

At the committal service friend Walthall delivered an admirable funeral oration to a considerable gathering. Many cyclists were present. Of the Anfielders we noted Harold and Mary Catling, Bob and Hagar Poole, Phil Mason, Ben Griffiths, Frank Marriott, Frank Fischer and Alan Gorman. And our sincere apologies to those whose names might have been omitted.

FARNDON - NAGS HEAD

F.E.M.

20th FEBRUARY 1982

It was a bitterly cold day as Phil and I drove out past the Eureka Cafe, with the heater full on we sat there shivering. On the boundry line of Chester we met Mike Hallgarth. Once on a bike Phil sent me on my way with Mike. As he drove on ahead to the Nag's Head. On the way it was an easy ride but with a very cold head wind. Those present as Mike and I arrived was Ben Griffith, Mike Twigg, Peter Colligan, Hohn France, Phil Mason, Bill Gray, Allen Littlemore, Mike Hallgarth. Some late arrivals were John Futter and his son David.

Roger Andrews.

"LOOKING BACK AT ANFIELD THE HUNDRED 1922"

This year's event was the greatest ever. We have never before had such a wonderful "class" entry, or a better day, or worse roads, or done so badly ourselves, and yet there were two brilliant performances that will go down into history. There were 109 entries, but at the eleventh hour one had to be cancelled for an infringement of the A.A. Clause, and one club "stood down" for reasons that were doubtless good from their point of view, but which ought to have been communicated to us if any regard is ever paid to courtesy and the fact that it is an invitation event, appreciated. This left 105, and as there were only 7 other non-starters, Poole had 98 to despatch. As Cycling said, "There were all the makings of a phenomenal struggle between a series of the country's best riders . . . the cause of the trouble was the state of much of the road surface due to the long spell of dry weather and the heavy commercial motor traffic . . . for quite half the course the roads were covered with a loose and destructive mixture of gravel, granite, flint, or even broken glass, and other unwelcome materials." The italics are ours, and we are convinced that the obsession to turn the King's Highway into Railways has a lot to answer for. Those who did not puncture "conceived a dislike for the game and ceased play," so that at the half distance such class men as Meredith, Bragg, Marsh, Moss and Davey, Apted, Viel, Crudgington, W.A. George, McCloud, and Merlin were out of action, while Newell, Rossiter, Greenwood, Genders, the Brothers Stott, Thornley, Armond, etc., "found it convenient to ride through at a much slower pace than is usual with them," as Cycling euphemistically comments. At the same time all this trial and tribulation only serves to mark the outstanding merit of the performances that were accomplished, and of these the most brilliant was that of "Andy" Wilson of the Hull Thursday, who has jumped into fame at one stride, so to speak - a worthy son of a worthy sire. For a novice he was on the short mark of 16 minutes, and he was fastest right from the start. At 54 miles he was 9 minutes inside evens - 3 minutes faster than Burkill - and a certain "First and Fastest." Then came a puncture, which must have cost him 5 minutes, for at 73½ miles he was 2½ minutes slower than Burkill, and at the finish he was only 2 minutes 21 seconds behind.

With 5-7-34 and a handicap time of 4-51-34 Wilson was an easy and popular winner, while Burkill's very fine 5-5-13 gave him Third and Fastest. Of the other competitors in the running it was early on seen that E. Sutton (Grosvenor Wheelers) off 35 minutes, and H.S. Crosbie (E. L. W.) off at 25 minutes, were approximating a 5 hours handicap time, and in the result Sutton with 5-35-53 secured second place, and Crosbie fourth.

The following is the complete table of results:-

No.	Name of Competitor	Club	Nett Time	H' cap	H'cap Time
1.	A. Wilson	Hull Thursday	5-7-34	16	4-51-34
2.	E. Sutton	Grosvenor W.	5-35-53	35	5-0-53
3.	W.T. Burkill	M.C. & A.C.	5-5-13	4	5-1-13
4.	H.S. Crosbie	East Liverpool W.	5-27-58	25	5-2-58
5.	F. Hancock	Grosvenor W.	5-48-18	42	5-6-18
6.	S. Derby	Cheadle Hulme	5-32-39	25	5-7-39
7.	G. Warnes	Leeds R.C.	5-22-35	14	5-8-35
8.	J.J. Barker	Manchester W.	5-47-12	38	5-9-12
9.	W.H. Gill	Leeds R.C.	5-24-13	15	5-9-13
10.	W.A. Tuplin	Gomersal R.C.	5-42-16	33	5-9-16
11.	F. Johnson	Birkenhead N. End	5-47-19	38	5-9-19
12.	J.G. Smith	Bath Road	5-28-30	18	5-10-30
13.	W. Holloway	Walton C. & A.C.	5-22-39	10	5-12-39
14.	F. Thorley	Rotherham	5-22-46	9	5-13-46
15.	F.E. Armond	North Road	5-26-6	12	5-14-6
16.	J.F. Hunt	Hull Thursday	5-50-3	35	5-15-3
17.	T. Sharpe	Yorkshire R.C.	5-39-5	24	5-15-5
18.	J.W. Rossiter	Century	5-18-10	2	5-16-10
19.	L.J. Ireland	M.C. & A.C.	5-31-1	14	5-17-1
20.	W.J. Finn	Irish R.C.	5-52-40	35	5-17-40
21.	C. Smith	Bath Road	5-33-16	15	5-18-16
22.	F. Gill	Leeds R.C.	5-23-42	5	5-18-42
23.	F. Slemen	East Liverpool W.	5-53-45	35	5-18-45
24.	F.A. Beardsmore	Leicester R.C.	5-40-52	22	5-18-52
25.	A. Winnett, Jr.	Bath Road	5-34-13	15	5-19-13
26.	E. Newell	Bath Road	5-21-26	2	5-19-26
27.	S.W. Atkinson	Vegetarian	5-43-41	24	5-19-41
28.	C. Hunt	Liverpool Century	5-55-6	35	5-20-6

No.	Name of Competitor	Club	Nett Time	H' cap	H'cap Time
29.	W.E. Jones	Wood End	5-43-17	22	5-21-17
30.	A.E. Walters	Anfield B.C.	6- 7-45	45	5-22-45
31.	R.E. Galway	Irish R.C.	5-48-49	26	5-22-49
32.	W. Bailey	Cheadle Hulme	5-56- 3	33	5-23- 3
33.	W.H. Genders	M.C. & A.C.	5-28-30	5	5-23-30
34.	M. Draisey	Century R.C.	5-48-42	25	5-23-42
35.	A. Chapple	Unity	5-40-26	16	5-24-26
36.	F. Stott	Century R.C.	5-32-32	6	5-26-32
37.	E.C. Inwood	North Road	5-40-48	14	5-26-48
38.	F. Greenwood	M.C. & A.C.	5-29-54	3	5-26-54
39.	B. Stott	Century R.C.	5-34-41	7	5-27-41
40.	T.D. Chapman	Wood End	5-41-47	14	5-27-47
41.	D. Patterson	Liverpool Century	6- 0-19	31	5-29-19
42.	E. Hughes	Wigan W.	6-13-37	43	5-30-37
43.	J.H. Alexander	Manchester Wed	6-10-48	36	5-34-18
44.	J.A. Grimshaw	Anfield B.C.	5-55-41	20	5-35-41
45.	J.G. Shaw	Sharrow	6- 0-58	25	5-35-58
46.	H. Smith	Leigh Clarion	6- 9-57	26	5-43-57
47.	M. Haslam	Anfield B.C.	6-30- 8	45	5-45- 8
48.	L.E. Hopkins	Century R.C.	5-58-54	13	5-45-54
49.	E.H. Chapman	Liverpool Century	6-42- 5	38	6- 4- 5

The Team Race was won by the M.C. & A.C. with an aggregate of 16 hours 3 minutes 37 seconds, thanks to the fine ride of Burkill, but the Leeds Road Club were less than 7 minutes slower with an aggregate of 16-10-30 as a result of three rides with a maximum variation of 1 minute 38 secs.

And now we come to examine our own position, which in reality is not as bad as appears by the surface examination of the above table. We had 13 entries and 11 starters - Schofield and A. N. Rawlinson being affected by force majeure - but only three survived. Grimshaw had, unfortunately, hurt his hand badly on the Saturday, and no one but a Grimmy would have got up with such a bandaged and painful extremity. All we dared hope was that he would go through to keep up his wonderful sequence of rides in the event -

and this he did despite repeated tyre trouble and the employment of an unsuitable spare. Grimmy deserves a V.C. or a D.S.O. for his pluck in conquering difficulties. Parton, Lusty, Orrell, Edwards, Blackburn, and J.E. Rawlinson all foundered on the sea beaches when travelling well. In Blackburn's case particularly hard lines were experienced, for when he punctured the first time he was lucky enough to get a suitable spare from Viel (Unity), only to puncture again at 90 miles when within $1\frac{1}{2}$ miles of getting his own machine back; he thus found himself stranded with no spare tyre when doing a ride which would probably have "placed" him. Austin and Mandall found the distance to the feeding stations too far and retired with the hungry knock. Walters got through comfortably and qualified for Standard A., while Haslam, after several punctures, managed to finish just outside $6\frac{1}{2}$ hours. With any luck at all we should certainly have been more in the picture than for many years, but as sportsmen we refuse to be downhearted, and hope for better fortune in the Speedwell. 100.

FADDILEY TOLLEMACHE ARMS

27th March 1982

Fuddiley? Where was that, I asked myself on Friday night. A phone call to Simon Cogan pinpointed it as "go to Broxton Island and turn left" - my imagination was stirred, in fact so stirred that I actually got on my bike on Saturday morning, albeit rather sedately, and departed soon after ten thirty.

The sun was shining and there was a definite touch of spring in the air as I pedaled to Two Mills. Just before arriving there, Phil Mason and Dave Eaton passed in the other direction and shouted something to me. On arrival at the Mills I discovered that they must have been telling me that the others had already left!

I took the main road to Chester and then the Whitchurch Road to Handley where I turned off along the backwater lanes of Cheshire around Burwardsley and Harthill, which made a pleasant change from the unimpassioned Yorkshire Wolds which have of late become my cycling terrain.

Having returned to the Broxton-Nantwich Road I was quite surprised when, after about eight miles, I arrived at Faddiley. I did not immediately recognise either of the two bikes outside but my doubts as to whether I had gone to the correct club run on the correct day were shelved when Frank Marriott drew up in his car followed by Harold Catling and Mary on the tandem trike. I will not try to put arrivals chronologically as the party was quite large but I distinctly remember that Mike Hallgarth was last. Those present in addition to the ones already mentioned were:

Bob Poole and Hagar,
John France,
John Hardeman,
Bill Gray,
Frank Fishcher,
Roger Andrews,
Ira Thomas
John Futter,
Peter Colligan (wearing shorts!),
Mike Twigg,
Ben Griffiths
Eric Loudon.

After a good lunch and a couple of pints, the cycling contingent made a fairly early departure and headed for Spurstaw and Peckforton. Pete Colligan made a break up Peckforton Gap and vanished over the cobblestones. The rest of us walked up but I made good use of my 117 inch top gear to catch the elusive Colligan on the descent to Tattenhall.

Peter maintained a powerful pace until Chester, fortunately he had to drop a tubular off at the Twigg residence and I managed to continue at a somewhat slower pace back to Two Mills to ease my unfit legs with a pint of Hilda's tea; which was, I am glad to say, of the same high standard that us Anfielders have grown to appreciate so much!

ROD ANDERSON.

FOUR CROSSES INN" BWLCH GWYN.

3rd April 1982.

I am convinced that in whatever direction I travel the wind is always against me. I am also convinced that Captain Mike, firmly believes that yours truly is in dire need of more and more "HILL CLIMBING" YOU JUST WATCH ! IT WILL BE GRAIAWRHYD NEXT, so I just "TWEAKS" me nose at him and think how much I enjoy that lovely quiet (HILLY) route up through MINERA and GWYNFRYN, just to enjoy the company of Ernie & Joan Davies, Frank Marriott, Ben Griffiths, Mike Twigg, John Futter, Phil Mason, Roger Andrews, and Mike Hallgarth.

Accompanied by "3 Litres" of Brandy quietly transferred to the bag of

BILL GRAY.

P.S. DO BOTTLES LEAK?

seemed to be less in the "BOTTLE" on reaching home.

"ROYAL OAK" BANGOR - ON -- DEE.

10th April 1982.

Just a quiet stroll to-day, gives the bicycle its well earned rest and I do go the long way round. This run replaced the "BULL" and some members may have gone there (as some did at first) so please let me know.

A small gathering to-day just Ernie Davies, Ben Griffiths, Phil Mason, Frank Marriott and Stephen and :-

BILL GRAY.

Club Run to The Rose and Crown, Graianrhyd

on Saturday, 24th April 1982

It is surprising how many different ways there are of getting out of Wrexham and to the higher ground of the Bwlchgwyn area, and once again I appreciated our net work of well-surfaced back lanes, missed so much during our recent visit to Southern Spain, where we found that there is usually only one comfortably rideable route both to and from a place.

It was a bright but cool day with clear views of the Clwyds, the trees now well leafed and the black thorn blossom in great profusion.

In Bwlchgwyn village Ira and Het. Thomas passed me in the car, so I knew that today I would have a female companion to chat to whilst the men discussed the forthcoming Anfield 25 to be held on 3rd May,

and talked about preparations for the 100.

I arrived at the Rose and Crown to find Ernest Davies, Mike Twigg, Ira and Het. Thomas. Phil Mason, Young Roger Andrews, Bill Gray, all either tucking into lunch or quaffing ale. Also present were Frank Marriot who had been searching out an old 'cheese road' used for transporting the local farm cheeses into Chester -- and Dave Eaton the internationally famous cycling-hockey-player (or hockey-playing-cyclist) Notable by his absent was our President, who was riding a 25 that very afternoon.

Captain Mike Twigg seemed in fine fettle, despite this being his first ride for several weeks as he has been away on business to exciting sounding places like Morrocco. Bill Gray was complaining as he usually does about the hard climb from Bangor-on-Dee. I think his oxygen had run dangerously low, but after a couple of jars he became noticeably more mellow.

Returning home I was caught (and very soon passed) by a Gang of Three wearing Anfield colours; I have now deteriorated so much that I cannot even keep up on a descent!

Joan Davies.
The Holding,
Tapley Ave,
Wrexham,
Clwyd LL12 7UY

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RUNS LIST.

DATE	MAIN VENUE	MANCHESTER ALTERNATIVE	COMMITTEE
AUG 28	BANGOR ON DEE (ROYAL OAK)	LOWER PEPPER (CROWN INN)	
SEP 4	NORRY (TIGERS HEAD)	NONE	
SEP 11	FARNBON (NAGS HEAD)	LANGLEY (LEATHER SMITHY)	
SEP 18	ALPRAHAM (TOLLEMACHE ARMS)	NONE	
SEP 25	MOULDSWORTH (GOSHAWK)	NONE	COMMITTEE
OCT 2	HANMER (HANMER ARMS)	BOSLEY (HARRINGTON ARMS)	
OCT 9	MOULDSWORTH (GOSHAWK)	NONE	AGM.
OCT 16	BANGOR ON DEE (ROYAL OAK)	APPRETON (THORN)	
OCT 22/24	AUTUMN TINTS. QUEEN'S HOTEL	LEGST. OSWESTRY.	
OCT 23	KELSALL (MORRIS DANCER)	NONE	
OCT 30	MOULDSWORTH (GOSHAWK)	NONE	Committee
NOV 6	GRAIAN RHYDD (ROSE & CROWN)	MARTON (DAVENPORT ARMS)	
NOV 13	FADDILEY A534 TOLLEMACHE ARMS	NONE	
NOV 20	FARNBON (NAGS HEAD)	HOLMES CHAPEL (BISTRO CAFE)	
NOV 27	CROWTON (HARE & HOUNDS)	NONE	
DEC 4	MOULDSWORTH (GOSHAWK)	NONE	COMMITTEE
DEC 11	ALPRAHAM (TOLLEMACHE ARMS)	NONE.	
DEC 18	KELSALL (MORRIS DANCER)	NONE.	

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB (FORMED MARCH 1879)

PRESIDENT : BEN GRIFFITHS

VICE PRESIDENTS : BILL GRAY and HAROLD CATLING

CAPTAIN : MIKE TWIGG

HON SECRETARY: DAVID EATON, 29 Glenwood Drive, Irby, Wirral,
Merseyside. Tel: (051) 648 3563

NOVEMBER/DECEMBER 1982

NO: 8 25

LUNCH FIXTURES

October 30 MOULDSWORTH (GOSHAWK) COMMITTEE

November 6 GRAIANRHED (ROSE AND CROWN), MARTON (DAVENPORT ARMS)

13 FARMLEY A.534 (TOLLEMACHE ARMS)

20 FARNDON (NAGS HEAD), HOLMES CHAPEL (BISTRO CAFE)

27 CROWTON (HARE AND HOUNDS)

December 4 MOULDSWORTH (GOSHAWK) COMMITTEE

11 ALPRAHAM (TOLLEMACHE ARMS)

18 KELSALL (MORRIS DANCER)

17/18 Y H A WEEKEND CYNWYD - WILDERHOPE

CLUB SUBSCRIPTIONS

21 and over : £7 .00. Junior (under 21) : £4 . 00. Cadet : £1.00

These and donations should be sent to the Hon. Treasurer: PHIL MASON
29 Glenwood Drive, Irby, Wirral, Merseyside.

EDITOR: BEN GRIFFITHS, 17 The Highway, Hawarden, Deeside, Clwyd

Closing date for next issue - SATURDAY, 27 NOVEMBER 1982.

NEIL FRANCE FIGHTS BACK

South Africa, approximately mid September 1982 the 'phone rings and a voice says "Neil France here - I've just moved to Port Elizabeth and would like to try cycling again!!"

Too good a chance to miss, and by 11.00 a.m. on 26 September, two bikes were ready for 'Neil's come-back'.

Clad in A.B.C. racing jerseys and shorts, we set off down the Kragga Kamma road, with the wind behind us and chatting about 'the old days'.

The Kragga Kamma road heads out towards Cape Town (600 miles away) and in places is rather like the road through Delamere with high trees on either side, but only one short climb. Neil saw his first snake in Port Elizabeth as a small boom slanger slithered across the road, brought out by the heat.

After 20 minutes we turned left and dropped down to the sea, Neil still maintaining that cycling was great fun, although the saddle was causing some discomfort in places!

After speeding down past the local game park, we turned right along the Coast. A spectacular stretch of road, with hills to the right, and a rocky coast to the left with the waves crashing over them.

By this time Neil was ready for a cool drink so we stopped at a small holiday camp before climbing the final hill, then dropping to Maitland river mouth. Most of the rivers in South Africa meet the sea at a wide river mouth, the water in the river being about 3 ft deep at the most. We had arranged to meet Heather, Neil's wife with daughter Katy and my Jennifer for a braai (Barbeque) and after much blowing and puffing we finally managed to cook something by 3.00 p.m.

After food the hard part started in the heat we had to climb about 800 ft. in six miles, and by now Neil was sure that the saddle was not compatible, also to make it interesting,

there was a headwind! We climbed steadily until we reached the Kragga Kamma road again, then with Neil asking "how far?" every mile, we plugged into the Wind, being caught (and dropped) by two other cyclists, getting home after about two hours total cycling.

Not bad for a four year come-back rider and a middle-aged, overweight Anfielder!

J MOSS

Life Membership - at the recent A.G.M. John Whelan was voted a life member of the Anfield, for his exceptional service to the Club particularly on the racing scene.

Alan Littlemore's resignation from the Club has been accepted with regret.

John Thompson is organising a club weekend on December 17/18, Friday night at Cynwyd Y.H.A. Saturday night at Wilderhope Y.H.A. details from John at 11 St. David's close, Rainhill. Tel: 051.426-4622.

We must apologise for the very late appearance of the Circular, and I only hope that as a novice Editor, you will forgive the many mistakes I will most certainly make. I also apologise to Chris Edwards and Dave Birchall for holding their excellent touring articles for later editions.

BEN GRIFFITHS

MANCHESTER ANFIELDERS SUPPORT PLEA

The few stalwarts amongst you that regularly attend your runs, appeal for your support. 'New' faces, old memories, plans for the future are very welcome. Come on the next run, meet Harold Catling, Bob Poole and their wife.

MIKE TWIGG, CLUB CAPTAIN

RACING NOTES

The 1982 Season has ended with John Whelan again winning the Club B A R, with times of 56-15, 1-55-27 and 4-8-11, but if time trialing is all about personal improvement, Phil Mason must have done best, improving 14 secs. at 10 miles to 26-42. 3 mins at 25 miles to 1-7-27 and a massive 19 minutes at 50 miles to 2.24-14. If we can get the same improvement next season, even John will be worried. John Whelan rode 11.25, the slowest was 59-22 for second place in the Anfield ..

event. The fastest 56-15 in the V S York, he won twice, was second four times and third twice. At 50 miles he rode four times, won twice and was third once. He broke his own West Cheshire Record in winning the W.C.T.T.C.A. 50 in 1-55-27. The only 100 he rode was the Anfield 100 in which he broke his own Club record with 4-8-11, a tremendous performance on our course. He also rode six mountain TTs and was placed second three times. John Thompson has also been breaking records - he improved his Club 50 record to 2-9-11, an excellent ride on a bike. Of the other 15 members who raced in 1982, I will just pick out a few rides to mention. Mike Hallgarth did a 58 on Borough-bridge but I haven't any details. Dave Eaton an '0' on the Blyth Course. Peter Colligan with a 2-6-25. '50' on the Whitchurch Road. Brian Whitmarsh with eight rides inside the hour out of only 11 '25's, and Dave Bettaney with a 2-6-57 on the Whitchurch Road.

RACING RESULTS:

21.3.82 STONE WHEELERS 3 COUNTIES 40 MILE HILLY

John Whelan 1-38-14 2nd Fastest

28.3.82 LICHFIELD CITY C C 25 MILE HILLY

John Whelan 1-11-54 2nd Fastest

Ben Griffiths 1-16-50

28.3.82 RUTHIN R C '25'

Mike Hallgarth 1-5-01

4.4.82 NELSON WH. (CIRCUIT OF THE

DALES)

John Whelan 2.13.15

Ben Griffiths 2.26.33

9.4.82 PORT SUNLIGHT WH. 22 MILE

HILLY

John Whelan 53-35

Brian Whitmarsh 55-06

Ben Griffiths 58-27

Dave Bettaney 58-48

4.4.82 W.C.T.T.C.A. '25'

Brian Whitmarsh 58-56

(2nd fastest)

Mike Hallgarth 1-1-14

Dave Bettaney 1-2-46

Dave Bassett 1-4-31

Billy Page 1-7-54

Roger Andrews 1-20-34

ST ANNES ORMSKIRK CC '25'

Peter Colligan 1-6-49

11.4.82 MID SHROPSHIRE WH. '50'

John Whelan 2-1-45 (3rd Fastest)

Ben Griffiths 2-12-45

12.4.82 MID SHROPSHIRE WH. '25'

John Whelan	57-28 (2nd fastest)
Brian Whitmarsh	1-0-30
Ben Griffiths	1-2-23
<u>24.4.82 NEW BRIGHTON CC '25'</u>	
John Whelan	57-53 (3rd fastest)
Dave Bassett	1-4-13
Ben Griffiths	1-4-28
Billy Page	1-8-21
<u>2.5.82 DUKINFIELD CC '50'</u>	
John Whelan	2-3-37
Ben Griffiths	2-12-05
<u>3.5.82 ANFIELD B C '25'</u>	
John Whelan	59-22 (2nd fastest)
Brian Whitmarsh	1-1-45
Dave Bettaney	1-3-21
Peter Colligan	1-7-36
George Elkington	1-10-30
<u>22.5.82 RHYL R C '10'</u>	
Ben Griffiths	25-17
Roger Andrews	29-45
Phil Mason	30-39
<u>25.5.82 ROSSENDALE R C '10'</u>	
John Thompson	25-25 Trike
Phil Mason	28-47
<u>30.5.82 N W T A '50'</u>	
John Thompson	2-17-10 Trike
<u>5.6.82 MERSEYSIDE V T T A '25'</u>	
Ben Griffiths	1-1-38
<u>5.6.82 MIDLANDS T.A. '10'</u>	
John Thompson	25-03 Trike
<u>6.6.82 W.C.T.T.C.A. '50'</u>	
John Whelan	1-55-25 (1st Fastest - New West Cheshire Record)
Ben Griffiths	2-5-10
Mike Hallgarth	2-6-17
Dave Bettaney	2-6-57
Peter Colligan	2-8-52
Billy Page	2-13-49

18.4.82 WEST PENNINE RC

<u>34 MILE MTT</u>	
John Whelan	1-25-46 (2nd Fastest)
Mike Hallgarth	1-33-44
Ben Griffiths	1-34-36
<u>25.4.82 RHYL R C '25'</u>	
John Whelan	57-37 (fastest time)
Brian Whitmarsh	59-22
Dave Bettaney	1-2-44
Ben Griffiths	1-3-40
<u>2.5.82 WARWICKSHIRE R C '50'</u>	
John Thompson	2-29-55
<u>9.5.82 BIRKENHEAD NE 48 mile MTT</u>	
John Whelan	2-3-10
John Thompson	2-20-09 Fastest
<u>23.5.82 PHOENIX CC '25'</u> Trike	
John Whelan	56-43 (3rd Fastest)
John Thompson	1-5-32 Trike
<u>29.5.82 NORTH SHROPSHIRE WH '25'</u>	
Brian Whitmarsh	58-45 (3rd Fastest)
Phil Mason	1-17-30
<u>31.5.82 ANFIELD '100'</u>	
John Whelan	4-8-11 (new Club Record)
<u>5.6.82 WEST PENNINE '10'</u>	
Dave Eaton	24-59
Roger Andrews	27-42 P.B.
<u>6.6.82 HOLME VALLEY WH '50'</u>	
John Thompson	2-3-11 (New Club Record)
<u>13.6.82 OLDBURY AND DIST CC '50'</u>	
John Whelan	1-56-20 1st Fastest
Brian Whitmarsh	1-59-04 3rd Fastest
Ben Griffiths	2-5-18 1st Team.

16.6.82 V C YORK '25'

John Whelan 56-15
Ben Griffiths 1-00-35

20.6.82 SNOWDONIA CC '25'

John Whelan 58-51
Brian Whitmarsh 59-47
Dave Bettaney 1-2-42
Mike Hallgarth 1-2-48
Dave Eaton 1-4-46
Bill Page 1-7-35

23.6.82 PORT SUNLIGHT WH. '25'

John Whelan 56-26

(2nd Fastest)

Brian Whitmarsh 57-18
Dave Bettaney 1-00-36
Mike Hallgarth 1-00-38
Dave Eaton 1-4-31
Bill Page 1-4-35

Phil Mason 1-15-17

27.6.82 NOVA CC '50'

Brian Whitmarsh 2-1-23

4.7.82 MERSEYSIDE VTTA '50'

Peter Colligan 2-13-14

Ben Griffiths 2-13-19

10.7.82 ALTRINCHAM RAVENS CC '25'

Ben Griffiths 1-3-26

Peter Colligan 1-3-35

11.7.82 BIRKENHEAD VICS '25'

John Whelan 57-20

(2nd Fastest)

Brian Whitmarsh 59-10

Mike Hallgarth 1-00-58

Dave Bettaney 1-1-18

Dave Eaton 1-3-27

Ben Griffiths 1-3-44

Bill Page 1-4-19

Mike Twigg 1-6-15

Phil Mason 1-12-06

Roger Andrews 1-14-42

31.7.82 OSWESTRY PARAGON CC '10'

Ben Griffiths 25-01

16.6.82 VTTA NAT. CHAMPIONSHIP '50'

Ben Griffiths 2-5-41

Peter Colligan 2-12-10 with
puncture

22.6.82 RUTHIN R C '25'

Dave Bettaney 1-2-34

Ben Griffiths 1-5-37

22.6.82 CLEVELEYS R C '25'

Phil Mason 1-16-47

Fastest Team

26.6.82 ALTRINCHAM RAVENS CC '10'

Dave Eaton 24-33

Roger Andrews 28-17?

30.6.82 WEAVER VALLEY C.C. '25'

John Whelan 57-03

Brian Whitmarsh 58-10

Ben Griffiths 1-3-09

7.7.82 CHESTER R C '25'

John Whelan 56-46

Brian Whitmarsh 58-53

Mike Hallgarth 1-0-23

Dave Eaton 1-2-37

10.7.82 NORTH MIDLANDS C F '25'

Phil Mason 1-9-20 P.B.

14.7.82 NOVA CC '10'

Dave Eaton 24-11

18.7.82 PORT SUNLIGHT WH '25'

Dave Bettaney 1-1-41

Dave Eaton 1-3-07

Ben Griffiths 1-3-52

Mike Twigg 1-6-44

24.7.82 RUTLAND CC '25'

Dave Eaton 1-00-27 P.B.

25.7.82 MERSEYSIDE WH '25'

Mike Hallgarth 1-2-38

Brian Whitmarsh 1-2-48

Ben Griffiths 1-3-34

1.8.82	<u>EAST LIVERPOOL WH '50'</u>	
	Peter Colligan	2-6-25 PB
	Ben Griffiths	2-8-25
	Phil Mason	2-24-14 PB
15.8.82	<u>MERSEY R C MM '25'</u>	
	Phil Mason	1-7-27 PB
29.8.82	<u>HORWICH CC '10'</u>	
	Simon Cogan	23-57
	Dave Eaton	24-35
11.9.82	<u>RHYL R C '10'</u>	
	Ben Griffiths	25-17
	Rod Anderson	25-57
	Phil Mason	26-42 PB
	Roger Andrews	27-23 PB
	John Futter	27-56
	(First event for 20 years)	
	Dave Futter	30-25
	(First Event)	

7.8.82	<u>ROYAL SUTTON MM '25'</u>	
	Phil Mason	1-8-48 PB
22.8.82	<u>WREXHAM RC '25'</u>	
	Peter Colligan	1-3-54
	Mike Twigg	1-5-49
	Bill Page	1-6-58
	Phil Mason	1-10-10
5-9-82	<u>CHESTER RC '50'</u>	
	Peter Colligan	2-9-54
	Ben Griffiths	2-11-43
	Mike Twigg	2-14-18
19.9.82	<u>W.C.T.T.C.A. '25'</u>	
	Dave Eaton	1-1-17
	Ben Griffiths	1-1-55
	Rod Anderson	1-2-31
	Peter Colligan	1-2-42
	Mike Twigg	1-3-42
	Phil Mason	1-8-58

THE ANFIELD '100'

Spring Bank Holiday - Monday 31 May 1982

Most of those who saw Phil Griffiths' remarkable 3-57 last year must have been convinced that he had really put the record on the shelf. To have suggested that a year later, ten minutes would be lopped off Griffiths' time would have invited ridicule. It would have been even more ridiculous to suggest that this would all be done not by an established '100' name, like Cammish, but by someone entering his first '100' since 1971.

This bald statement, of course, conceals the fact that the event's Campagnolo Super League status had helped to attract an entry from none other than Dave Lloyd. Dave's most famous exploit is probably not his third place in the 1971 Anfield when he was involved in an almost race-long scrap with Mick Potts, but that ride earned him the lasting respect of all who saw it. Now, after an abbreviated Continental career and with an unparalleled record at 25 and 50 miles and in 'hillies', the burning question in North Shropshire this Monday morning concerned Lloyd. "What will he do?". "What's he doing?". "What's he done?". All this was, of course, grossly unfair to such

outstanding talents as Danny Horton and Roger Iddles, but given Lloyd's current form and his charisma, it was understandable.

Marshals, onlookers and reporters should never be dogmatic about a 'perfect' morning; it's for the riders to decide. This Monday certainly looked ideal and the general consensus was that conditions have rarely been better - it was clear and fresh and the breeze was light and fitful. Even the blistering heat of the previous few days held off until most had finished and many were lounging in or around the Dog in the Lane.

The shape of things to come was already very apparent by the '25' check between Shawbirch and Shawbury. Six riders were inside the hour with another half dozen inside 1-2. Collectively, this was the fastest Anfield ever; and individually the pace had never been hotter, with Lloyd going through in 55-40 and stamping his authority decisively, even on this fast-moving field. Already he was leading last year's runner-up, Roger Iddles, by 1-35 and he in turn had a lead of 1-20 over Gary Watts (Middleton CC). To many, Gary was an unknown who didn't merit a fast mark; but to those familiar with the Manchester time-trialling scene, his ride was not a huge surprise. In fact, last season if he hadn't gone off course with three miles to go, he would have had a '4-7' to his credit on the unfashionable Cheshire course. Watts was followed by Horton, Brian Sunter (Condor) and Bob Chadwick (Turstall) who was soon to be first on the road. John Whelan (together with Phil Gray) was just outside the hour, which was just the start he needed in his bid for club record.

The second '25' brought the field back to Hodnet and on towards Shawbury again. At halfway the pattern was almost the same as at 25 miles, except that a 'stretching' process had gone on and the margins were not a good deal bigger. Lloyd went through in an incredible 1-52-45 (about five minutes faster than the championship '50' held on similar roads a few years ago). His 'short 57' for this stretch now took him almost four minutes clear of Iddles. In fact, Watts was now starting to close a little on Iddles, with a time of 1-57-25. Sunter and Horton were also both inside a 25 m.p.h. schedule and we had the incredible situation that these times which would have represented a commanding lead in almost any previous year now put riders seven whole minutes adrift at halfway.

Some doubting Thomases may have wondered whether Lloyd might crack in the second half. But most of those who had been following his recent time-trialling career, knew that he had achieved practically every target he had set himself. A '1-52' was presumably what he had set himself to do, in order to re-write Anfield 100 history his way. At all events, he did another 'short 57' on this stretch through Shawbury, Battlefield, Prees and down towards the Bletchley turn - hardly a symptom of cracking up, and it meant that at three-quarter distance he was over ten minutes inside 25 m.p.h. A '1-8' last '25' would be enough to beat Griffiths' record. Watts was two minutes slower than Lloyd over this leg (and was now $6\frac{1}{2}$ minutes down altogether); but more important for him, he had now overhauled Iddles, converting a one minute deficit at halfway into a lead of one minute (Iddles thus became the first rider in an Anfield 100 to a '1-0' for the third '25' and at the same time lose second place; and worse was to follow over the last '25'. Horton was now three minutes behind Iddles, just outside three hours, and he was followed at roughly minute intervals by Sunter, Chadwick, Guy and John Whelan (who now, like Lloyd, needed a '1-8' to get his record).

First to finish was No. 40, Bob Chadwick, whose 4-6-43 was considerably faster than last year. He had been almost eight minutes down on Lloyd at halfway, which immediately gave the pundits something to chew on. Within six minutes Chadwick had been relegated to second place by Brian Sunter (4-2-17) who had carved out most of his $4\frac{1}{2}$ minute lead during the second half. Sunter now had the temporary distinction of having done the third fastest Anfield 100 ever. John Whelan complained of fading over the final miles, but a 'long 3' for the last '25' isn't exactly creeping. Congratulations on a new Club record John.

The next fancied rider expected was Phil Gray, but when a Manchester Wheelers vest was observed hurtling towards the finish, it was found to contain, not Guy, but Dave Lloyd. Lloyd had started 15 minutes behind Guy and had caught him after the Bletchley turn. Lloyd's time was an incredible 3-47-10, more than ten minutes faster than Griffiths. The last '25' had taken 57-20 and this followed '25's' of 55-40, 57-05 and 57-05. Shropshire had never seen anything like it. Guy rode a brilliant second half to displace Chadwick and record 4-3-27 for an eventual fifth place.

Of the other main contenders, Watts, Horton and Iddles were now still left out on the course. Gary Watts slowed very slightly but remained comfortably (?) inside four hours and indeed inside the old record with 3-56-54. It would take a remarkable effort from either of the others to dislodge him from second place. Danny Horton stormed back from Bletchley faster than anyone else except Lloyd, to record a time of 3-59-47 (ride of high speed consistency). Then came last man Iddles who was reported to be suffering from cramp. He was just ten seconds outside four hours which meant that he had lost a further place, to Horton, probably in the last five miles.

The team award went to the Birkenhead North End whose 13-10-33 was only 3½ minutes better than the Mid Shropshire Wheelers. Best Vet on Standard was once again Gordon Thompson (BNE) who went round some 57 minutes faster than he apparently ought to have done at his age.

It was one of those mornings. Personal bests galore; optimistic schedules proving not optimistic enough; three inside four hours; six more inside 4-10. The last word ought to be about Dave Lloyd but how do you do justice to a ride like that?

DAVE BARKER

GOSHAWK, MOULDSWORTH (COMMITTEE) 1 May 1982

As Minute* Books do not fit in back pockets, I drove out to this club run. (Fairly good excuse). Hockey season now finished, we avoided relegation to a lower division purely because we can't go any lower than Div.4!

The day was notable for the President being late and a flurry of snow.

Those present were Jack Hawkins, Eric Reeves, Frank Marriott, Ira and Hetti Thomas, Peter Colligan, Mike Twigg, Phil Mason, Dave Eaton and Nicky, Ben Griffiths, Bill Gray and Ernie Davies.

P.S. Phil Mason 'persuaded' Ben and Mike to accept his offer of a lift home!

DAVE EATON

* Summary of proceedings (Oxford Dictionary)

ROYAL OAK, BANGOR-ON-DEE

8 May 1982

Just a stroll today. To enjoy the company (small but very select) of: Frank Marriott, Eric Reeves, Mike Twigg, and Ernie Davies.

BILL GRAY

ROSE AND CROWN, GRAIANRHYD

15 May 1982

Once again a hard grind up through Minera and Gwynfryn. I think if Mike keeps pushing me up here it is possible that I may wear the 1 in 6 down to 1 in 5. Present at the Inn were Ernie and Joan Davies, Eric Reeves, John Futter, Phil Mason, Roger Andrews, Mike Twigg and

BILL GRAY

HARE AND HOUNDS, CROWTON

22 May 1982

The day began with a strong breeze from the South-West and dark clouds lurking ominously overhead. However, I was not to be deterred and set off into the wind to test some unfit legs on my first club run of the year.

With a steady wind continually in the face my route from Alderley Edge took in Knutsford, over the Motorway and along the quiet lanes to Great Budworth, Comberbach, Acton Bridge and eventually Crowton.

On arriving at the Hare and Hounds a tandem trike indicated the presence of Harold Catling and his wife Mary. Also there was Rigby Band on a weekend of cycling in the area. The main topic of conversation centred on trikes until the arrival of Ira and Hetty Thomas who came armed with information on the forthcoming 100. Ira did not miss the opportunity to enrol last minute reinforcements!

The company was complete on the arrival of Frank Marriott, Mike Twigg, Ernie Davies, Bill Gray, John Futter and a little later, Alan Littlemore. Bill Gray bemoaned the lack of steak and kidney pie on the menu which Mike vividly described from his recollections of the previous visit. However, we were all amply satisfied with the generous helpings of food that was provided, accompanied by the beer.

A lengthy discussion pursued on various types of "Real Ale" and their varying degrees of potency. This led to nameless members recounting tales of intoxication requiring a 'sleeping it off' session in a garden (if they had been lucky) or under a hedge (when they weren't!)

An hour and a half was decidedly long enough for lunch and reluctantly we all set off in our different directions for the return trip along the Cheshire Lanes.

BILL BARNES.

ALPRAHAM, TOLLEMACHE ARMS

29 May 1982

BUNBURY was the name that Oscar Wilde borrowed for a non-existent character in his most famous play, The Importance of being Earnest. This pleasant Cheshire Village, which lies close to Alpraham, was my holiday home in childhood and the surrounding roads witnessed my debut as a tricyclist - on a juvenile machine owned by a cousin. So, when Muriel and I entered the Tollemache Arms for our annual meeting with the Anfield, I was strongly reminded of the dim and distant past.

The early arrival of Bob Poole and his wife gave a fine opportunity to dive into reminiscence and I was soon greeting the winner of the 100 half-a-century ago, Frank Marriott - I knew he did for I saw him do it. Glad too, to resume a chat, interrupted over twelve months ago, with Harold Catling and his wife and delighted to meet again Bill Gray, who, like Ko-Ko in the Mikado, has always 'got a little list.' The generation gap ensured that I admired from a distance such notables as president Ben Griffiths and Secretary Dave Eaton who sat in company with the streamlined forms of Mike Twigg, Peter Colligan, Dave Bettaney, Roger Andrews and friend Bill Barnes.

My early efforts on the little trike did not qualify me to pass any sort of examination on the bigger machine and if the late Mr Wilde had known anything about the club which was famous even in his day, surely he would have written an even more notable work entitled The Importance of Being Anfield!

GILBERT SUTCLIFFE

ANFIELD CLUBRUN

Monday 31 May 1982

We left our Campsite in slight rain, but before we had taken up our stewarding position at 50 miles, it was promising to be another lovely day. As this is NOT a report on the 100 mile event, suffice it to say that tension and interest were extremely high as times at the halfway distance were checked.

The Refreshment tent, conveniently erected close to the Finishing Board, was a hive of activity with a noble gang of ladies (and Stewart) dispensing cakes and drinks.

At the end of the event vast numbers of Anfield members ajoined to The Dog in the Lane for lunch and liquid refreshment. This gathering is counted as a Club Run and numerous folk were present, drinking and chatting with cyclists from many other clubs, as this post-event get-together is a good opportunity to renew cycling fellowship. So many familiar faces around, it was difficult to remember all, so accept my apologies if your name is missing. Those remembered :-

Ben Griffiths, Peter Colligan, John Thompson, John Whelan, Mike Hallgarth, Eric Reeves, Mike and Stewart Twigg and their ladies, Phil Mason, Bill Gray, Frank Marriott, Ira and Hetti Thomas, John Futter, Frank Fischer and Lake, Dave Bassett, and representing the Manchester branch were Bob and Helgar Poole. Also present were Dave Bettaney, Brian Whitmarsh and Dave Eaton, and Peter and Lilly Rock were seen around, as were

ERN AND JOAN DAVIES.

HANMER, HANMER ARMS

5 June 1982

Today the unchartered boundaries of Anfieldland ballooned southwards just a little, and included (we think for the first time ever) a run to the very ancient village of Hanmer. I hadn't been in Hanmer for a long time, but years and years ago the place lay on what we regarded as the quiet way home from Ellesmere. At one time Hanmer held a certain liveliness, but since a bypass took all the traffic away from the village, the place could be now described as 'sleepy'. But it has a nice Inn, the Hanmer Arms, were we all had a very nice lunch.

I was pleased to see Hanmer on the runs list, because the place clings to a vivid mediaeval memory, a magnificent wedding, way back in the 15th century, when Owain Glendower came to claim his bride. (In his younger days Owain was a man of much substance and had an excellent education: and only when he crossed with one of the Grays from Ruthin Castle did events go seriously wrong with his affairs). By all accounts this was the wedding to excel all weddings, and on

a par with a Royal Wedding of today. Owain's bride, Margaret Hanmer, lived at the local Hall.

Perhaps I was expecting too much to find tangible memories of that great day over 500 years ago. Alas, none survive. Even the church is not the same: at least two worshipping places have been erected on the site since. The Hall has disappeared, too. Whilst wandering around I chanced to meet Frank Fischer, and so we sat on a seat by the silent lakeside watching the water, and chatting. Time then for lunch, and we had to hurry: a thunder shower was about to soak everything within its reach.

Inside, we met all sorts of nice people, Anfielders all, except one. Eric Reeves, Ira Thomas, Mike Twigg, Ernie and Joan Davies and Bill Gray. We also had the great pleasure in having with us Herbert Moore, a very old friend from the Birkenhead North End.

F.E.M.

THE NAGS HEAD, FARNDON

19 June 1982

Back on my beloved Wirral again but only for a weekend so of course the most useful way to spend my time is a wheel.

Once I had succeeded in finding suitable clothing for biking and unfrozen my six speed block (with the aid of a 4lb lump hammer for fine tuning) I was on my way through Caldy and Heswall to the Mills.

With the aid of some back copies of the circular, Addy, Hilda and I decided on Farndon as today's venue. Without further ado I'm on the Chester road with the scent of Anfielders in my nostrils. I make my way towards Chester, turning off at Saughall and passing through Blacon, certain that 'they' must have gone this way. The sensation of cycling is as new to me and my pleasure centre is firing continuously as I thrill to a journey along real country lanes (covered in real muck).

Virtually no traffic, just the noises of an environment to which I am becoming increasingly a stranger. As I cross Saltney Ferry Bridge I notice that the 'Cycle traps' did not last long. Through Broughton I venture, there is a road closed ahead sign, but I

know that a cyclist can go anywhere. When I had climbed the bridge over the new Chester bye-pass the road stops due to the bridge being extended to allow for widening of the bye-pass (good news for all testers). So I curse my arrogance and before turning back I pump up my tyres. Whilst bent over and straining away, I noticed a footpath leading off the Bridge, this of course is very reassuring. So what if I do get mud all over my Sidi go-faster shoes, at least I did not have to climb another bridge.

The journey is rapid now, must be a tail wind. I experiment with pedalling styles as if I was riding for the first time; maybe I am?

I have soon reached Lavister on the Chester-Wrexham road. I veer off the main road through Rosset and onto the long straight lane that carries me past the fertile fields of the Dee flood plane and into Holt, then Farndon.

A babble of Anfielders is assembled in the Nags Head, and my heart warms immediately to all those friendly faces; Frank Marriott, Bill Gray, Ben Griffiths, Dave Eaton, Roger Andrews, Phil Mason, and guests Derek Halton and Paul Kerr. The food is good, and with the club's hospitality untarnished by the present recession, we chat and drink for not long enough. There is a long running dispute as to whether it is or is not raining, eventually we all leave to test our hypotheses.

It had begun to rain so capes on, and off through Coddington and Handley. Mike Twigg is sure that he saw Phil Mason pack in the 25 as we reached the Witchchurch road, and noone disbelieves him. The rain has decided to become continuous and we plod along towards Chester shouting encouragement at the riders as they pass by. We are really trying to raise our own damp spirits, but the only thing that can truly do this (apart from a gallon of Heineken) is a pint of Hilda's tea at the Mills and this is something we are all tucking into.

Mad Mike Hallgarth is at the cafe, and he soon brings a smile to my face with his incessant wittering and challenges. After saying our farewells, and departing in the pouring rain, I ride home in the company of Mike and Roger. (For once) I am glad of Mike's company as it takes my mind off my total sogginess.

CHRIS EDWARDS

ROYAL OAK, BANGOR-ON-DEE

28 August 1982

Just my usual walk (detoured) today to join the company of Frank Fischer, Frank Marriott, Ben Griffiths, Mike Twigg and my guest Ben Hopson, who still rides fixed. BILL GRAY

'TO WHOM IT MAY CONCERN'

The earliest of our known 'Inns' would appear to have developed from the original Roman 'Tabernae' or 'Tavernae' houses of entertainment and refreshment placed on the roads where the traffic warranted. At these roadside 'Tabernae' lodging was also provided for man and beast, and as such, would appear to be the prototype for our hotels of today; the drink of the times was of course wine. The coming of the Danes and Saxons saw the introduction of ale - the Danish name was 'Ol', the Anglo-Saxon name 'Ealu', 'Bear' or 'Beer' did not come into common use until after the introduction of hopped beer from the Continent in the fourteenth Century.

Beer was the staple drink of Ancient Egypt as early as 2500 BC and even in those remote days numerous beerhouses existed throughout the country. It is known that brewing also flourished in Babylonia and gradually the process was discovered in other parts of the world.

BILL GRAY