

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB (formed March 1879)

President : Harold Catling
Vice-Presidents : John Futter
: Eric Reeves
Captain : Tony Pickles
Hon Secretary : David Eaton, 19 Brook Meadow,
Irby, Wirral. 051-648 7892

January 1990

No 854

CLUB RUNS

Jan 1	Mon	Sportsman's Arms	Tattenhall
6	Sat	Foxcote Manor	Barrow on the Hill
13		Forest View Inn	Oak Mere
20		Nags Head	Farndon
27		Golden Lion	Aston
Feb 3		The Griffin	Trevalyn (Rosset)
10		The New Inn	Pont Blyddyn
17		Beeston Castle Hotel	Beeston
24		White Horse	Barrow
Mar 3		Captain's Weekend, Alt Talbot	Cwmmau
10		Bruera Circuit, Sportsman's Arms	Tattenhall
17		Queen's Head	Sarn
24		Pear Tree	Gresford
31		Cotton Arms	Wrenbury
Apr 7		7-mile event White Horse	Churton
14		Carden Arms	Tilston
21		Rose and Crown	Grainirhydd
28		Shrewsbury Arms	Little Budworth
May 5		7-mile event Sportsman's Arms	Tattenhall

CLUB NIGHTS held at the Eureka Cafe, Two Mills, 6.30 pm - 1st, 3rd & 5th Wednesday each month

CLUB SUBSCRIPTIONS

21 and over £12.00 Junior (under 21) £6.00 Cadet £2.00

These and donations should be sent to:-

Hon Treasurer Tony Pickles
22 Lllys-y-Wern
Sychdyn
Mold
Clwyd CH7 6BT
(0352 59463)

Editor David Birchall
53 Beggarman's Lane
Knutsford
Cheshire WA16 9BA
0565 51593

*CLOSING DATE FOR NEXT ISSUE - 14TH APRIL 1990

CHANGE OF ADDRESS

Chris Shorter, 15 Lunedale Avenue, Acklam, Middlesbrough, Cleveland TS5 7LA
(tel: 0642 817058).

NEW MEMBERS

Phil Whitehead, Row End, Church Lane, Middleton, Tamworth, Staffs B78 2AN
(021 308 0130). (Welcome back!)

Graham Williams, 2 The Ridgeway, Northop Hall, Clwyd CH7 6TR (Deeside 816125)

Michael Maddock, 4 Dee Road, Mickle Trafford, Chester

Simon Lamprell, Brickfields, Coniston Road, Little Neston, South Wirral
L64 0TD (junior)

Lucas Jones, Woodland View, Rakes Lane, Sychdyn, Nr Mold, Clwyd (junior)

Steven Green, 7 Bretton Drive, Broughton, Nr Chester CH4 0RS (Chester 536832)
(cadet)

James Moores, 58 West Vale, Neston, S Wirral, L64 0SE (cadet)

Lee Nichols, 1 Chestnut Close, Rakes Lane, Sychdyn, Nr Mold, Clwyd (cadet)

Graham Thompson, 117 Newton Cross Lane, Newton, West Kirby, Wirral, Merseyside
(cadet)

Neil Vernon, 81 Forest Drive, Broughton, Nr Chester CH4 0DJ (Chester 537052)

Adam Van Winsum, Glenrosa, Cumbers Lane, Ness, South Wirral, L64 4BA

CLUB HANDBOOK

John Thompson has prepared a new version of the Club Handbook (enclosed with this issue of the circular) which is up-to-date to October 1989. John asks Members to check that the details (address, telephone, year of joining etc) are correct, and to advise Tony Pickles of mistakes.

TREASURER'S NOTES

Thanks to Members paying their subs and especially to people who have sent donations. I would also like to remind Members that subs for 1989/1990 are now due (sorry to be a bore).
Tony Pickles

AGM - 14TH OCTOBER 1989

The AGM was held on 14th October at Ashton WI Hall. Officials elected under item 5 of the Agenda are:-

President:	H Catling
Vice Presidents:	J Futter and E Reeves
Treasurer:	T Pickles
Secretary:	D Eaton
Racing Secretary:	B Griffiths
Captain:	T Pickles
Vice Captains:	C Clewley and J Hughes
Editor:	D Birchall
100 Secretary:	B Griffiths
25 Secretary:	May - B Whitmarsh Sep - B Bird
WCTCA:	J Futter and B Griffiths
RTTC:	P Colligan
BCF:	J Futter
RRA:	
NRRA:	H Catling
Social Secretary:	T Williams

CLUB EVENTS:1990

Sat 10th March	Bruera Circuit (Broxton Picnic Area)	14 miles	11.30 am	D1.14
Sat 7th April	Huntington	7 miles	11.30 am	D.2.7
Sat 5th May	"		11.30 am	D.2.7
Sat 2nd June	"		11.30 am	D.2.7
Sat 30th June	"		11.30 am	D.2.7
Sat 18th Aug	"		11.30 am	D.2.7

CLUB HANDICAP

It is proposed to have a Club Handicap, open to all Members. Finishing positions will be on placing in handicap order. Winner on handicap will receive 1 point, 2nd 2 points and so on. Best 3 rides out of the 5 events held on the D.2.7 to count. It is intended to give prizes to the leading places.

Riders wishing to compete contact myself or Ben with their best times (RTTC forms preferred). The Handicapper reserves the right to adjust handicaps during the duration of the competition.

BCF SUBSCRIPTIONS

The club has affiliated to the BCF for 1990. Members wishing to join, please contact me. J Futter

PS Don't forget that Club Nights are still held in Eureka Cafe, Two Mills on the 1st, 3rd and 5th Wednesday of each month.

RACING ROUND UP - 1989

Mike Hallgarth has won the 1989 Anfield BAR, although from Mike's results it seems the Anfield are running club events around Bristol. His times were 59.05 (25), 2.11.09 (50) and 4.45.10 (100). Peter Colligan was second with 1.5.34 (25), 2.18.05 (50) and 4.48.20 (100). Jayson Rees-Hughes is the Junior Champion with 23.06 (10) and 59.39 (25). Ben Griffiths

Peter Colligan

West Cheshire 25 (9.4.89) - 1.8.54	Anfield BC100 (29.5.89) - 4.48.20
Manchester VTTA (15.4.89) - 1.6.45	Birmingham VTTA 25 (3.6.89) - 1.5.34
Albrighton Road Race 30 (23.4.89) - 1.10.01 (8th in bunch)	West Cheshire 50 (11.6.89) - 2.18.45
North Mids VTTA 25 (29.4.89) - 1.5.51	Leeds RC 25 (24.6.89) - 1.5.32
Anfield BC 25 (1.5.89) - 1.6.53	Prescot Eagle 25 (1.7.89) - 1.7.41
M'side VTTA 30 (7.5.89) - 1.20.28	M'side VTTA 50 (16.7.89) - 2.19.16
Cheshire RC 50 (14.5.89) - 2.12.12	Preston Whrs 50 (30.7.89) - 2.18.5
Clieves Hill R/R (21.5.89) - DNF	Chester RC 50 (27.8.89) - 2.19.29
	West Ches 25 (10.9.89) - 1.10.16

Mike Hallgarth

Club 10 (10.5.89) - 23.52	Club 25 (7.6.89) - 59.12
Club 10 (17.5.89) - 23.45	Swindon RC 50 (14.6.89) - 2.11.09
Swindon RC 25 (24.5.89) - 59.05	Club 25 (21.6.89) - 1.1.21
Anfield BC 100 (29.5.89) - 4.45.10	

Ben Griffiths

B'head 25 (25.6.89) - 1.7.24	West Ches 25 (10.9.89) - 1.8.35
Wrexham RC 25 (13.8.89) - 1.8.28	B'head Vics 2-up 25 (17.9.89) - 1.5.50
Mersey RC 25 (20.8.89) - 1.8.40	(winners: John Stinton/Jayson Rees-Hughes, Anfield BC - 59.56)

Tony Pickles

West Ches 25 (9.4.89) - 1.12.29
West Cheshire 30 (23.4.89) - 1.25.35

Chester RC 25 (4.6.89) - 1.08.25
M'side Whrs 25 (10.6.89) - 1.07.02

John Thompson

N Wirral Velo 2-up 25 (19.3.89) - 1.1.40
(with Brian Whitmarsh)
Anfield BC 100 (29.5.89) - 4.47.50

NWTTA 100 (6.8.89) - 4.47.08
(Trike) WINNER!
Wrekingsport 25 (28.8.89) - 1.08.33
(Fastest Trike)

* * * * *

CONGRATULATIONS

to Chris and Elaine Edwards on the safe arrival of a son, Greg, born 28th November. We are advised that the lad has 8% Shaun Kelly genes, so Le Mond - watch out!

OBITUARY: BILL FINN

Bill, a doughty rider on two wheels or three, joined the Anfield BC in 1923 and, despite his domicile in the Emerald Isle, contrived to be with us on many of our club runs. Phil Byrne, his long-time friend and fellow member of the Irish Road Club, has reported Bill's death in the current issue of the Fellowship News in the following terms:

"Bill Finn attended the National Championship '24' of 1989 with friends Mrs Ruth Williams and Lucy of Merseyside. On about the 4th August, I am not sure of the date, Bill unfortunately slipped going downstairs in the digs. He was taken to hospital but later passed away. RIP. I had been his friend for more than 40 years and was at his Dublin funeral on 11th August. Even though he had reached the ripe age of 93 he was still very fit and, of course, had a great memory to go with it. Though he was stern with people he was one of God's Perfect Gentlemen.

"He has written the history of the Irish Road Club since 1890 and it is to be printed soon. Just bad luck that he was not to live to see it and to be the Guest of Honour at the Irish Road Club Century in April 1990".

Harold Catling

* * * * *

KELSALL: MORRIS DANCER - 14TH OCTOBER

(A VERY WELL ATTENDED CLUB RUN)

To the usual good turn-out of regular riders was added a motley group of 'oldies'. This included many members and friends out to meet Stan Wild, our expatriate ex-President and Life Member, who, with wife Jo was paying a fleeting visit to Europe. Australia seems to suit them both and, for an octoganarian, Stan is remarkably fit and is still knocking up the miles at a rate in excess of 5,000 miles per annum.

I did not make a list of the older members present but remember seeing Syd Jonas, Jim Cranshaw, George Connor, Arthur Birkby, Bert Lloyd, John France, Peter Rock and Eric Reeves. Russ Barker, under the impression that we still meet for high tea on Saturdays as we did for so many years, arrived at 4.30pm and was disappointed to find that we had been and gone. In addition to our own members a score or so friends from the past and other clubs came for the brief reunion.

These included, from CRC, Len Leary, Bert Mathieu, Johnny Berry and their spouses; Ken Redford (Raven's); Jim Furber (Withington) and Bill Coope (Potteries).

Those of us concerned to attend our AGM at nearby Ashton had to leave Kelsall early but many others stayed on re-living the past until closing time.

(Prints of the group photos, 7" x 5" can be ordered from Tony Pickles: £1 + postage + packing - Ed).
HAROLD CATLING

BALA: WHITE LION HOTEL - AUTUMN TINTS TOUR 1989

The Autumn Tints Tour has always been the highlight of my cycling year, some might say that is because it is the only cycling I do in a year. But since I joined the Anfield 15 years ago I have endeavoured to be present on this the most agreeable of Anfield tradition. Like salmon returning upstream to their spawning ground I have always taken great pleasure in returning to the Welsh mountains which first spawned my enthusiasm for cycling.

It was with this in mind that I set off from my parents' home in Hoylake on a very damp autumnal Friday. I knew the route well that I would take to Bala to meet up with my fellow Anfielders, after all I had ridden it many times in various degrees of fitness and exhaustion.

I took the main road down the Wirral through Heswall to the Two Mills and then turned onto the heavily trafficked approach road to Queensferry. The rain had ceased but the mist reduced visibility to only a few hundred metres.

As I approached Queensferry I decided on the old bridge and then up Hawarden Hill past Ben's house and down Tinkers Dale. I marvelled at the eroded embankments to the left of the climb and also at the exposed roots of the sycamores and oaks, a lot of these trees have been cut down now.

On I went towards Hope Mountain and past the New Inn on the ascent to Treuddyn and the Sun Spot Cafe where I intended to stop for tea. I was pleased with my climbing up to the cafe but when I found it closed I made slow progress to the top of the Moors and Llandegla.

I stopped instead at Bryneglwy's for some ale and a toasted sandwich where I was told by the landlady that three cyclists had just left for Bala.

Could this have been Stuart Twigg, Brian Bird and Techwyn. When she added that the high winds and rain had not deterred them from cycling on to Bala I knew it must be this intrepid trio!

Corwen was quickly reached and then in the twilight I made my way up the B4401 through Cynwyd to Llandrillo. This particular stretch has long been a favourite of mine as spectacular views of the river and the Berwyn mountain range are continuously unfolding.

It was thus, in the gathering darkness, that I came into Bala and the White Lion Royal Hotel. Here I was reunited with old friends and met our more recent members. The majority of those present had started at 10am and taken in Oswestry, Llanfihangel and the Miltir Cerrig to bring them to Bala soaked but in good humour.

Mike Hallgarth and John Thompson had come from Weston via Lake Vyrnwy where Mike had searched long and hard to see if the village was visible.

We settled in the fish bar discussing the day's cycling and past conquests.

The following day broke cloudy and wet. There was a definite air of reluctance in the group which gathered for the day's outing. Some were completely deterred from venturing forth but after some deliberation we decided on the A494 and Dolgellau. The rain was holding off but the previous night's downpour had washed plenty of hedge clippings into the middle of the road. It was not long before someone punctured, it just so happened to be me.

In the true spirit of the Anfield that was the last I saw of most of the bunch. A few of my old friends waited while I struggled with my front tyre and then it was up the steep climbs and down the rapid descents through Dolhendre towards Trawsfynydd. The climbs took their toll and I managed to fall off on one particularly steep ascent. John Thompson tried to coax some sympathy from fellow Anfielders by imploring them to slow as I was 8 months' pregnant. I could feel every month.

Once the serious climbing was over the rain began and we also got involved in a motor cross rally as we descended through Coed Y Brenin.

By this time the trailing group consisted of Mike Hallgarth and myself. We chatted about a variety of topics until we arrived in Dolgellau. We made three circuits of the town before settling on a national milk bar for our refreshments having given up all hope of finding the leading group.

Once fed and watered we made our way directly back to Bala.

Back at the hotel the party of Anfielders was swelled by the arrival of Geoff Sharp and his son Jon and cousin.

We all settled in for an excellent evening meal and prize presentation and while the rain continued to persist throughout the night we made merry and then slept.

The final day dawned bright and clear. Once the club photo was over we all set out together for the Wirral, the only exception being Mike and John who made their way to Weston via the Miltir Cerrig and with the assistance of a tale wind they were home by mid-day.

We climbed over the gentle pass between Bala and Cerrig-y-Drudion at a pace that was brisk enough to shed quite a large number of our party. I was finding it increasingly difficult to stay with the leading group and we finally parted company on the leg between Cerrig and Ruthin, somewhere in the depths of the Clocaenog Forest.

In Ruthin we formed a small splinter group consisting of myself and the Sharp family. We made our way to the local cyclists' haunt where I then attempted to rejoin the leading group. It was a valiant effort, as we ascended the New Bulch but I soon drifted away from the remnants of the club and concluded my Autumn Tints Tour as I had started it, on my own.

CHRIS EDWARDS

GOSHAWK: MOULDSWORTH - 26TH DECEMBER 1989

Boxing Day was dry and mild, with very little wind, after a few days of very heavy rain. So why the turn out was so poor I do not know - only nine members and six friends, but only four on bikes.

I left home at 10.30 and rode with some Chester RC members who were heading for the New Inn, Bryneglwys. After a few miles in company, I turned left for Wrexham and Farndon. The Dee was in flood with hundreds of acres under water and very little sign of the river. At Broxton I turned left, then right, through Tattenhall for Beeston. I met Brian Bird out for a ride with daughter Charlotte. After Beeston I went via Tarporley and Kelsall to Mouldsworth.

At the club run were five Bettaney's, four Whitmarsh's, two Birchall's and the four on bikes John Williamson, Ben Griffiths, Craig, Clewley and Bill Graham. After dinner the last three of us rode home together. A very good day out. I felt sorry for all those not able to be out.

BEN

CORRESPONDENCE

We appreciate letters from far-flung members and were delighted to hear from Chris Shorter, paying up his subs, who wrote from Middlesbrough:

"I've been living up here for a little over a year now. I finally decided that I'd better do something about a proper career and so enrolled in a one-year post-graduate diploma course in personnel management at the Teesside Business School. It was a hard year but I succeeded in getting a job at the end of it with a local bus company with 500 employees. I share my time between personnel work and computer systems administration. Middlesbrough isn't such a bad place to live but I don't think that I'll stick it for more than about three years at the most: it feels a little too far north here and rather isolated.

I haven't been doing very much cycling recently though sometimes I pedal out into the Moors to go climbing on the grotty sandstone outcrops that are a feature of the area. I snapped my seat-pin in two on one of these trips and had to ride out of the saddle for 10 miles. Since I had a pack full of climbing gear on my back my legs were well pumped up by the time I got home. I'll have to fix it sometime.

Ruth's been having a small end-of-season racing comeback, with some success but is unsure whether to spend the winter training to do the job properly. I see her copy of Cycling and still read the weekly results but am disappointed by the lack of Anfield names. What are you lot up to? Mind you I don't think Team Mirage are doing any better!

* * * * *



CLUB MEMBERS AND FRIENDS

KELSALL 14 OCTOBER 1989

(Colour prints available - see note inside)

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May 1990

No 855

CLUB RUNS		
May	6	Club 25 Farndon Course, Farndon Village Hall HQ
	12	Cotton Arms Wrenbury
	19	Forest View Oak Mere
	26	Beeston Castle Hotel Beeston
	28	'100' Event Prees HQ
June	2	Grosvenor Arms 7-mile-event Alford
	9	Foxcote Manor Barrow on the Hill
	16	Dysart Arms Bunbury
	23	Fox and Hounds Tilston
	30	Sportsman's Arms 7-mile-event Tattenhall
July	7	The Bull Shocklach
	14	Shrewsbury Arms Little Budworth
	21	Rose and Crown Graianrhyd
	28	Beeston Castle Hotel Beeston
Aug	4	Cotton Arms Wrenbury
	11	Forest View Oak Mere
	18	Sportsman's Arms 7-mile-event Tattenhall
	25	Foxcote Manor Barrow on the Hill
Sept	1	Talbot Arms Cymmau
	8	Dysart Arms Bunbury
	15	Fox & Hounds Tilston
	22	Forest View Oak Mere

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Hon Treasurer	Tony Pickles 22 Llys-y-Wern Sychdyn Mold Clwyd CH7 6BT (0352 39463)	Editor	David Birchall 53 Beggarman's Lane Knutsford Cheshire WA16 9BA (0565 51593)
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*CLOSING DATE FOR NEXT ISSUE - 8TH SEPTEMBER 1990

HANDBOOK AMENDMENTS

Keith Orum Telephone number: 051 342 8958
Bert Lloyd Please add post code CH4 OSD (without which mail goes astray)
Ernie Davies Name correction plus telephone number 0978 351920
J Rigby Band Telephone number now 0291 625653
Stuart Twigg Date joined: October 1981

Resignations J Hughes (1986) - R Wilson (C) (1986)

Transfer to second claim membership Paul Ashley

CLUB TOUR 1992

It has been suggested that the Club should take a trip/holiday/tour etc abroad in 1992 possibly in the South of France.

It is proposed that about 30 Anfielders would fly to a fixed centre hotel (or nearest airport) and ride out from there.

Any suggestions or advice to Stuart Twigg soon so that details could be printed in the next circular.

CLUB CLOTHING

Stuart Twigg is also the man for information and prices for new club jerseys and other clothing in poly Lycra. Retail at about £25 and are to order only. The design is loosely based on the RMO trade jersey.

ANFIELD '100' & CLUB '25'

Offers of help please to Ben Griffiths for the '100' and to Brian Whitmarsh (0244 880723) for the Club '25' which takes place on Sunday, 6th May.

ENGAGEMENT

We are delighted to announce the engagement of Phil Mason to Brenda Walton of Dublin

14 MILE TIME TRIAL - SPORTSMAN'S ARMS - 10TH MARCH

Arriving at Broxton on a mild but very windy morning I was pleasantly surprised at the number of people already in the picnic area. John had organised a good turnout of marshalls and we had 12 riders. Jonathon and Graham were having a first try at time-trialling. Geraint was first off and first home, followed by number 2, Jonathon, who just held off number 11, Jason, who returned the fastest time.

1	Jason Hughes	36-30
2	Stuart Twigg	38-54
3	John Thompson	40-33
4	Peter Colligan	41-33
5	Craig Clewley	42-18

6	Paul Ashley	43-01
7	Steven Green	44-06
8	Tony Pickles	44-20
9	Geraint Catherall	44-46
10	Jonathon Sharp	45-28
11	Lee Nichols	46-10
12	Graham Thompson	47-43

Also out John Futter who organised, pushed-off and marshalled. Ben Griffiths held the watch. Brian Bird, Mike Twigg, Bill Graham, Tecwyn Williams, Herbie Moore, Jeff and Viv Sharp, Mr Thompson (Graham's dad - sorry I didn't ask his name), Ann (Tony's better half) and Maggie White. All assisted in keeping the riders on the agreed courses. I'm sorry if I have missed anyone. My excuse is that I forgot to make a list of names but some of the names I did miss, why they did not turn up I don't know, Ian, Robert, Tian, Peter, Rohan, Adam, James and our club champion, Mike. If members are not riding they should be out to support the events being run for your benefit.

Ben

WRENBURY COTTON ARMS - 31ST MARCH

Maggie has boasted how she burns up other shoppers on the way into Wem, but still the 18+ surprised me as we wound our way through the lanes behind Prees to Whitchurch. This was her first club run on the 'new' 14-g geared 700c machine.

Given this pace I thought we would be the first to arrive but there was already quite a gathering. Ernie Davis with newly-acquired Spanish sun tan, Herbie Moore, Hagar Poole and Harold and Harry Catling. In quick succession first Tony Pickles, Craig Clewley and John Futter; Dickie Bird, Stuart and Mike Twigg turned up but with none of the usual gang of cadets. For once they had been left to find their own way and only two, Jonathon Sharp and Graham Thompson, had conquered the maze of Cheshire lanes.

On the question of finding a way, why not buy a map? I brought four to Wrenbury OS 126, 127, 137 and 138. Some suggested that this was excessive but it did not stop them having a quick look to see just how they had come! Last to arrive were John Williamson and 'King of the Mountains' Billy Graham.

Before leaving we were privileged to have a go on the Catling super tandem trike with monster diagonal tube. This machine is the fruition of many years' research, practical and theoretical. To me it responded well but Maggie complained that it felt 'funny' and even 'out of control'. Such impressions, I was able to reassure her, are normal during one's first three-wheel spin.

John Thompson

HUNTINGTON CLUB 7-MILE HANDICAP EVENT - 7TH APRIL

<u>Name</u>	<u>Handicap Time</u>	<u>Handicap (Minutes)</u>	<u>Actual Time</u>	<u>Points</u>
J Sharp	16.20	2	18.20	1
A Van Winsom	16.35	3 1/2	20.05	2
S Twigg	16.56	4	17.56	3
G Thompson	17.44	5	20.44	4
P Colligan	17.44	6	18.44	4
T Pickles	18.03	7	19.48	6
R Bettaney	18.19	8	20.49	7
M Maddox	18.35	9	19.35	8
G Williams	18.50	10	20.50	9
G Catherall	19.34	11	21.54	10

The opening handicap event has produced one or two surprises. No doubt the handicapper will be casting a keen eye over these results and the results of our next event in May. Gareth fell on loose chippings but fortunately did not come to any harm and recovered to finish strongly. Stuart recorded the fastest time but was pushed out of the handicap points by excellent rides from Jonathon and Adam.

PS The committee has allocated £25 in prize values for the first three in the overall handicap competition.

John Futter

CRAIG CLEWLEY'S REVENGE

On Sundays Craig, Lee Nichols and myself have taken to regular outings. One Sunday not so long ago Craig appeared declaring a will to go somewhere different. So a quick study of my mental map and away down the Denbigh Road through Trefnant and out past Pilkington's Glass Works to Llanfair Talhaiarn. A quick stop at the garage for Mars bars and Coke before we resumed our uphill struggle to Llansannan, a hill up which Lee set a cracking pace, thinking it was only a short run but after several bends it was still up and we began to reel him in. At Llansannan I decided to turn towards Henllan and home. After a brief downhill dash it was up yet again. However we had to come down eventually and we swept back down through Trefnant catching a tail wind home.

A fortnight later I let Craig pick the route. Lee must have had deja vu for he sprained his ankle during the week (!) Down to Denbigh we went again up and over the town and out on the B4501 (the old road over the moor). We climbed steadily for about 2 miles then Foel Gasyth appeared. In just one mile it rises 540 feet (167m). Craig gradually pulled away from me and disappeared from my limited view. I must admit I walked the last 100 yards completely exhausted. A downhill rush then, yes, climbing again, off the main road now towards the forest on a tarmac road just wide enough for two bikes, let alone a car. Up and down dale we went, a maximum speed in single figures and I saw 3½ mph at one point. We came to a cross-roads where a couple was studying an OS map with a magnifying glass. We corrected them on their position and turned towards Nlilig. Although it was on the map and signposted we couldn't remember going through it. On to Cyffylliog and Bontuchel, this completed about 6 miles of downhill so was the climb worthwhile?!

On to the cafe at Llanbedr. We met John Stinton who then rode back to Mold with us. On the climb up from Loggerheads to the Rainbow, Craig gained 200 yards on us but using my superior weight (!) on the downhill I managed to close the gap. With the Mold sign approaching Craig glanced behind, like any good road man, and the sprint was on. Craig pipped me by half a wheel, if only he hadn't looked back.

John and Craig turned for Broughton and I for Sychdyn. I glanced at my Avocet - 48 miles - was that all? Surely it must have been further!

Tony Pickles

TO THE END OF THE WORLD BY TANDEM

Several factors combined to produce this 39 version of our cycle camping trip. The previous winter Maggie had collected the Observer travel articles on 'The Hidden Spain'. The mountain and coastal scenery of the north looked

spectacular and she wanted to go, even though the articles mentioned that there were wolves in the mountains. Whilst I would have liked to see Le Tour again, I had to admit we were due for some new roads. An offer by Iberian Airlines clinched it. They would fly us into Bilbao and out of Santiago de Compostela for £98 each. This splitting of airports, which they don't advertise, would enable us to plan a tour across the top of Spain.

The first three days we pedalled through familiar country, those green, Welsh look-a-like hills of Cordillera Cantabrica. Readers of our previous exploits may remember that this is the range to cross on the back roads route from Santander to the Pyrennees. This time we crossed the range at Alto de Los Tornos (3012 ft) and back again over Estacas de Trueba (3773 ft) to rejoin the coast at Santillana, west of Santander.

From there there was a myriad of possible routes, not one of which stood out as a natural choice. (It goes without saying, I hope, that the main road along the coast was out). We made for Potes, in the heart of the Picos de Europa mountains setting up a base camp for three nights. The first day we completed a circuit of about 70 miles around Pena Sagra to the east of Potes. Without the camping gear this should have been easy but it was very tough. Though never getting above 4000 ft we climbed and descended all day, a bit like riding up the Bwlch Groes again and again. Part of the problem was that, though our Firestone 'Turistico' map was a reasonable 1:200,000 scale, it had no contours and very few spot heights. The next day we pedalled up to Espinama, left the tandem at a bar and did some walking. Early the next morning we escaped from the sleeping camp site before the night curfew lifted pushing the tandem under the barrier. Potes was also still asleep as we made our way up the 16 mile climb to the pass of San Glorio (5279FF). Over the top we left the Costa Verde and descended into brown, cowboy-looking scenery. Across the divide the population is sparser, the vegetation thinner and the temperature some 20° higher.

At Riano the Rio Esla has recently been dammed and the town and surrounding villages are gradually succumbing to the rising waters. It was sad to see near-deserted villages with just one or two houses still occupied, still clinging to what had probably been home for generations.

Relinquished Riano was our turning point. We turned to re-cross the Cantabrian range at Tarna (4888 ft) and followed the Nalon down to the sea. Some more comments on Firestone. La Felgura, on the Nalon, is something like a combination of the Rhondda and Widnes yet the map highlights the road with a 'scenic' green line. The map was also found to be 'impressionistic' in its representation of the lanes around Oviedo.

You may have gathered that our route was against the grain of the country, forcing a path through the Cantabrian mountains. From Cudillero, at the mouth of the Nalon, we zig-zagged through the coastal hills to the port of Navia. At Navia we again turned inland, following the Rio Navia. This part of our journey proved to be one of the hardest of this, or any, tour. The narrow, winding road repeatedly climbed 1,000-2,000 feet up the side of the valley only to plunge back down to the river again. The barren, rocky terrain offered few opportunities for camping and we were forced to put up the tent in the spoil that had been created cutting the road. This was not quite as bad as it might seem; in the 12 hours of our stop-over just two cars went by.

Eventually we pulled out of the Navia valley, across the Moncira ridge and then down, down through Lugo and across the vast, empty heathlands of Galicia to rejoin the coast at the fishing village of Malpica.

We arrived to find the fleet safely tied up in harbour and the last of the fish boxes being unloaded. The fish hall seemed chaotic with much shouting and waving of arms. It was hard to tell who was buying and who was selling. Fish of all shapes and sizes, some sorted into types - mullet, squid etc - some monsters of the deep, were the only representatives of their species. One of the biggest had a label with 'Maria' stuck to it. This was the name of the purchaser, not the fish. The market was, as we suspected, for wholesale only. We would be able to buy our fish from Maria outside the hall at 6.00 pm.

We bought our other essentials - potatoes, salad, cheese and wine and enquired about camping. There were no camp sites but the coast round the head was unpopulated and no one would object to our tent. After buying two large grey mullets for 100 pesetas (about 50p) we took this advice and pedalled up the coast. A perfect spot to camp - an isolated beach, no mass tourism, idyllic scenery - what was the catch? As I plunged in the tide I found out. The sea was icy. It was far colder than off Britain and impossible to bathe in.

As the light faded the first of the Malpica fishing boats rounded the headland and came into view. One, two, three and another and another in a seemingly endless line. Landwards the herdsmen had retired and there were no people, or homes, in sight, whilst seawards that string of boats now extended as far as the eye could see.

The last days of the holiday were spent pottering along the coast. We visited Finisterre 'the end of the world' and climbed up to Santiago where we took a day off the bike to go sightseeing before flying home.

I would recommend this corner of the world but with two provisos. Don't plan ambitious distances. It's hard country. Finally, don't use Firestone maps - they make Bartholomew's seem accurate!

John Thompson

EXTRAORDINARY RIDES

Life can run in a series of circles which often overlap and a chance meeting in Knutsford at the end of 1989 revealed an Anfield connection going back almost 110 years.

A cobbled passage between the White Lion and Glynn Interiors, King Street, Knutsford opens into a courtyard which boasts a mounting block, a penny farthing and a signpost bearing the legend 'Land's End 375, John O'Groats 555'. Along the south wall is an attractive building which is the appetitely-named Courtyard Coffee House and it incorporates a penny farthing museum. The cycles on display are all the property of Glynn Stockdale and centre piece of the collection is a massive 96" wheel ordinary which required a treadle action to turn the cranks. The literature describing the collection invites anyone interested in learning to ride a penny farthing to leave their name.

In volunteering David's name I mentioned his membership of the Anfield. Glynn Stockdale had apparently written to the Club several times as he had purchased a copy of the Black Anfielders and discovered his great grandfather's name, John Houlding, listed as a president of the Club for the years 1881-1882. He was interested to know what documentary evidence we had regarding his forefather.

Anfielders were magpies when it came to the photos, documents, programmes etc they have kept but sadly not very good librarians and the entire collection is one uncatalogued jumble. In researching John Houlding's connection with the Club I came to know the early members through the anecdotes and cuttings which remain.

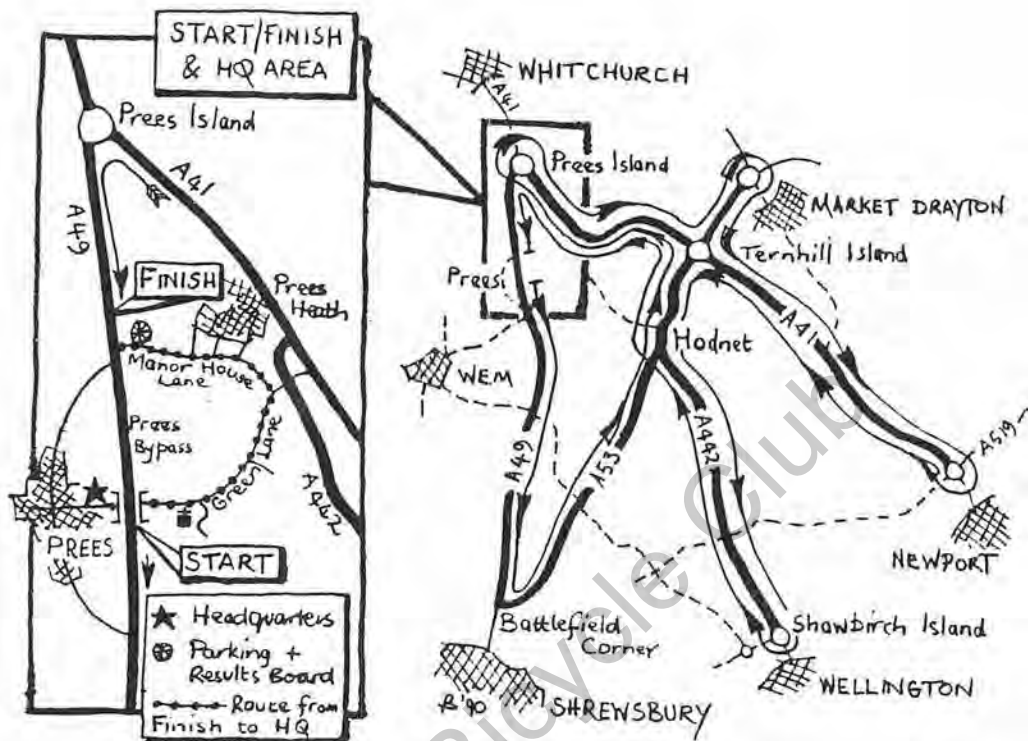
17th March was the appointed day for David's induction and John Thompson just missed out on an invitation to join in by phoning for directions to the Queen's Head, Sarn when only Adam was home. I was, by Saturday afternoon, worried that I might have volunteered David for a broken limb at the very least but he managed extremely well, as did the other novice riders, and only measured his length on the ground once. He had previously had great respect for the men who had ridden when the sport was new for public animosity and atrocious road surfaces made cycling a difficult undertaking. His admiration for their achievements now knows no bounds and if you want to know why you'll have to try it yourself.

LIVERPOOL TO LONDON RECORD 1885

The mention of Fell's name arouses memories of the genesis of the Liverpool to London record in 1885. At Easter of that year Fell, in company with Lawrence Fletcher, G B Mercer and several other members of the A B C, set out from Liverpool to ride to Bettws-y-Coed on solid-tyred 'ordinaries' by a circuitous route in order to qualify for standard medals for 24-hour rides. Between Warrington and Knutsford Mercer suddenly expressed his intention of riding to London in the day which would qualify him for the gold star medal offered by the club for 200 miles in 24 hours. Fell immediately volunteered to ride with him and at Mere Corner the party split up. Against a stiff wind Mercer found himself riding much more strongly than his companion. At Coventry Fell decided that he could not hope to accomplish 200 miles against such a wind and it was mutually agreed that he should turn back towards Liverpool to obtain the benefit of the breeze while Mercer pressed on in the hope of reaching London. Continuing towards the Metropolis on his own and the wind not diminishing, Mercer finally decided to turn back at Towcester to make sure of the 200 miles standard. Meanwhile after a rest at Coventry, Fell with that indomitable pluck which had always characterised his riding, decided he would rather fail in his attempt to reach London than accomplish 200 miles by turning back. So he resumed riding towards London and the mutual surprise of the two friends when they met at Weedon can be better imagined than described. It is certainly remarkable that each should have reversed his previous decision. Of course Mercer could not again turn back as even in those early days the Anfield had the rule that under no pretext whatever could the same piece of road be covered more than twice and Mercer finished his 24 hours at Birmingham, continuing the next day to join the club at Bettws-y-Coed. Fell, however, stuck gamely to his task and finally succeeded in reaching Highgate, London before midnight.

At Whitsuntide in the same year Fell decided to accomplish the feat in the reverse direction....and had no difficulty in riding to Liverpool in the day despite much rain between Daventry and Stone, his resultant filthy condition attracting an excess of unwelcome attention from the yokels at Newcastle-under-Lyme Whitsuntide fair.

This due performance by Fell caused widespread interest and provoked much emulation. Consequently it is not surprising that when the Road Records Association was formed in 1888 London to Liverpool figured among the place-to-place records.



Anfield '100' Course

for 1990

The first record passed by the RRA was J J Curries' 20 hrs 22 mins 8 secs in 1890 but in the same year J A Bennett restored the honour to the Anfield by riding between the two cities in 16 hrs 55 mins (it is not recorded here but I suspect this was on a safety).

Extract from "A Fragment of History" Cycling' 6th February 1913. In 1885 the event was recorded more succinctly:

ANFIELD BICYCLE CLUB, LIVERPOOL. - On Good Friday G B Mercer and D R Fell rode in company to Towcester, where Mercer turned and rode back to Birmingham (208 miles) in 24 hours. Fell kept on, and in spite of stones and head wind got to London (201 miles) in 24 hours - the first time this ride has been done from Liverpool in a day. G P Mills, J K and T B Conway, N Croke, J H Croke, F W Mayor, H Frazer and Lawrence Fletcher (tricycles) started for Holyhead (152 miles) via Hoo Green, Northwich, Chester and Bettws-y-Coed. Mills got to Holyhead and back to Bangor (180 miles) in 24 hours, whilst all the others covered distances from 150 to 160 miles in 24 hours. Twenty one Anfields toured to Bettws-y-Coed and Snowdon. 1885

M Birchall

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President : Harold Catling
Vice-Presidents : John Futter
: Eric Reeves
Captain : Tony Pickies
Hon Secretary : David Eaton, 19 Brook Meadow,
Irby, Wirral. 051-648 7892

September 1990

No 856

CLUB RUNS

Sep 29	Rose and Crown	Graianrhyd
Oct 6	The Bull	Shocklach
13	AGM 2.30 Aston Village Hall	White Horse Barrow
20	Nags Head	Farndon
27	Autumn Tints	White Lion Bala
Nov 3	Sportsmans Arms	Tattenhall
10	Talbot Arms	Cymau
17	Grosvenor Arms	Alford
24	Beeston Castle Hotel	Beeston
Dec 1	Foxcote Manor	Barrow on the Hill
8	New Inn	Pont Blyddyn
15	Sportsmans Arms	Tattenhall
22	Nags Head	Farndon
28	Boxing Day - Goshawk	Mouldsworth
29	Dysert Arms	Bunbury
Jan 1	White Horse	Barrow
5	Cardon Arms	Tilston
12	Rose and Crown	Graianrhyd

CLUB NIGHTS held at the Eureka Cafe, Two Mills - 3rd Wednesday each month and will incorporate a committee meeting

CLUB SUBSCRIPTIONS

21 and over £12.00 Junior (under 21) £6.00 Cadet £2.00

These and donations should be sent to:-

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*CLOSING DATE FOR NEXT ISSUE - 8TH DECEMBER 1990

CHANGE OF ADDRESS

Mr W H Lloyd, 9 Magnus Court, King's Reach, Jurby Road, Lezayre, Isle of Man (tel: 0624 814769).

HANDBOOK AMENDMENTS

John Moss, 21 Homestead Road, Highway Gardens, Transvaal 1610, South Africa.
Stan Wild, 15/61 Avalon Parade, Avalon Beach, New South Wales 2107, Australia.

RESIGNATION

H Dauncey (1977)

Transfer to 2nd claim membership: Jason Hughes and Robert Wilson

AUTUMN TINTS TOUR

The Tints this year return to the White Lion Hotel, Bala, 26th-27th October 1990.
Deposits (£5) to Tecwyn Williams as soon as possible.

AGM - 13TH OCTOBER 1990 - 2.30pm Ashton WI Hall

ANFIELD 100

Help is required for the 100 in the shape of a 'committee' to ease the burden on the organiser. Ben would envisage 2-3 people helping him in certain key areas such as marshalling, finish area, catering etc. If anyone would like to volunteer please could they make themselves known to Ben urgently.

OBITUARY

Lawrence Pendlebury 1902-1990

Everybody will regret the sad news of Laurie's passing which occurred on 21st June, just two months from his 88th birthday. He joined the Club in 1946 and for 20 years was a popular and very regular attender on club runs. Then came retirement to South Wales and he left a gap which was never filled.

Laurie was a delightful person full of life and good humour - his hearty laugh and throaty chuckle will always be remembered by his many friends. Much of his cycling career was behind him when he became an Anfielder but I remember him racing under the colours of the Stretford Wheelers in the days of the legendary Bill Ward (he of the super-fierce position). He was also a member of the Manchester YMCA Bicycle Club and the Autumn Tints.

As an example of his enthusiasm when he was on the committee he used to ride to Liverpool for the monthly Monday night meeting at Harold Kettle's Whitechapel office and ride back to Manchester the same evening reaching his home in Flixton about midnight.

We missed Laurie when he retired and he will be missed more than ever now. We offer our condolences to his wife, Gwen, and his son, Alan.

STAN WILD

We are also sad to report the death of Frank Wemyss Smith. Frank was introduced to the Anfield by W P Cook and H Green in January 1929.

CLUB TOUR 1992

Stuart Twigg's note in the last issue prompted replies from Phil Whitehead and Pete Colligan. Phil has ridden from Santander - Toulon and was back in the area this year. He will be happy to share information: 021 308 0130. Peter Colligan also displays a good deal of local knowledge and we are delighted by his note.

Dear Anfielder

Regarding the proposed ABC excursion to France, since I have spent many holidays in that country I have developed a reasonable knowledge of the various areas that would be most suited to a cycling holiday. I have spoken to Stuart Twigg who has volunteered to organise the holiday. In agreement with him I have given the matter

some thought and also made some initial enquiries. It is expected there would be approximately 10 interested parties. Because it has been proposed to arrange the venue in July or August 1992 a tour as such would be impractical since one could not guarantee on spec accommodation for 10 people during the French holiday period. I am therefore proposing a 14-day two-centre holiday in areas which would provide excellent cycling in all directions. Both hotels I am proposing in each of the centres have swimming pools. One hotel is full board only (picnic lunch optional) the other is half board. if done in 1991 the total cost should not exceed a maximum of £550. This amount is inclusive of:- air fare to Montpellier or Bezgiers, two weeks' hotel accommodation, rail or bus travel from airport to hotels, and £100 spending money. I am currently making enquiries regarding connections between the airport and the town centres. One area is centred at Cabrenets in the department of the Lot, the other at Meyueis which is in the Longere at the south eastern corner of the Avergne. Enquiries to Dan Air indicate that among the many changes expected in 1992 there will be substantial increases to the current and 1991 air fares.

To enable me to progress further it will be necessary to have a rough indication of the number of members interested.

Definite numbers and dates need to be established now. Therefore assuming I have the authority of the Club to progress the matter further will you please let me have your names now (also stating preference for 1991 or 1992). The centre at Cabrenets can possibly offer bed and breakfast. With self catering cost would be about £7 daily.

PETE COLLIGAN, 5 Bower Road, Liverpool, Tel: 051 428 1560

ANFIELD 100 - 28TH MAY 1990

I found myself, with Mary and Adam and a host of others, staffing the drinks tent in the sports field hired for safe parking/changing facilities near the finish of the 100. The event was a great success and a credit to all those who put in a lot of thought and hard work to ensure things went smoothly.

Scratch and handicap prize winners were:-

SCRATCH	1st	A Wilkinson - Port Sunlight W	4:7:35
	2nd	N V Lewis - Bynea CC	4:13:37
	3rd	A Roberts - Team Kronos	4:15:02
	4th	S W Jackson - Craven CC	4:18:05
	5th	P Bland - Sheffield Racing CC	4:19:46

HANDICAP	1st	J Viney - Prescot Eagle RC	3:49:18
	2nd	S Cornish - Mid Shropshire W	4:01:46
	3rd	S W Jackson - Craven CC	4:02:05

THANKS To time-keepers, marshals, drink hander-uppers, tea and cake makers, and everyone who helped make the event a success.
See you in '91.

ANFIELD BC CLUB 7

A series of 5 races using a 7-mile circuit incorporating Saughton Alford Bruera has been run once a month from April to August. The winner was to be the one who had the least points taken from their fastest 3 events on handicap.

As can be expected there was fierce competition from our younger members who naturally excelled at this distance. The final race on 18th August was an exciting affair with Jonathan Sharp and Adam Van Winson equal on points and Graham Thompson breathing down their necks. The stage was set. Under time-keeper Mr E Davies all the riders were despatched safely towards Alford

Bridge. All we had to do was wait for their return. An excited knot of parents and club members gathered at the finish line to await the results. Adam just pipped Jonathan to claim first overall and hence the series. Stuart Twigg produced the fastest time, a very creditable 16.49 and Garraint Catherall improved by nearly 3 minutes to get the best improvement.

Points

3	1st	Adam Van Winson	£12 + trophy
4	2nd	Jonathan Sharp	£ 8
7	3rd	Graham Thompson	£ 5
9	4th	S Twigg	+ trophy for fastest actual time 16.49
13	5th	T Pickles	
14	6th	S Green	
20	7th	C R Griffiths	
20	7th	G Catherall	+ trophy for best improvement 2.53

Some of our older members competed but did not complete 3 events so we could not include them. At the last event Mr W Graham was persuaded to enter and turned in a 19.20 - not bad for a twiddler! he has now entered the WCTTA 25 and the VICS GP De Gentlemen with Stuart Twigg. We await bigger things next year.

TONY PICKLES

ANFIELDERS IN DEVONSHIRE

THE CAST:- B S Bird, S Graham, W A Graham, W A Graham, D Roberts, S J Twigg and T Williams.

FRIDAY:- At about 6.30pm I arrived at Brian's house. We had booked a minibus for the week which the hire company had modified for us by removing the rear bench to fit the bikes in. We were to take 6 in all so with 5 loaded we made our way to the Sportsmans to wait for Bill, who turned up about 7.30 pm.

At 11.00 pm we made our way south, passing on the way thousands of caravans. In one motorway service area it was wall-to-wall with caravans, many of them staying the night. Having made good progress, we arrived at Brian's caravan (our home for the night) about 3.00 am.

SATURDAY:- Dawn came early with bright sunlight pouring in through the windows. After a cup of tea we emerged under the red hot morning sun to see the most wonderful view of Bigbury Bay. With a steep climb down on to the beach over, Tecwyn, Steve and Brian dived in like fools, closely followed by Bill. Paul and myself waded in up to our thighs but no further. After dubious encouragement and later taunts and jibes, I dived in. The others then came out and soaked Paul, who later objected when Brian threw a jellyfish at him!

After breakfast in Plymstock we found our lodgings in Turnchapel. We then parted company with Steve, who went for a long walk. The rest rode back into Plymstock to Barretts Cycles, where we bought hats to shield our heads. Later we found ourselves on the Saltram Estate, riding along its grit paths. Back on tarmac again I had an argument with a temporary fence alongside a narrow path through a building site and lost. Climbing back on to the bike again we soon entered the Plym Valley Railway cycle track. The first puncture of the day happened on top of one of the few viaducts that carry the 'railway' over the valleys, with long drops to the base far below. The men who built the track need praise indeed.

Soon we were faced by the entrance to the railway tunnel that Brian had mentioned. He said it was only 200 yards long but was curved so that you couldn't see the other end. The pace slowed from slow to stop as it was like riding blindfolded. We walked the rest of the way out!

Back now on hard roads we soon entered the village of Meavy, after a hard climb over the top of Dartmoor. Leaving Meavy behind us we started a long 1 in 6 climb, passing to our left two ladies who passed the comment to me 'Have you come far?' 'All the way from the bottom' I replied, as I struggled around a 1 in 4 corner, using for the first time my bottom gear. I waited at the top for the rest with Bill, taking in the views of Burrator Reservoir. Together again we rode on the melting tarmac to the local bathing place at Cadover Bridge, where we swam for half an hour (even Paul!). It was here that we lost Billy, who decided to go over the clay pits of Lee Moor. We waited for him for 20 minutes then went on without him. After a detour for a pint, we were soon back in Turnchapel for a shower. Bill had beaten us home!

SUNDAY:-

After a gigantic breakfast we split into two parties. Bill and I nominated to join Brian's parents on their yacht, the rest riding to Kingsands where we were to meet for the day. By the time we had anchored and rowed ashore, the cycling party had arrived, complete with Steve who had survived his first 'real' cycle ride. After a few pints and lunch we made our way back, with the sailors plodding into the wind and the riders with a stiff climb over the ridge. Bill took to the idea of sailing when he was given the job of steering us home, a task he performed well. On our return we found out that Steve had come off. It turned out that he had fallen on to the gravel at the entrance to the Sailing Club after a hard day's ride. He felt happier when told that even the best fall off!

MONDAY:-

With the first major task of the day over - breakfast, the Anfield went forth, dressed for the first time in club clothing. We climbed from cold up to Staddiscombe Fort then descended to the base of HMS Cambridge, the Naval Gunnery School. As the guns were firing we could not go through so we followed the steps up on to the golf course that adjoins Cambridge and rode out of the main gate.

Back on the road again we then stopped at Langdon Court for a break. The house was once privately owned and had many important visitors. The new manager was a cyclist with a small collection of cycles in the deep beer cellar, one of which was a 'Curly' Hetchins Vibrant. We were met by Steve and Andrew, Brian's brother, in the minibus. We left and travelled to the Mussel Inn for lunch then for a swim in Heybrook Bay, after which we started back for home. I was about a minute ahead of the rest on the long, steep, winding descent from Staddiscombe Fort. I waited at the bottom for the others. On the way down I passed four walkers walking abreast down the hill. I saw them on the straight but when Brian had reached them they were into the bends. He missed them but could not cope with the tight left hander. Unfortunately he had pushed his forks back, so that his front wheel was near his bottle cage and had bent the top and down tubes. Fortunately he had only suffered minor grazes and a large 'hole' in his leg!

That night Paul, Tecwyn, Steve and I decided to go into Plymouth. It was decided that after Paul and I found some company more interesting, Steve and Tecwyn would take the bus home. When Paul and I arrived back in Turnchapel it was 2.30 am. To our horror the minibus was missing! (they had left it in Plymouth). We started

throwing stones at the windows. After a while we heard the noise of keys turning and bolts being drawn back. We were then confronted with the manageress in night clothing (not a pretty sight in daylight either). After mumbled apologies it was early to bed.

TUESDAY:-

Today would be Paul and Stuart's day off with remission for bad behaviour. As a result there was little to be printed or little that could be. With our ranks now swelled by Steven, the Farnton antique dealer, who was on his way to Cornwall, we went back into Plymouth for the night. During the proceedings we entered a night club. Here we found a new word for the dictionary - Tecwynesque - a sight to behold. The Club seemed to be empty but became alive when the 8-52s played. They danced well but it wasn't Tecwynesque! That night Paul, Steve and I slept in the bus while Tecwyn and Steven slept in his Volvo Estate. We woke them the next morning by rocking the car, to be greeted by a bemused look from Steven. We then went back to bed in the pub.

WEDNESDAY:-

Yet again the party was split. Tecwyn decided to stay in bed but got up rapidly when told that the manageress was coming to remove him from his slumber. He, Steve and I joined Andrew to go sea fishing. Brian and Bill went for a long ride but we met them just outside Modbury for a pint. We returned back in Turnchapel with no fish caught.

THURSDAY:-

'Team PDM' set forth towards Plymouth. We caught the Cremyll Ferry to the Mount Edgecombe Estate. We then started the harsh climb away from the house towards Kingsands. After a sharp and gritty descent we spent the day upholding the Anfield tradition in the 7 pubs of the town.

On the ferry that morning we met someone who claimed to be 'snipwrecked' in Kingsands the previous night after his engine had packed up on his boat when he tried, and failed, to anchor. The boat had been smashed to pieces. The remains were scattered along the beach! and we thought he was kidding!

Brian and Billy had ridden on without telling us. We looked for them for some time then decided to go back with Steve in the minibus.

It started to rain that night for the first time that week which made a pleasant change from the usual sticky, humid nights.

FRIDAY:-

After the rain the roads were still quite wet. Billy, Brian, Tecwyn and myself joined the rapid charge of traffic towards Plymouth, then turned off into the Saltram Estate. Back on the familiar tracks of the Plym Valley Railway, we proceeded until turning off up a very steep hill towards Burleigh. Just before entering Shaugh Prior, Brian told us to go right down a steep track. At the bottom he told us to go left up this very steep hill. Climbing it was made even harder by the fact that the surface was loose and wet. At the top we were back on the same road we had just left! (Brian's idea of a joke). The pub we stopped at was surrounded and covered by baskets of flowers, giving colour to this dull morning. Climbing across the bleak, windswept moors we were soon at the Mountain Inn at Lutton for lunch.

SATURDAY:- After a relaxed breakfast we packed, paid up and filled the bus. Only Tecwyn, Billy and I were returning north as the rest were remaining in Devon. After dropping Brian off at his caravan, we made our way along the crowded motorways towards Cheshire.

STUART TWIGG

THE JOCK TOUR BARBERTON, SOUTH AFRICA - 28TH JULY 1990

With the growth of cycling in South Africa, a popular event has become the 'fun ride'. These events can be anywhere between 13km and 165km. One event with a difference is the Jock Tour in the eastern Transvaal. It is split into four stages and a total distance of 150km. The eastern Transvaal is a very hilly part of the country, rather like Wales.

Three of us from work decided to give it a go this year. We arranged a free accommodation at one of the mines, leaving on Friday afternoon to drive the 400km to Barberton, arriving at 4.30 pm.

Part of the weekend was a macaroni supper so off we set to load up for the following day's ride. One of the three decided to bring his 22 year old son and friend who intended to ride the event on a tandem. However, true to form, a few last minute adjustments were made to the tandem, like 'fixing' the saddle which kept sliding into the frame and hammering a bent wheel spindle straight (shades of the Tints' tours).

Saturday morning dawned, more hammering of spindles, then off to the start. The other car driver decided to park in a new place, different to the previous night so that it would make it more difficult to find them. It worked! So we had one tandem rider and he had the other tandem rider and the tandem. It became difficult to match the two. This may sound a minor problem at a time trial in the UK. However, in the event there are 1000 riders, the roads in the town are closed so the only solution was to get to the start and wait for the others to turn up.

At 6.45 am the gun went and off we set for the first section of 47km. 7 minutes later the tandem left. The pace was fast, 40km/hr until the field started to split and at about 30km a long climb started. It was now I was glad that I had invested in a block with a 28 sprocket. The road zig-zagged up, rather like the coast road between Spain and France, but this one continued for 6km. Having started slowly it was nice now as I was able to pass lots of other riders on the climb and finished the first stage in 1 hour 28 minutes.

Breakfast had been arranged plus as many cool drinks as you liked. Chatting to the other riders we commented on the hard climb, 'that's nothing' they said, 'wait until you meet Mike'.

9am start of the second stage, only 43km I think I will give it a go. I managed to get into the 3rd bunch, nice and easy down the valley at about 40km/hr then we turned off the main road 'to meet Mira'. What a brute she was. Again the 28 came into use. It was every man for himself now. Riders zig-zagging to reduce the gradient, some walking, again wise men use a 28.

The finish was at the top and I crossed the line in 1 hr 22 mins. Time for a cool drink then down the hill for lunch. The organisers told everyone to go slowly down, which I did - blind bends etc. However a number crashed, one having to be taken to Jo'burg by helicopter after cracking his skull - stupid - as the race had ended and there wasn't any necessity to race down the hill.

2pm 3rd stage, 36km, not feeling too good now, so decided to take it easy finishing uphill again in 1 hr 15 mins, then more cool drinks ready to leave at 4 pm.

The last stage was only 21km and light rain started to fall halfway to cool us off a little, just to finish you off the finish was uphill into town, one of those long, straight, gradual climbs that never seem to end, but did eventually after 45 minutes.

My total riding time was about 4 hrs 50 mins for just under 150km (93 miles). The winner (a professional) managed 3 hrs 20 mins (I think). Watch out Keith Orum.

Sunday they said was a hill climb and Champagne breakfast. I paid for the breakfast but didn't know about the hill climb. Having paid I decided to try it but the other two decided to give it a miss, except for the Champagne.

If Mira was a brute this climb was a monster. We drove up and I rode down stopping twice to let the rims cool down. At the start about 50 'fools' had decided to ride; the climb was explained thus: It's about 7km long; the actual climb is 4½km; it's average gradient is 1 in 5.7; the steepest is 1 in 4 and there are no easy sections on which you can rest. They were right!

I started slowly. The 28 was too big a gear! It was hell, forcing the gear round all the way, names on the road just like the Tour-de-France at a slower speed. I finally crossed the line 44 mins after starting. I think it's the hardest climb I've ever been up. Oh yes, the winner did 23 mins. He must have had wings!

After the Champagne it was 4 hrs drive back to Johannesburg. Next year I think we will be back. Will any of you?

JOHN MOSS

CORRESPONDENCE

I read with interest Mary's note on John Houlding. In the oldest handbook in my possession (1885) he does not figure in the membership list. Perhaps like our first President he was a local celebrity and may not have been a pukka cyclist.

Prior to FEM's Black Anfielders a later member wrote a club history which was rejected by the committee. Some years ago (in the UK) after the late member's death I had the opportunity of perusing his 755 and made the following notes (which I do not believe have ever been published) but their accuracy can be relied upon because this information was supplied by founder members present at the 1929 Jubilee Dinner in Shrewsbury. Here are the notes for 1929 - P C Redman, D J Bell, founder members and G B Mercer asserted independently that the formation of this ABC took place in March 1879. The first meeting was held at the house of one Michael J Whitty in Newbie Terrace, Belmont Road Anfield, a terrace long since demolished. So far as is known founder members at this meeting were M J Whitty, D J Bell, P C Redman, S Green, W Hampson, J H Cook (elder brother of W P Cook) and W Bool. First Officers were: Captain: M J Whitty; Sub-Captain: D J Bell; Secretary and Treasurer: P C Redman; Bugler: S Green. The first President was Edward Whitley, a local MP.

The membership list in the 1885 handbook contained the names of several ladies, a baronet and a clergyman. Meetings and social functions were held at Headquarters, The Club House, 36 Bedford Street, North Liverpool.

All good wishes.

STAN WILD