

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,
CHESTER, CH4 9AT (Tel:01244 660858)

March 1995

No 872

CLUBRUNS
(lunch 1230hrs)

April	1	Sportsman's Arms	Tattenhall	Committee
	8	Miner's Arms	Maeshafn	
	15	Yewtree	Spurstow	
	22	White Horse	Churton	Club 7
	29	Forest View	Oakmere	
May	6	The Buck	Bangor-on-Dee	
	13	The Swan	Kinnerton	Committee
	20	White Horse	Churton	
	27	The Crown	Swan Green (see note)	
	29*	ANFIELD "100" Prees (HQ) *		
June	3	Beeston Castle	Beeston	
	10	Farndon Arms (Raven)	Farndon	Club 7
	17	Foxcote Manor	Barrow-on-the-Hill	
	24	Sportsman's Arms	Tattenhall	Committee
July	1	Rose and Crown	Graianrhyd	
	8	The Swan	Marbury	
	15	Dysart Arms	Bunbury	

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd
CH7 6BT (Tel 01352 759463)

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* CLOSING DATE FOR NEXT ISSUE - 3 June 1995 *

TREASURER'S NOTES

* As we go to press, donations to the 100 Fund have been received from Mark Haslam, Len Baker (Bath Road Club), Harold Catling, Jim Cranshaw, Mike Twigg and from the proceeds of the sale of a pre-war Zeiss camera.

* SUBSCRIPTIONS: 1995 Subscriptions are now overdue. If you have not yet coughed up, and you are reading this, the Club wants your money please. If not paid up you are neither insured, nor are you entitled to race under the Club's name. Reminders go out with this issue of the Circular.

Tony Pickles

* * * * *
New Address: Rigby Band, 13 Riverside Mill, The Back, CHEPSTOW,
Gwent NP6 5HS. Telephone: 01291 625672

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THE 100

* SUPPORT FUND: Those of you who are able to attend Clubruns are aware of Ben Griffiths' and Graham Williams' brilliant idea of a weekly draw. Those in attendance have the opportunity of participating if they so wish. Half of the proceeds go to the 100 Fund, the balance to the winner.

* Whilst the draw will help the funding of the 100 considerably, the fund is still open to those who wish to contribute directly.

* 100 COURSE: Last year we had hoped to introduce a revised course eliminating the difficult right-hand turn at the A442 - A53 junction in Hodnet. Road works near Ternhill however resulted in a last minute hitch and the event was run on a temporary course. Sadly the new course has now been dealt a final blow, following the recent installation of permanent traffic lights on the A53 at Shawbury. This, a key section of the course has been rendered unusable, and poses a major problem. Ben Griffiths and Cliff Ashe are doing their best to identify a suitable alternative, but as we go to press there is nothing final to report.

* 100 MARSHALLING MONDAY 29 MAY 1995: I would call upon all of you to make a special effort this year to be in attendance. Please give your name to Tony Pickles who is co-ordinating the marshalling.

Mike Twigg

* * * * *

NOTES

* Our Hon Sec Bill Graham reports that recently he was phoned from New Zealand, by Rolfe Mills, the 71 year old great-grandson of G P Mills. Rolfe has done some reading about his multi-record holder great grandfather and has been so inspired as to make plans to come to Britain to attempt the End-to-End ride in early June for himself. He is keen for the Anfield to join him on that part of the ride through Cheshire. At the Clubrun on 27 May 1995 (The Crown, Swan

Green) we hope to meet Rolfe, followed by a visit to Knutsford's Penny Farthing Museum, where the Anfield BC Long Distance Shield, which records details of notable rides by G P Mills, is displayed.

* We also know that Bill has been in the wars yet again with another spell in hospital. He's now out and complaining (so must be on the road to recovery) about not riding the velo, but cycling is strictly against doctors' orders. He adds: "Almost forgot, went to the local VTTA Dinner in Lower Heswall in January to pick up a plaque for some reasonable rides last season, and was very surprised to be presented with, in addition, a quite handsome Cup - the George Hayes Memorial - for the most improved "25" of the season. So there!"

* We were delighted to hear that Jim Cranshaw, who is one of our longest-standing Members with some 65 years of membership, recently celebrated his 90th birthday. Harold and Mary Catling were at the "do" to help Jim celebrate, and we understand an excellent time was had by all.

* A correspondent (who wishes to remain anonymous) informs us that one of our Members currently living in the Bristol area has recently taken to training on rollers, not having used such things for years. Trouble was he kept falling off them - until he realised he had been attempting to ride them, shall we say, back to front. Oh dear....!

* Following George's death in 1993, Eileen Connor very kindly reminded us that she had Jack Salt's old racing machine in safe-keeping. After a phone call or two, Stuart Twigg volunteered (or was duly dispatched) to collect it. The machine, which is in reasonable condition, is now in the garage of the President, following a brief guest appearance at the Glan Aber during the Captain's weekend.

* **An all night ride** is planned for a summer evening. The proposal is to set off after supper at the Sun, Llansantffraid, returning there for breakfast. The route will include a mountain track or two. *Details from Keith Orum.*

* Stan Wild will be Cheshire bound from Australia in the Autumn. Saturday 14 October 1995 is reserved in his diary for an Anfield Clubrun. Please make a note in your diary too - friends and guests will be welcome. Stan asks if a repeat of last year's "do" is a possibility if Members would like it - at The Goshawk, Mouldsworth?

* * * * *

RACING ROUND-UP

HELP WANTED

To the younger members of this once all conquering club Graham Ian and Robert at my age I am now an old man. Hopefully to the likes of Ben and John Futter I am looked upon as being quite young. Anyway with the passing of time, and some brain cells, I can remember waiting with interest the arrival of the club Circular to read about the results of all the races that I and my club mates had ridden.

Looking at recent Circulars there does not seem to be much racing done in the Anfield these days. With the horror of this I thought that all was left for an old man like me to do was to look at old copies the Circular once again to read of all the results that we had

in the good old days. Once again, with horror, I found that there were not that many results in the Circular then either. Please don't think it was anything to do with Frank Marriott for not putting them in, or in today's case David Birchall. It is down to all of us, that is all of us who take part in any form of cycle racing. If results are not in the Circular, then we have no one to blame but ourselves.

That is why I am asking for YOUR HELP, no matter what the event is, whether it is a Club, Inter club or an Open event, Road race or Time trial, then please phone me with the result. I assure you that the Editor will not edit it out. Oh that he had that many contributions that he had to start to use that RED pen (*blue pencil shurely?* -Ed).

So once again I ask please phone me at least one week before the closing date of the Circular and let's see some more results.

Dave Bassett

* Graham Thompson, Ian Billington and Rob Wilson have made a good start to the season, riding the 50 mile Eddie Soens Handicap Road Race at Aintree on 7 March 1995. Ian and Rob were strongest on the day finishing in the bunch behind Dave Williams (RT Italia) who crossed the line in 1.52.24. The season had already begun for Graham and Rob who rode in the BNECC 2-up Time Trial on 26 February finishing a time of 1.04.12 (13th place)

* As we go to press the first Club event (a Hilly "14") has been run. A report will be in the next issue.

* * * * *

ALL OUR YESTERDAYS

As I was looking through back issues of the "History of the ANFIELD B. C." that is the Club Circular, I came across something that I hope will bring back fond memories to some, and also be of interest to younger members:

2ND CLUB "25" - HIGHWAYSIDE - 28TH MARCH, 1953

A strong "sou-wester" forebode rough going in some stretches. Pusher-off was Bryan Jones, who, having just recovered from a bout of tonsillitis, breathed heavily over all of his rivals. First man off was "Big 'Ed' Salt, followed by "Bomber" Brown, "Hammer" Thorpe then "Sartorial" Goodall, Ben Griffiths ("The Menace"), "Thrashing-Machine" Orrell, "Tiger" Futter, "A.B.C." Gorman and last by no means least (fanfare of trumpets!) "Spider" Howarth. Note: "A.B.C." = "Anti-Bop-Cut".

It was fast on the first leg, past Tommy and Jimmy at Barrat's Green, Stan Bradley at the "Boot and Slipper" and Bert Green at the "Little Man". At this point Futter and Griffiths were roughly level (12m. 30s.) followed closely by Orrell (12m. 40s.). A little further on, however,, disaster overtook Futter in the form of GEAR TROUBLE (I make no comment, though I am sure the Old Traditionalists in the club will; no bad language, gentlemen, please!) He waited for the rest of the field to catch him, then spent the remainder of the race trying out his massed-start tactics on struggling Howarth.

Percy turned us at Wade's Green, and the next stretch of five miles,

on the exposed lanes back to Barrat's Green, was like riding into black treacle, dispelling any doubts as to the direction of the wind.

Down to Nantwich, where Bren Snr., and Mrs. Orrell turned and took times showing Ben to have a lead of 50s. over young Bren as he entered the final stretch, with everyone "pressing hard", in every sense of the word. But there was no holding an ebullient Griffiths, who continued to increase his lead with every thrust, and flashed passed Timekeeper Wild with 1h. 4m. 57s., a truly superb ride on a hard day, and for which he also quite deservedly took first handicap.

There was a scrumptious tea, followed by the usual chat, which was enjoyed by all those already mentioned, plus Ira Thomas, George Parr, Jack Davies and Frank Perkins.

The final result was:-

	H/cap	Checks	Inter.: Time	Finish	H/c.
R. B. Griffiths	1	12.30	47.40	1.4.57	1.3.57
B. Orrell	½	12.40	48.30	1.6.23	1.4.53
A. Howarth	½	13.27	50.00	1.7.40	1.6.10
A. Gorman	¾	13.20	50.00	1.8.34	1.9.20
J. C. Futter	Scr.	12.30	52.00	1.9.20	1.9.20
W. Thorpe	-	13.45	54.10	1.14.00	-
J. E. Goodall	9½	14.25	56.00	1.15.15	1.5.30
J. J. Salt	7½	14.20	55.50	1.16.45	1.9.30
D. H. Brown	11½	14.35	57.50	1.18.12	1.6.57

I was eight days old when that event was held, and today, if put to the test, there are still two names on that list that would beat me. This result must show how good cycle racing is, and more to the point how good those two and the many others of their ilk are.

Dave Bassett

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CLUBRUNS

Beeston Castle Hotel, Beeston

27 December 1994

Last year Ben reported that the Hotel was packed out with cyclists on Boxing Day. So for 1994 we thought we would avoid the risk of clashing with other Clubs by having our run to Beeston on the holiday Tuesday - the 27th. But several members turned out on Boxing Day anyway. So Dave Bettaney, Brian Whitmarsh and their families dined in relative isolation with no other Anfielders for company. To avoid confusion, for 1995, Boxing Day it will be!

The day for the Clubrun was awful: constant torrential rain which looked set in for ever. Only one soul braved the elements by bicycle - John Williamson. The party was completed with Keith and Pippa Orum with Pippa's mum, Dikki Bird and daughter Charlotte, Mike, Pat and Stuart Twigg, Duncan Rees and family, Mike Hallgarth, and David, Mary and Adam Birchall and Eveline.

Talk was of a mountain bike ride the following day from the West Arms Llanarmon DC. Keith Orum, Mike Hallgarth, Stuart Twigg, David and Adam Birchall signed on for that come hell or high water. With flood alerts in the Welsh borders we did wonder whether it would be

feasible. It was, and well worth it despite lots of water on the hills. Three hours of glorious riding on forgotten drove roads over the moorland and through the forests east of Llanarmon DC were our reward, followed by lunch at the West Arms, snug around a real fire.

The Yacht, Woodbank

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31 December 1994

The last chance to go on a Clubrun in 1994. I expected a very big turn-out as the Yacht is within cycling distance of most Anfielders. Even unfit riders can manage a few miles. I went down to John Futtters' for the 10.30am start. Craig was also there. They convinced me that the best way to Woodbank was via Holt and Farndon, and as the weather was nice, I agreed to this.

After Farndon we decided to take the usual lanes through Pulford - Saughton - Waverton. The sun came out for a few miles but as we approached Vicars Cross Golf Club, we noticed the sky had turned very black, so we decided to take the shortest route possible. As we neared Hoole the rain and sleet started. We soon had our wet weather gear on and rode as fast as we could for the Yacht.

I called at the Eureka for my dinner and to get warm, while John and Craig went straight to the Yacht. After I had eaten, it was still very cold and snowing. I called at the Yacht to wish all the rest of the Anfielders a Happy New Year. But only three had turned out. So Graham Williams, John and Craig made up the last Clubrun of the year (all on bikes).

Ben Griffiths

Yew Tree, Spurstow

-

14 January 1995

The day started with a phone call from Geraint enquiring if I was available for the Clubrun. Further conversation revealed that Captain Tony would not be participating, as he was suffering from the dreaded flu. Arrangements were made for a 10.30am start from Broughton. That left me with enough time to walk the dog. On returning Mary told me that Ben had rung to say that duty called and he had to go to work. This was a disappointment as Ben can be relied on to find an interesting route through the lanes. Craig arrived, shortly followed by Geraint, and, picking Bill Graham up in Dodleston, we made our way to Holt where the fields were still flooded from the recent rains. We crossed the Dee via the renovated bridge, where the cobbles are already showing signs of subsidence. We normally avoid the discomfort of this crossing by taking the longer route around the bypass, but today, not being sure of the time available, we took the shorter option.

The sky was overcast and threatened rain as we made our way past the Wetreins to Tilston to join the Cheshire cycleway. We crossed the A41 to Duckington then skirted the lower slopes of Bickerton Hill, past the well-tended properties of the small village of Bickerton. Here a few walkers could be seen doing the Sandstone Trail. I had already suffered an impact puncture due to a combination of mud and stones, and the resultant stop had left us chilled in the keen wind, so it was pleasing to find that wind now on our backs as we descended Gallantry Bank to Peckforton. A right to Spurstow and Geraint claimed the sign to arrive at the Yew Tree first. Already there, were two Davids - Birchall and Edwards, and Alan Orme, and, friends over many years, Ernie Davies and Herbie Moore. Later we were joined by Dikki Bird and Tecwyn Williams. Together with our group of

Geraint Catherall, Craig Clewley, Bill Graham and John Futter that completed the complement for the day's run.

With a bright coal fire and a good meal (Bill was later to say that this was the best pub meal he has had), we were suitably refreshed. We rode a short way with the Editor and Alan Orme before our ways parted and we returned home following Geraint's wheel into a blustery cross wind under brightening skies.

John Futter

Forest View, Oakmere

21 January 1995

The weather forecast was very bad for Saturday (gales, rain and snow). I made my way down to John's into a strong south-easterly. Craig was waiting so I knew that the weathermen would be right as he only turns out on real character building days. John and Geraint were also out. We went via Christleton - Duddon - Utkinton - Cotebrook. A headwind all the way with just light rain. At Utkinton it got heavier and Geraint was first to cape up. At Cotebrook we turned left so had a cross wind for the last few miles. Here I had to cape up. By the time we reached the Forest View it had become very wild and wet. We were soon joined by David Birchall who had abandoned Alan Orme outside the Hazel Pear at Acton Bridge with a broken chain (I think Alan worked a crafty one on Dave).

Phil Looby was also out but was unable to find the Forest View in the maze of lanes east of Delamere and so went hungry and we would imagine very wet. At least for the height of the storm we were sat inside the pub watching the rain and sleet batter against the windows. By the time we left the gale had turned south-westerly so that we four had a headwind back in torrential sleet which showed no sign of abating. So for the ride home Craig at least was happy. Seven out and all on bikes - an heroic effort on such a day.

Ben Griffiths

George and Dragon, Tarvin

11 February 1995

The rain started within thirty seconds of leaving the house, too late to wimp-out now, so I pressed on through Great Budworth, Comberbach (where it stopped raining), Acton Bridge, and Frodsham. I wheezed my way up Overton Hill and then down the other side to Ashton (just about stopped wheezing) and on to Tarvin. I was the last to arrive by bike, Ben was the first and together we made up 100% of the cycling contingent, however we were not the only Anfielders. Those who knew better than to ride through the rain were Tony Pickles, David and Mary Birchall, John Futter, Graham and young Sean Williams, Mike Twigg, Dikki Bird and Tecwyn Williams and Herbie Moore.

Much of the talk speculated about the outcome of the Boardman vs Rominger match pursuit at the Superdrome that evening - with arguments favouring both combatants, history will show those favouring Boardman to be correct. There was also some discussion about the relative musical merits of "popular beat combo" Blur which happened to be playing on the Juke-Box - our President expressed the sentiment that Al Boley (?) was far superior. I rode home through the rain via Wettenhall (how apt) and Middlewich into the wind and arrived home, soaking but satisfied, having notched-up a useful 71 miles.

Phil Looby

Herbie Moore, our Chief Chip Taster, his able Assistant Ernie Davies and President Twigg made the alternative to the Captain's Weekend. Ernie who had just returned from a holiday in Malta with Joan regaled us with impressions of the holiday. Poor Ernie and Joan had two, yes two, hours of rain during their near six weeks stay, and they were forced into a bar for shelter. Poor things.

I expect Herbie who departs shortly for sunny climes with the North End hopes for better weather so that he can get out on his bike rather than getting soaked in the local taverna with his mates. I wish him every success.

Mike Twigg

* * * * *



A scene in the Lledr Valley on the Captain's Weekend (Report next issue).

MOST MEMORABLE DAY AWHEEL

This plea is to the very select band of Members who joined the Anfield in or before 1945. We would very much like to hear from you about your most memorable journey awheel to be published in a future issue of the Circular. A note would be most appreciated - short or long, we don't mind; or a telephone chat will do just as well the important thing is that everyone of you joins in this please. Just as we hope you enjoy reading about the Anfield today, equally there is a lot of interest amongst today's active riders about the exploits of our most senior Members.

ANFIELD CIRCULAR

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(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,
CHESTER, CH4 9AT (Tel:01244 660858)

June 1995

No 873

CLUBRUNS (lunch 1230hrs)

July	1	Rose and Crown	Graianhyd	
	8	The Swan	Marbury	
	15	Dysart Arms	Bunbury	
	22	The Raven	Llanarmon-yn-Ial	
	29	White Horse	Churton	Club 7
August	5	Sportsman's Arms	Tattenhall	Committee
	12	Th'OUSE at Top	Kelsall	
	19	White Horse	Churton	Club 7
	26	The Bull	Shocklach	
September	2	The Raven	Llanarmon-yn-Ial	
	9	Yew Tree	Spurston	
	16	Sportsman's Arms	Tattenhall	Committee
	23	Talbot	Cymau	
	24	* Anfield Open "25" - Broxton 0800hrs start *		
30	Farndon Arms (Raven)	Farndon	Club 10	
October	7	* Annual General Meeting *		
		Sportsman's Arms	Tattenhall	
	14	* CLUB LUNCHEON *		
	Bickerton Poacher	Bickerton		

CLUB SUBSCRIPTIONS

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*** CLOSING DATE FOR NEXT ISSUE - 2 September 1995 ***

* DIARY DATES *

Club Luncheon
Saturday 14 October 1995: 1230pm
Bickerton Poacher, Bulkeley

The Bickerton Poacher is booked for Saturday 14 October for a lunchtime get-together, starting at about 12.30pm. A set 3 course meal has been arranged at a price of £7.95 per person. The pub's skittles alley has again been reserved for the Anfield's use after lunch.

Stan Wild and Peter Stevenson have already reserved their seats. Members who find the venue difficult to reach can be assured of a lift if needed.

As last year, a warm invitation is extended to all members (with partners and friends) and particularly those who don't regularly attend on Saturdays.

Advance booking is essential so please return the enclosed slip to me or telephone 01829 271091 (work), 01829 270821 (home) as soon as possible:

Tecwyn Williams, The Old Bakehouse, Farndon, CHESTER, CH3 6PU

* ANFIELD OPEN 25: 24 September *

This end of season event which we have promoted over the last few years is increasingly attracting big fields and good riders. Members' support for marshalling the event is crucial to success and we would be grateful if you could reserve Sunday morning 24 September to help: offers of help to and more details from Colin Werner (Telephone: 01352 755235).

* AUTUMNAL TINTS WEEKEND *

The weekend proposed for the Tints is 27 - 29 October. The venue is yet to be finalised. We hope to find somewhere within riding distance. A variety of places are under consideration including the Peak District (Ashbourne), the Borders (Knighton) and Wales (Bala). Details to be confirmed next issue.

* ACTION AFRICA AND CLATTERBRIDGE CHARITY RIDE *

Duncan Rees is organising a charity bike ride for Oxfam on *Sunday 3 September*, and as this coincides with a request for the Anfield to do a sponsored ride for Clatterbridge Hospital, it has been suggested that members could use the Oxfam route to raise funds for Clatterbridge. The main sponsored ride is part of a nationwide initiative between CRS and Oxfam called Action Africa aiming to raise

£100000 for Oxfam projects in Africa's three poorest countries. The Cheshire ride is the main NW event. It is hoped 400-500 riders will take part raising £10000 sponsorship for the Oxfam projects.

The event starts from Castle Square Chester between 9am and 1030am. The route is 50 miles via Mouldsworth, Oakmere, Oulton, Peckforton and Tattenhall finishing at the Roodee. A lunch stop near a suitable hostelry is currently being researched!

Members not riding, but who would be willing to help with marshalling and stewarding duties on the day would be very welcome and should contact Duncan (Home 01978 753708 / Work 0151 647 4545).

* * * * *

CHANGES OF ADDRESS

Bert Lloyd: 3 The Fountains, Ballure Promenade, RAMSEY, Isle of Man, IM8 1NN. Telephone: 01624 814769
Duncan Rees: Alun House, 3 Roberts Road, Brynteg, WREXHAM, Clwyd, LL11 6PW. Telephone: 01978 753 708

NEW MEMBERS

Simon Cogan: 20 Weir Road, Milnrow, ROCHDALE, Lancashire, OL16 3UX
Telephone: 01706 345889
Rolphe Mills: Ripon Vineyard, PO Box 175, WANAKA, New Zealand.

* * * * *

OBITUARY: JACK PITCHFORD

It is with sadness that we report the death on 16 May of Jack Pitchford at the age of 88.

Jack started his racing career with the Mid Shropshire Wheelers, joining the Anfield in 1929 where he became an instant success by winning the handicap in his first 100 with a time of 5.02.27. From then on he became a member of the famous Anfield team of Orrell, Salt and Pitchford who won numerous team awards. Jack's personal wins were the Anfield 12, Warrington 100 and the Rover 50. His ride in the 1932 Bath Road 100, which was marred by a puncture and mechanical trouble, placed him on the short list for the Los Angeles Olympic Games. On the tandem with Bren Orrell their ride of 256½ miles broke the existing record. In 1932 he was eighth in the BAR.

A life member of the Anfield B C and Mid Shropshire Wheelers, he was also President of the Shropshire Cycling Clubs Association. Although latterly confined to a wheelchair his enthusiasm for the sport had not diminished and he was to be seen at events appraising the modern day rider. He will be sadly missed by all who knew him.

Ira Thomas
(A large number of club folk were at the funeral, which Ira addressed. Other Anfielders present were Ben Griffiths, Mike Twigg, John Futter, Ernie Davies, and Herbie Moore.)

* We were very sorry to learn of the death of Lee Nicholls' mother recently. The Club's condolences are with Lee and his family in their loss. Lee is planning a sponsored ride for Christies - 15 July, and we know members will wish to lend support.

NOTES

* Our spies tell us that John Williamson's musical talents have been recognised nationally. Nine of his works are to be published in a forthcoming book titled *Choices*, whilst a song cycle written by John, based on 22 poems by A E Houseman, will be performed to mark the 100th anniversary of the poet's birth. Now we think we should be told when John intends to start work on an Anfield anthem.

* Anyone want a photo of Thommo in action during the first Club event? When we offered him an *enlargement* based on the proof photo, alas his riposte was that a *reduction* would be more to his liking...

* Observed amongst the many at the "100" HQ were Messrs Whitmarsh, Bettaney and Whelan. Brian is riding to and from work - 20 miles a day - and is looking quite fit; Dave has recently had his bike in North Spain for some Alpine rides - and he would not admit to significant spread; but John, definitely above his racing weight, is only turning the pedals occasionally.... For John, at least, we prescribe a short course of mountain biking. The Sunday MTB crew have access to spare machines and would be delighted to loan one to John - and anyone else who would like to sample off-roading.

* We are delighted that Rolphe Mills has joined the Anfield. He is a third generation Anfielder, with forebears who are, to say the least, illustrious - his great grandfather was W D Mills and his grandfather - G P Mills. The purpose of Rolphe's visit to Britain is to follow the wheel marks of "GPM" End to End. This is a serious undertaking at any time but especially so at the not so young age of 71. We are sure GPM will be smiling on his grandson's efforts.

Rolphes' journey coincides with the 100th anniversary of GPM's record tandem ride (8 - 10 July 1895). Of that journey the Club's Annual Report for 1895 records:

Mr G P Mills on a tandem safety, with Mr T A Edge as partner, started on 8 July from Land's End to John O'Groat's House. The pair riding strongly over the trying course, succeeded in beating the records for all other types of machines, their time, 3 days 4hrs. 46min., being 1hr. 3min. faster than Mr Mills own time on a single.

Mr Mills' rides over this course are quite a special feature of long-distance cycling, he undertaking the tremendous journey apparently as confidently as an ordinary cyclist does a club run. He holds records for all types of machine over this classic route.

Since then the only Anfielder we know of to have tackled the End to End ride is Chris Shorter who in the 1980s did the journey at a somewhat more leisurely pace with a tent for overnight accommodation.

* Glynn Stockdale, who like Rolphe Mills has links with the earliest days of the Anfield, left for the USA early in April to ride across the Continent on an Ordinary. When we spoke to him shortly before departure he was despondent because the nickel forks on his favourite Howe Ordinary had snapped. A replacement was being sought urgently - not an easy task nor welcomed, since riding an unfamiliar machine on such a ride is not something to be lightly undertaken. We hope to have a report from Glynn in a future issue.

RACING ROUND-UP

* Dave Bassett succeeded in getting places for Rob Wilson and Ian Billington (with friend Jason Rees-Hughes) in the Northern Irish 5 day Tour of the North over Easter. Boat paid for, just accommodation to find. The lads survived until the last hour of the last day before cold temperatures finally took their toll. An hour short of finish, they packed for want of gloves. We understand they learned from their experiences and we hope they have another chance to compete and finish next year.

Other results to hand are:

Abbotsford Park RC 10, 18 March 1995: Ben Griffiths 26.15; Graham Williams 27.40.

Hyde Olympic CC 10, 1 April 1995: Ben Griffiths 26.39; Graham Williams 28.14.

WCTTA 25, 9 April 1995: Ben Griffiths 1.05.07; Keith Orum 1.05.39.

Weaver Valley CC 25, 17 April 1995: Ben Griffiths 1.10.10.

WCTTA 30, 23 April 1995: Keith Orum 1.18.55; Graham Thompson 1.19.17; Phil Looby 1.20.23; Ben Griffiths 1.20.40; Graham Williams 1.28.57.

Middleton CC 10, 29 April 1995: Ben Griffiths 25.24.

New Brighton CC 10, 30 April 1995: Keith Orum 1.04.35; Ben Griffiths 1.04.57; Phil Looby DNS.

Merseyside VTTA 10, 6 May 1995: Ben Griffiths 25.39.

Phoenix CC 25, 7 May 1995: Graham Thompson 59.50; Keith Orum 1.01.49; Ben Griffiths 1.04.01; Graham Williams 1.07.07 (PB).

* Keith Orum's season is going well with events most weekends. His times should worry a few older members. Graham Williams is getting down to some serious times with a nice PB in the Pheonix event).

* **South West Testers:** Mike Hallgarth has restricted his competition so far to local club 10s getting down to a "long 28".

John Thompson has scored two wins in TA events: 9 April - TA (Thames Valley) 25; 1.06.14; 23 April - TA (SW) 25: 1.07.50.

John comments: "both of these victories involved beating one W D Goodall who took comp record down to 58.38 in 1976 as Mossy and Twiggy repeatedly pointed out at the time. By the way he does not ride a conversion set!" John says he has been much less successful on his new "low pro" two wheeler. On this he has recorded a personal worst since 1973 - 1.08.56 in the Ely and District 25.

James Fisher is another South-Wester, currently based at Bristol University. He has written to say he has been riding a lot this year and has finally found some training ground similar to N Wales: "at the moment I am revising for exams, so my cycling has taken a back seat. However in 4 weeks time I will have finished. My plans are to ride all of the hill climbs after going to the Pyrennes in September (plenty of room in the car for those who want to join in)."

CLUBRUNS

A Dark Secret.....

On the morning of the Clubrun to the Cross Keys, Sychdyn (29 October 1994), just around the corner from where I live, I had a dark secret to conceal from Geraint. It was my task to distract him on the ride this morning and be as late as possible arriving at the venue. It was his 21st birthday. A surprise buffet had been laid on by his father, Peter, for the benefit of Geraint and Club members on this "long" run from home.

I had selected a route that I thought would last at least two hours. But Geraint kept forcing the pace, and so we kept getting ahead of schedule. In the end I had to fake exhaustion on the hills just to slow him down!

We arrived at the Cross Keys a touch late as arranged. But the surprise was somewhat thwarted when Geraint immediately spotted his grandparent's car in the carpark. I tried the line: "it must be a similar type", but it didn't fool him. We had arranged a rousing welcome for him as he entered the lounge, and with that I was able to give up my pretence of "the bonk".

I must say that Peter's generosity in providing the buffet was very much appreciated by all. Some even sat close to the buffet table to appreciate it even more! There were no hungry Anfielders by the end of this day.

Present: Keith and Pippa Orum, Bill Graham, Herbie Moore, John Futter, Ben Griffiths, Stewart Twigg, Colin Werner, Tony Pickles, Peter Colligan, and Geraint plus his seemingly many relations!

Many thanks to Peter for his hospitality.

Tony Pickles

The Glan Aber Hotel, Betws-y-Coed
Captains Weekend

4-5 March 1995

I arranged the Captain's weekend to coincide with a 100 year old photo which hangs in the Glan Aber Hotel of ourselves in full regalia.

Having completed 15 miles training from November to March I felt the ride out should be a solitary affair so no one could see my pain and suffering on the 45 mile journey to Betws-y-Coed. This was not to be despite my protestations since some six Anfielders arrived at my house for the ride out.

Upon reaching Trefnant I announced I had just doubled my mileage for the year - to the others' disbelieve. I had felt quite frisky on the "Bodfari road" showing little sign of my lay off; but the pain was to begin shortly. The climb from St Asaph to Glas Coed was agony but I didn't show it. I just went slowly remembering John Futter's saying "I haven't found a hill yet that I can't walk up". Graham Williams, realising I had only done 15 miles since November, came back for a look at me and a laugh.

I soldiered on leaving my clubmates to find a suitable lunch stop, with Graham "looking after me" in between smirks and chuckles. At

the Stag were a pile of bikes, but by this time I didn't care if they were not ours, I was stopping. A pleasant lunch and good company nearly made my legs better - but not much.

A steady climb to the ridge above Llanrwst with flakes of snow being blown on the wind. Cape on and a good downhill - great. Craig was waiting at the bottom - he wasn't feeling speedy by this time either. The quiet road to Betws then a hot bath.

The evening meal was excellent and very formal. I retired to let my dinner settle at 8.15 but fell asleep from my day's efforts and my son's nocturnal non-sleeping habits. I assume the evening was one of normal Anfield tradition and that everyone behaved correctly without my official supervision.

Breakfast was "a full Welsh" for most and plenty of banter as to who was going to lose a sausage. The rain was the only depressant, and after the team photo it was up Fairy Glen and over the Sportsman to home. The good thing on the Sportsman was that the rain stopped, the bad - it turned to snow! Character building.

Present: Phil Looby, Adam and David Birchall, Colin Werner, Dikki Bird, Tecwyn Williams, Craig Clewley, Tony Bell (guest), Graham Williams, Simon Cogan, Alan Orme, Keith Orum, Stuart Twigg, and Tony Pickles.

Bwlchs and Blizzards: the MTB Alternative

After packing late on Friday evening and taking delivery of the Knutsford section's bags, Dad and I woke early on Saturday to a fine morning which raised our hopes for the day's riding. We had a large cooked breakfast to see us through until lunch and were on the road by 7.45am. After stopping at Tony's to pick up more bags and the bugle (where 9 month old Christopher a future winner of the Tour de France was practising on his unique turbo trainer) we arrived at Betws-y-coed for 10.00am having followed the coast and then the Conway valley road to avoid snow on the direct route.

We found Stuart's car already there but without Stuart. So we set about unloading whilst waiting for him and the other MTBers, Keith Orum and Simon Cogan to arrive following their breakfast at the Happy Eater down the road.

It was nearly 11 o'clock by the time we set off over the hills to Dolwyddelan. Apart from some confusion over the route at the start due to "no mountain biking" signs we had a pleasant trouble free ride interrupted only by frequent stops for photographs of the clear views of the surrounding snowy landscape.

After lunch at the Dolwyddelan Hotel, we set off quickly westwards out of the village. Our aim was to make sure we were not caught on the mountain in the bad weather that was forecast to arrive by the late afternoon. We climbed to Blaenau Dolwyddelan first on the main road then on narrow lanes and soon reached the start of the track to Bwlch Rhediad ("Pass of the Sloping Gap"). This old route on the west of Siabod leads to Nant Gwynant. The riding up to the pass was fun if rather boggy. Once over the pass it started to snow heavily and we lost the route down to the Beddgelert - Capel Curig road. We ended up descending off piste through a small wood, which contained large rocks that had a liking for chain ring teeth! Having reached the bottom we set off up the old road to Capel Curig - much

preferable to the main road. In Capel, with a blizzard setting in, there was a short discussion as to whether to stop for a cup of tea or get straight back. We decided to make a run for it. The snow now very heavy was mostly on our backs as we hurtled down the hill at something over evens all the way back to Betwys.

In the friendly lounge of the Glan Aber after a hot bath and a good dinner the night closed in and the weather came down making us feel very snug and warm inside. We subsequently learned that the mountain rescue teams had been busy over night helping people caught out by the blizzard.

The following morning with a late breakfast for me (I thought it started at 9.00am - honest), we arranged ourselves for a photoshoot. I also tried Jack Salt's bike not realising it was a fixed wheel and nearly fell off in the middle of the road!

With the roadmen heading back on the A5, the mountain bike team set off into the forests on the north side of the river and had a pleasant morning following the official MTB bike signs around the forest. The highlights were an old lead works in the hills, perched on a very steep slope, and the views across to the snowy mountain peaks of Tryfan and the Glyders. After pottering around the forest tracks all morning we followed a small road above the Swallow Falls back to the hotel for lunch and then home via Mold to drop off the bags and the Captain's bugle.

Adam Birchall

The Bull, Shocklach and Club 14

18 March 1995

A bright sunny if cold and breezy morning, greeted the seven starters to the Anfield opener. I was pleased to see that most of my competitors looked more ready for a clubrun than a race. For me, unfortunately, one other, Graham Thompson, was there in racing kit with stripped down machine. He thrashed me by over a minute! Though he won't like me saying it, Ben produced the ride of the morning. If there had been a standard he would have had a very big winning margin. Afterwards he complained he could not go to the clubrun as he had to rush off to another event - the Abbotsford CC 10!

Apart from the seven testers, the following found their way to the Bull and/or the event: John Thompson and Maggie, Tony Pickles, Graham Williams, Phil Looby and Chris, Keith Orum, Geraint Catherall, John futter Bill Graham, Ben, Graham Thompson, Ernie Davies, Mike Twigg, Peter Colligan, Craig Clewley, Alan Orme, Lee Nicholls, David Birchall, Tecwyn and Dikki.

John Thompson

Result (Club "14"):

1. G Thompson	37.09	2. J Thompson	38.21
3. B Griffiths	39.04	4. P Looby	39.40
5. G Williams	40.46	6. K Orum	42.05
7. G Catherall	42.52		

Hanmer Arms, Hanmer

-

25 March 1995

Having decided that to ride out to Hanmer was a bit ambitious given my present state of fitness, I ventured out prior to the clubrun on

my mountain bike. On passing through Pipers Ash a mile from home a quartet of North Enders passed me shouting for me to jump on the back. I declined by finding sanctuary in the lane to Guilden Sutton. If at that moment I had been wearing a heart monitor I think it would have blown a fuse at the narrowness of my escape. Passing through Bridge Trafford turning right towards Stamford Bridge, I noted that the Foxcote Manor had been given a face lift - must pop in sometime.

Just prior to the lights at Stamford Bridge I saw Neil Chapman of the Chester Roads Club coming towards me. I just had time to up the revs trying to look good before I passed the time of day. Joining the A51 at this point I faced my front wheel towards Chester. The A51 always a bad road for cyclists has been worsened by the introduction of traffic bollards by the entrance to Vicars Cross Golf club. These obstructions to the flow of traffic tend to squeeze an already narrow road. If a lorry and cyclist meet here it could be unfortunate for the cyclist. After safely passing the designed death trap I turned off left at Littleton for Pearl Lane, climbing over the east face of Pearl Lane mountain on my way home to change my mode of transport.

After loading my roof rack into the back of the car I moved off. Just short of Hanmer I passed a large canary which turned out to be Lee. I am pleased to say Lee's jacket whilst bright can certainly be seen. I must get one if they build them size 8.

At Hanmer I joined Ernie, Ben and Dikki. Dikki had brought Olly his dog out for a walk. Near the Mere he allowed Olly to act as trainer to the ducks - they are now able to take off vertically. Olly did in a matter of seconds what took Hawkers years to develop. Lee's arrival was followed by Tony with his mum. Then - the reason for the roof rack - Duncan, my son-in-law arrived in good shape after riding from Chester in 90 minutes. This was his first bike ride of the year. After some annoyance on my part over the assumed payment for a sandwich I settled the bill, had some fun fitting the roof rack (mixed up the bars), and so departed with Duncan's bike roof wise.

On the way home it was decided to kill the taste of the Burton real ale with a pint of real Thwaites bitter at Tattenhall. Much more like it.

Mike Twigg

White Horse, Churton and 1st Club "7" -

22 April 1995

Result (1st Club "7"):

1. P Looby	17.31	2. B Griffiths	18.17
3. K Orum	18.46	4. G Williams	19.29
5. G Catherall	20.03		

Forest View, Oakmere

-

29 April 1995

Forest View, 20 odd miles from Knutsford offered an ideal prospect for dusting down the mountain bike and seeking the byways. Who better a companion than DB for this venture?

We set off at 10.30 on a fine dry day with no wind. Our first target was the Whitegate way, the easterly extremity of which is located by the salt mine, no more than one mile north of Winsford. We probably

have to thank Dr. Beeching for this track, now frequented by walkers, cyclists and horsey type people. However, this morning it was virtually deserted and we made good speed for about five miles, dismounting occasionally to negotiate styles and gates at various road junctions. The track surface was dry and sandy in some parts, sometimes making pedalling laborious.

The old railway track goes under the A49 and then veers north to cross the A56 Chester Road, finishing one mile further on by the Chester - Manchester railway line. We then made our way down a short track to Cuddington Lane, almost colliding with the driver of a pick up truck and trailer as he wildly swung into the track from the road. From here we rode up a long steep hill to the Foresters Arms to meet Mike Twigg, Tony Pickles, Ben, Graham Williams and Lee Nichols. Bill Graham came along later to make up the party. Issues of national importance such as the Anfield 100 were discussed and actions agreed/disagreed. David, Bill and I left somewhat later than planned (2.20 pm) as a result of reminiscences on famous Anfielders of yesteryear.

We took a northerly route back, past Norley turning left at Crowton and dropping down to the River Weaver. From here we cycled along the South Bank, under the Dutton Viaduct and across a foot bridge to Island Farm, a piece of land cut off by the divergence of the river. The island is full of industrial heritage and has seen vessels up to 1000 tons navigate along this part of the river in its time.

We left Island Farm over a second bridge to reach to the north bank of the river and on to meet the Bridge at Acton on the A49. From here, we took the lanes to Little Leigh, Comberbach, Budworth and on to Knutsford by 4 p.m. 43 miles round trip.

Alan Orme

White Horse, Churton and 2nd Club "7" -

20 May 1995

In January, I had been contacted by Rolphe Mills of New Zealand regarding a proposed visit to the UK, specifically to ride from Lands End to John O'Groats in memory of his grandfather G P Mills who was an outstanding and record breaking member of the Anfield BC in the 1880s-90s. Rolphe also wanted to meet the Anfield BC.

This morning I had arranged to meet Rolphe with the bikes and go down to the Club 7 at Huntington followed by lunch at the White Horse Churton. Here a large crowd of Anfielders and friends, led by President Mike Twigg, welcomed Rolphe. In addition to members on parade, John Arnold of Middleton CC, the famous End-to-Ender had cycled from Oldham to talk to Rolphe about "GP" and a book he is hoping to write. Lunch over, before we made our ways off, in the various groups that is the Anfield practice, a Club photograph was taken by DB. Present: Rolphe Mills, Tecwyn Williams, Dikki Bird, Mike and Stuart Twigg, Ernie and Joan Davies, Lee Nicholls, Graham Williams, David Birchall, Ben Griffiths, Herbie Moore, Keith and Pippa Orum, Geraint Catherall, Bill Graham, Tony Pickles, Colin Werner, Duncan Rees, Dave Edwards, John Futter and guests Cliff Williams and John Arnold.

Bill Graham

[We are very grateful to Bill for looking after Rolphe so well. Bill's full report of the day will be in the next issue - Ed *]*

Result (2nd Club "7"):

1. B Griffiths	17.39	2. G Williams	18.32
3. K Orum	18.52	4. G Catherall	18.53
5. A Pickles	19.45		

* * * * *

THE 106TH ANFIELD 100: Spring Bank Holiday - Monday 29 May 1995

President's Notes:

Andy Wilkinson has broken his own record of five consecutive wins with a sixth. The day was far from ideal having a series of heavy blustery downpours through which Andy rode his ATB.

What can be said that has not been said before about this superb unassuming rider other than to wish him continued success. The Committee is considering how best to mark Andy's achievement.

The Event went off once again without a hitch. What else would you expect from a Ben Griffiths Promotion! Thanks Ben.

May I thank also: Ben's brother Jim who turns out before the crack of sparrows every year to support the event. All the marshalls, timekeepers and phone/checkers who stood in the rain for hours on end, and the drinks teams who remained to look after the tailenders in worsening conditions.

The HQ refreshment team this time led by Mary Birchall's mum, was ably supported by Joan Davies, and Mary. To all the cake makers may I express the Club's thanks.

Mike Twigg

Event Report:

Once again our special thanks are due to Ken Matthews for his able coverage of the event, and for letting us use the text of his report to Cycling Weekly.

The rare talent of Andy Wilkinson, the popular holder of the Land's End to John O'Groats record, took him to a record sixth successive victory in the classic Anfield 100 on Spring Bank holiday Monday.

But it was touch and go when his fellow Wirralian Kevin Jones of Birkenhead North End CC seemed to have the edge, only to puncture his rear tyre at around 60 miles. He was fortunate to obtain a spare wheel but the estimated loss of one minute cost him dearly.

Tipped by some as pre-race favourite, Phil Barlow, Kiveton Park CC started fast and was the only one inside two hours at 50 miles but faded. Wilkinson's time of 4.08.28 was 18mins slower than his winning time of 1990. Sporting a new dapper beard, "Wilko" rode his favourite mountain bike - complete with tri-bars, 26" wheels and untreaded balloon tyres. He threatens to use it to good effect in the Mersey Roads Club 24 hour event in July. Record holder Roy Cromack looked on and must be feeling his record "24" of 507 miles is under threat. Locals are forecasting 520 miles from their man if conditions are right. At the 25 miles check it was Kevin Jones best in 1.00.09 with Barlow at 2 seconds; Wilkinson at 12s, Steve Butterworth (Dukinfield CC) at 49s, and Barry Charley (Wrekinsport CC) at 1.31. First time 100 miler Alan Broadbent (Rhyl CC) was 6th on 1.05.07 going on to finish in a creditable 4.26.45 to take the

Novice prize.

At 50 miles Barlow led in 1.59.50 with Jones at 12s and Wilkinson at 43s. As the spasmodic heavy rain came down it made it unpleasant for the riders and marshals. The Raven Cafe at Prees Island was packed out as those who would normally stand to cheer took refuge (KJM too!)

On the last visit to Prees Island (75 miles) it was the long leg on the A49 to Battlefield and retrace to Prees Green. The Barlow challenge had gone in the second half and Wilko rode straight and true for an historic victory, realising as he did there was a small element of luck in it.

Christine Roberts, the national 100 miles champion and 24hr record holder from Crewe Clarion, was fastest lady from an entry of 91, mostly men, and her tenth place of 4.28.09 included the fact that she was the only rider to go faster in the second half.

You can watch out for the name Kevin Jones of BNE. He is 26 but has been in the same club since 13. Only last year he rode his first 100 in the Anfield event and did 4.11 for fifth spot. He is starting to take it seriously and that could signal some outstanding rides for a man who now has his first cat. licence at road racing and aims to win the Viking Trophy event in the Isle of Man.

Phil Barlow picked up the £10 prize for fastest at 50 miles, but was probably more pleased to lead the winning team for Sheffield's Kiveton Park CC with support from Paul Bland and Rev. Robert Ivell. Ex Mersey Roader Rob Booth, with Chester RC this season, did well to pick up first handicap from his eighth place 4.24.36. 64 year old Arthur Morley (Horwich CC) was best vet on standard, his time 4.45.50 giving him a + of 65.44.

Ken Matthews

Results Summary

1.	Andy Wilkinson	Port Sunlight Wheelers	4.08.28
2.	K Jones	Birkenhead NECC	4.08.51
3.	B Charley	Wrekinsport CC	4.12.24
4.	S Butterworth	Dukinfield CC	4.13.11
5.	P Barlow	Kiveton Park CC	4.18.31
6.	D Davis	Lyme RC	4.20.59
7.	C Hayes	Liverpool Century RC	4.24.33
8.	R Booth	Chester RC	4.24.36
9.	A Broadbent	Rhyl CC	4.26.45
10.	Mrs C Roberts	Crewe Clarion Whs	4.28.09

Team: Kiveton Park CC: P Barlow, P Bland, R Ivell: 13.45.53.
1st Handicap: Rob Booth, Chester RC: 3.44.36 (40)
Fastest Vet on Std: Arthur Morley (age 64) Horwich CC +65.44 (4.45.50)



Hodnet

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB

(formed March 1879)

President: Mike Twigg

Vice Presidents: John Futter
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,
CHESTER, CH4 9AT (Tel:01244 660858)

September 1995

No 874

CLUBRUNS (lunch 1230hrs)

September	24	* Anfield Open "25" - Braxton 0800hrs start *		
	30	Farndon Arms (Raven)	Farndon	Club 10
October	7	* Annual General Meeting *		
		Sportsman's Arms	Tattenhall	
	14	* CLUB LUNCHEON *		
		Bickerton Poacher	Bickerton	
	21	The Liver	Rhydtalog	
	27 - 29	* AUTUMN TINTS WEEKEND *		
		Jackson Torr Hotel	Matlock	
	[28	Alternative: Sportsmans Arms, Tattenhall]		
November	4	Forest View	Oakmere	
	11	Sportsmans Arms	Tattenhall	Committee
	18	Rising Sun	Nannerch	
	25	Golden Grove	Rossett	
December	2	Cross Keys	Llanfynydd	
	9	Dysart Arms	Bunbury	
	16	Britannia	Halkyn	
	23	Sportsmans Arms	Tattenhall	Committee
	26	* CHRISTMAS RUN *		
		Beeston Castle Hotel	Beeston	
	30	The Bull	Shocklach	
January	1	The Yacht	Woodbank	

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd
CH7 6BT (Tel 01352 759463)

Editor: David Birchall, 53 Beggarman's Lane, KNUTSFORD, Cheshire,
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* **CLOSING DATE FOR NEXT ISSUE - 25 November 1995 ***

TREASURER'S NOTES

This is a reminder that subs for 1996 are due at the beginning of September. Please can you renew promptly, particularly if you take advantage of the third party insurance arrangements we have through the CTC. Just think, for the equivalent of a gallon of Guinness you can be an Anfielder, and suffer no hangover.

Tony Pickles

CHANGES OF ADDRESS

Dikki Bird's new telephone number: 01829 770604

Doug Booker: Ivy Nook, Fullersmoor, Broxton, Cheshire

Stuart Twigg: 2 Yorke Place, Causeway, BEER, South Devon, EX12 3LD

NEW MEMBERS

Neil France: Gemini Business Services, Comyns House, Comyns Place, CHELMSFORD, Essex CM1 3ES
Telephone: 01245 422275

Robin Burrows: 12 Hope Road, Broughton, Chester CH4
Telephone: 01244 534550

Club Luncheon
Saturday 14 October 1995: 1230pm
Bickerton Poacher, Bulkeley

***** Contact Tecwyn Williams to reserve your place *****
Telephone 01829 271091 (work), 01829 270821 (home)
Tecwyn Williams, The Old Bakehouse, Farndon, CHESTER, CH3 6PU

* ANFIELD OPEN 25: Sunday 24 September *

Help is needed for marshalling. If you can spare Sunday morning please give Colin a ring.

Colin's new telephone number: 01824 780455.

* AUTUMNAL TINTS WEEKEND *

The weekend proposed for the Tints is 27 - 29 October. A return to the Jackson Torr Hotel, Matlock has been finalised. Prices are from £15 B&B (£22 if you want an en suite bathroom; £25 for a single room). Evening meal arrangements include a carvery for £8. Bookings to Tecwyn Williams.

OBITUARY: JACK HAWKINS

We were sorry to learn of the death, in July, of Jack Hawkins. Jack joined us in 1972, largely through his friendship with Len Hill. Jack's association with Merseyside cycling went back to the 1920s, his early riding being with the Liverpool Century.

Eric Reeves writes: The greater part of my knowledge of Jack is second hand through the late Ken Yardley (Mersey Roads) who worked in the BAT Edge Lane as a draughtsman to Jack's head storeman. One of Jack's main characteristics was his meticulous turnout in clothing and equipment. Even if you had been attired in his cast-offs you could have won the best dressed man competition.

Jack's early cycling was with the Liverpool Century and, with Salt and Twiddle, he was one of their winning team, until Salt joined the Anfield in 1930.

I first saw Jack in 1930 whilst stewarding near Tarleton. He was on his trike, immaculate in silver grey shorts, shoes polished to a heliographic shine. His hand was heavily bandaged, it being shortly after he mangled it in a machine. An officer at Sandhurst would not have been able to find a fault in his machine or his attire.

His ego was the most striking thing about Jack. He told me that in the 1926 - 28 period he was coming up to High Ercall when he was overtaken by Frank Southall's brother Monty on a motorcycle. Jack was asked to move over to give the great man passage. Jack told him what to do in the strongest scouse. I don't think many could overawe him. They don't make them like that any more! Even though I have lived all my life in Port Sunlight and Bebington, none of the shopkeepers could address me by name, but Jack was known as Mr Hawkins by all and sundry within a few months of moving to Lower Bebington.

Eric Reeves

* * * * *

NOTES

* Lee Nicholls was joined by Tony Pickles, Graham Williams, Dave and Rohan Bettaney on Lee's fund raising ride for Christies. Their route took them from Mold via the Ceiriog valley, the Miltir Cerig and Bala Ruthin and so back to Mold. Lee is well on course for his target of £650. We also understand that one of Graham's workmates joined the ride, and, though not a regular cyclist was out-riding our men throughout. An application form is on its way even as you read this.

* More fund raising is in the offing, this time by Adam Birchall who, with father, is hoping to ride from Land's End to John O'Groats during the first two weeks of September. Adam is raising funds for the Lady Willingdon Hospital, Manali in Northern India.

* Peter Stephenson has written to say that he will not be able to join us at the Club luncheon after all. He's got a good reason: a holiday somewhere warm and sunny.

* Congratulations are due to Graham Thompson and Dawn who recently announced their engagement.

RACING ROUND UP

Club Events

Riders below have entered the competition, except those marked *. For "7"s + or - against standard shown in brackets.

	18/03/95	22/04/95	20/05/95	10/06/95	29/07/95	19/08/95
	'14'	'7'	'7'	'10'	'7'	'7'
Catherall G.	42".52'	20".03'(-2.47)	18".53'(-1.37)	DNS	18.22(-1.06)	19.15(-1.59)
Griffiths B.	39.04	18.17(-1.02)	17.39(-0.24)	26.20	17.23(-0.08)	17.17(-0.02)
Looby P.	39.40	17.31(-0.17)	DNS	DNS	DNS	DNS
Orum K.	42.05	18.46(-1.34)	18.52(-1.40)	28.05	DNS	DNS
Thompson G.	37.09	DNS	DNS	DNS	DNS	DNS
Thompson J.	38.21	DNS	DNS	DNS	DNS	DNS
Twigg M.	DNS	DNS	DNS	DNS	DNS	DNS
Williams G.	40.46	19.29(-1.17)	18.32(-0.20)	DNS	DNS	19.05(-0.53)
*Pickles A.		19.45			19.23	19.11
*Orme A.					19.20	
*Burrows R.				27.43		
<i>For '7's + or - (against standard) shown in brackets.</i>						

Other Events

Flying the flag for the club in open events have been those shown below. Most notable are Ben Griffiths and Keith Orum who have demonstrated an impressive record. Graham Williams also performed gallantly in the Birkenhead Victoria '25' as third man in our team. Of the exiles John Thompson has been upholding club honour both on bike and trike.

Event	Date	Griffiths B.	Orum K.	Williams G.
B/head Victoria CC '25'	14/05/95	1.05.12	1.04.17	1.10.09
Rhos on Sea CC '25'	21/05/95	1.05.42		
Merseyside VTTA '25'	28/05/95	1.04.08	1.02.14	
Merseyside Whs '25'	03/06/95	1.06.07		
Chester RC '25'	11/06/95	1.05.41	1.03.43	
Liverpool Century '25'	18/06/95	1.06.24		
Manchester VTTA '10'	21/06/95	25.36		
South Lincs RC '10'	24/06/95	24.51		
B/head Victoria CC '22'	25/06/95	57.26	56.11	
Phoenix CC '10'	01/07/95	25.03		
Merseyside VTTA '25'	09/07/95	1.06.05	1.04.51	
Southport CC '25'	16/07/95	1.07.07		
WCTCA '50'	23/07/95	2.17.54		
Stretford Whs '25'	30/07/95	1.05.59		
East Liverpool Whs '50'	06/08/95	2.17.22		
Merseyside VTTA '10'	12/08/95	26.12		
Southport CC '25'	13/08/95	1.06.07		

IN THE WHEEL MARKS OF GPM

As Hon. Sec, I had been contacted in January by Rolfe Mills of New Zealand regarding a proposed visit to the UK, specifically to ride from Lands End to John O'Groats in memory of his grandfather G P Mills who was an outstanding and record breaking member of the Anfield BC in the 1880s and 1890s. Rolfe also wanted to meet the current Anfield BC.

He would arrive on May 19th for about 6 weeks and hoped to visit London, Buxton, Scilly Isles, Ireland and Scapa Flow, where he had served in the Navy during WW2! In addition Rolfe was keen to meet anyone who had known GP who died in 1945. I wondered if he would have enough time for his End to End ride, especially as he confessed to not being a regular cyclist - but he would get some practice in.

Rolfe flew into London early on May 19th, and phoned me from his base in Buxton that evening. He had driven via Raleigh in Nottingham, where he had talks about GP who was chief designer and production manager. The following morning I met Rolfe at the Little Chef in Littleton, prior to a visit to the Bike Factory where Rolfe needed to buy wet weather clothing, mudguards and various other bits and pieces for his ride.

Our intention was then to go down to the Club "7" at Huntington and Clubrun at the White Horse, but we had only gone a short way when it became apparent that the gears on Rolfe's bike had been damaged on the flight. With some fiddling, we managed to carry on, but it meant another visit to the Bike Factory for repairs before the day's end.

We reached the start of the "7" in time to see last man Ben Griffiths set off. After brief intros to Ernie Davies and Joan, John Futter, Stuart Twigg and David Birchall, we made our way to Saughton Grange, a good vantage point for the course. Here we met President Twigg, and Herbie Moore directing ops. Rolfe was obviously quite impressed with the effort if not the style of the lads coming up the hill, that is until Ben made his appearance going as straight as an arrow and rolling only slightly as he thundered over the hill and disappeared. Rolfe was at the side of the road mouth agape but pulled himself together sufficiently to ask "who's that?"

At the White Horse, there being rather more of us than usual, we had to wait a little for food, during which Rolfe was treated to the usual Anfield banter over a drink or two. Mike Twigg welcomed Rolfe to the Club meeting, presenting him with a new copy of the current RRA handbook and a Club jersey. Rolfe responded by saying how delighted he would be wearing his new jersey End to End.

It had occurred to me that a toy revolver would be a humorous reminder of GP's custom of carrying such a weapon to scare off rampaging dogs on his rides. So I was delighted to be able to present a beautiful and realistic six shooter in an attractive mahogany case made by Cliff Williams (a 24 hour man himself).

Sitting near Rolfe was Colin Werner, our one and only 20 pint a day man, who was tucking into a very large mixed grill (with extras). Rolfe's face took on the same kind of expression as when he had seen Ben power up Saughton hill, and was to recall Colin's legendary capabilities more than once before the end of the day!

Next on the day's programme, was a visit to Knutsford to see the Penny Farthing Museum and Anfield archive material. At the Museum, which also serves as an attractive coffee shop, we inspected the excellent displays of high ordinaries and medals etc. Rolfe must have felt very proud to see several of GP's rides recorded on the Anfield Long Distance Shield which is on display and looked superb in its setting. Of special interest to us was a medal, on display which had been awarded to GP's father, William Downes Mills, also an Anfielder. The owner of the museum, Glynn Stockdale is an Anfield Member too, but was in the USA during our visit on his own epic ride.

Back at the Birchall household we examined Club records, photos, press cuttings and letters two of which were in GP's own hand, together with a copy of the great man's Will! An illuminating glimpse into a glorious past. Then, after an excellent meal (thanks Mary), Rolfe showed us aerial photos of his vineyards in Wanaker, and explained his planned End to End route, which he amended after advice from David who has a good knowledge of Scottish roads in particular.

By now it was early evening and we had to return to Chester to collect the repaired bike. Rolfe was still wide awake and Mary remarked "it must be something to do with the Mills genes" (I think GP had made do with only 5 hours sleep on one of his End to End rides). Back at the Bike Factory, Rolfe's machine was ready, and with the car packed Rolfe was ready to depart for Buxton, and the journey south next day. I noticed he double checked to see that his gun was safely packed!

I'd enjoyed the day and found Rolfe to be a warm-hearted friendly man of exceptional vitality, and with a strong desire for living life to the full. He told me that he had enjoyed being in Cheshire, but that his lasting impression would be of all the people he had met: "It was all quite overwhelming, but great!" Since being contacted by Rolfe, I have acquired some knowledge of GPM. Anyone caring to investigate GP's professional life, army career, and athletic pursuits will discover a remarkable man and a truly great racing cyclist. I understand fully why Rolfe is here.

Bill Graham

* * * * *

A MOST MEMORABLE RIDE: MOONLIGHT OVER BWLCH Y GROES

A very much appreciated response resulted from the request to our most senior members for tales of their most memorable rides. We start with an article from Peter Stephenson, recalling a moonlight ride over the Bwlch y Groes not long after the war:

Shortly after my discharge from national service in the RAF, I left Huyton on a Friday evening to visit a pal who had served with me and was staying at Portmadoc. My first stop was Coed Talon where a pint of Guinness did no end of good. Mine host kindly offered me a bed for the night but this I refused wishing to make Corwen or better still Bala. It was my intention to make an early arrival at my pal's home, the better to impress him of the energies of the true cyclist, for he was one of those who roared round the countryside with a ruddy great engine between his legs.

Corwen was very inhospitable and riding into Bala it was getting late and I was more than a little anxious that a bed could be difficult

to find. I was right. Fortunately a CTC house provided some late night fodder, and I also purchased some sandwiches in case the digs did not materialise.

About midnight I was riding alongside Bala Lake when the moon really turned night into day. So the decision was made. If nobody wanted to sell me a bed to hell with it: I'd spend the night in the saddle.

So this unplanned adventure commenced - up the Bwlch-y-Groes, which my father had introduced me to when I was still at school. The moon was brighter than ever, the air was clear, and in the solitude of the mountains, I felt great. At the top of the pass, I turned left on the lonely track to Vyrnwy. In those days the Bwlch was a bit rough, and the Eunant down to Vyrnwy was decidedly dodgy. In fact it was more like a stream than a track. I was suddenly returned from my dreams, and the silence of the early hours, as ice cracked under my lightweight wheels. I had the common sense to take it very easy henceforth, though it does tend to tense you up when you start to ponder the possibility of being found, should at that time of the year an unfortunate accident occur.

All was well though, and at the bottom, I turned left, along the lakeside still in wonderful moonlight, for the Hirnant, so to make my way back to Bala. The only incident I remember from this part of the ride was when a cow made an enquiring moo right in my ear! Believe me, it's a good job I must have been constipated at the time.

The rest of the journey was quite straightforward: back to Bala thence on the Ffestiniog road, and I was on the way to an early call on my pal. Unfortunately, he wasn't very pleased to see me at 8 o'clock in the morning. He complained that he'd been out late the night before. I pointed out that he had at least been to bed; and whether or not he was ready for his breakfast, I certainly was. I can't recall much about the rest of the weekend, though I know I did not venture off metalled roads on the way home. As for my pal, funnily enough I can't remember us ever meeting again!

Peter Stephenson

* * * * *

CLUBRUNS

Yewtree, Spurstow

-

13 April 1995.

I had a fast ride out to the Clubrun with the bike firmly mounted on the roof of the car. A dark sky threatened rain, but if it stayed dry I had the option of riding home.

Present were Ernie and Joan Davies, Herbie Moore, Ben, Tony, Lee, Mike and Pat Twigg, Dave Birchall, Dave B E, Peter Colligan, Geraint, and Graham Williams.

After lunch, the roadmen escorted me via Peckforton to the coppermine valley, where Tony turned off to his Mums and I carried on back via Harthill to Tattenhall and home.

On the Wednesday following the Clubrun, I had arranged to meet Dave and Adam at Knutsford with a view to driving out to Hayfield and riding over the top to Edale to see if the Ramblers Inn there could

cope with a Tints party.

I arrived at Dave's at about nine and set about removing my bike from the boot of the car. It was only then that I noticed that the left hand pedal was solid, but this was soon removed and refilled with grease which helped a bit. The bike had been neglected since the Captain's Weekend so I checked the other moving parts to ensure nothing else would go wrong.

We parked in the carpark at Hayfield, assembled the bikes, then went in search of a cup of tea. As there was none to be had, we set off up road for a short way before a long hard climb brought us to the start of the off-road proper. By now my Buffalo shirt was wringing wet and my head cooking slowly in 8oz of polystyrene, so the helmet was soon removed and consigned to the Bumbag where it remained for most of the rest of the day.

The first of the off-road was mostly soft sand but this soon gave way to miles of long climbs over rock and boulder before we reached the virtual summit where the tyres could bite into mud and grass again. In the distance we could view Mam Tor with a group of hang-gliders near the summit.

Finally we arrived back on tarmac again before the descent into Edale. Without notice it began to snow quite hard, making the lane slippery and vision blurred as glasses began to steam up.

The Ramblers Inn at Edale looks quite interesting from the outside. I suspect it used to be the main Hotel for the nearby railway. After a reasonable lunch, we inquired about the possibility of the Hotel accommodating a sizable Tints party. Fortunately they could not.

We started the run home by riding along a paved track which follows a river valley before starting the ascent of Jacob's Ladder. Whilst mortals walked and carried, Adam (Half Man, Half Mountain goat.) continued to ride until a point was reached when even Goatboy was forced to walk! A long decent followed back towards Hayfield along another boulder strewn track with me frantically fighting to re-engage my gloop filled shoeplate in the mud filled SPD pedal, with little success.

Back in Hayfield, the bikes were loaded up and we made our way back to Knutsford then myself back to Chester. The next day was spent stripping down the Mountain bike and inserting grease ports in all bearing shields. I have now fitted conventional pedals back on the bike while the SPD's soak in paraffin.

Stuart Twigg

Elevenses at Llandogo

-

4 June 1995

On the morning of Sunday 4 June, I received a telephone call from John Thompson's wife to say that John was on his way to meet our new Member Rolf Mills, who was on route from Lands End to John O'Groats. His plan was to repeat the ride of his grandfather, G P Mills. As he was coming up the Wye Valley from Chepstow to Monmouth we could meet at Llandogo for elevenses. This was fine as I was going this way with a friend to the South Wales Veterans CA for lunch. At Llandogo we were joined by Mike Hallgarth, and so celebrated an Anfield exiles' Clubrun of four Members.

Rigby Band

Neil's helpful geographical description is "admittedly rather hazy" (his words) but he pleads mitigating circumstances due to an absence from Clubruns of 20 years. He adds it was great to be out with us again after so long.....

I had been planning to spend a weekend on the Wirral for sometime and with the London to Brighton charity ride fresh in my legs, decided that I was as close to maximum fitness as feasible and therefore ready for a club run! Donning the now "de rigueur" luminescent lycra I turned down requests from the family to borrow my sunglasses and was assured that the bright colours were "probably a good idea as the cars could at least see what they were going to hit!"

The weather could not have been kinder and bowling along from the Glegg Arms I was feeling very good. Appearances as we all know can be deceptive! The Mills whilst outwardly similar had changed internally a fair bit. And with no Addie it didn't feel quite the same. No Anfielders had been in and as it seemed none were expected I suffered a double blow, firstly because I couldn't remember the lanes route to Whitchurch and secondly there would be no back wheel should the need arise. So I followed the boring route along the A540 but was pleased to see the traffic lights in Chester were still not working and that the drivers were as courteous as always.

Eventually, I arrived at Nomansheath and saw a sign for "Marbury 4 miles". Great, not far now. Visions of an ice cold lager like that downed by John Mills in "Ice Cold Alex" started to flood my mind. This was brought abruptly to a halt when a further "Marbury 4 miles" sign went past at least a mile after the first! Of course there was uproar from the legs and the left calf muscle immediately registered a strong protest by threatening to cramp up completely unless the pub was sighted within 15 minutes. I must say I didn't think it was an unreasonable request!

Upon arrival I was greeted by the Anfield. Understandably I was not recognised instantaneously but once introductions had been completed I was made to feel very welcome. I spent an all to short time reminiscing on past rides and on catching up on news of Anfielders.

Presently Captain Tony began assembling the team for the ride home. With the chance of a back wheel I joined John Futter, Geraint, Graham and Lee for a mild working over (in deference to my guest status!). The lanes were very pleasant (I think) and the name Tilston flashed past en route. In no time I was being deposited in Farndon and the team said their good byes and followed the bypass home.

With thirty miles to go and a severe lack of quality miles in your legs it's times like these that previous sufferings come rushing back to you. I'm sure it is a defence mechanism of the body to convince you that you will indeed be able to freewheel back into the Mills even if it has taken all day!

Within two miles of leaving Farndon I had my minute man in sight and so as not to depress him took a further five miles to reel him in. I eventually dropped him on the climb into Chester and he claimed he had some other windows to do on this part of the round but it sounded a bit weak to me. Some people just don't accept a better climber when they see one!

After a refreshing cuppa staring at Boardman's "Maillot Jaune" at the Mills the final miles home went by very quickly (you may think this is an over-exaggeration and you'd be right). Final tally was 78 miles in 5hrs 39mins of riding. I love this new computer: you can spend all of your time doing mindless calculations, marvellous, must get a heart monitor next!

Neil France

Dysart Arms, Bunbury

-

15 July 1995

The Cheshire countryside was a delight this Saturday morning. A solo ride to Bunbury. 200 miles a week Dikki Bird, pint in hand, was there first, standing in the Dysart Arm's garden surveying the prospect of the medieval church (or was it the young lady sitting on the seat by the churchyard gates?)

Thanks to Allan Littlemore, the journey after lunch led to Acton Bridge on lanes along which I seldom ride. The purpose: to be present at the ceremony to unveil a seat to Allan's memory on the hill overlooking Acton Bridge. A big crowd, including cyclists from the TA, Seamons, Macclesfield and Weaver Valley clubs, and friends and neighbours, gathered at the roadside and listened to short and poignant speeches from the current chairman of Acton Bridge Parish Council, and from Dennis Hornby. We were told Allan had died peacefully, a cyclist to the last, having been talking to friends about cycling memories, content that his saddlebag was tidied away and back light off. Then followed tea and sandwiches in the village hall, and so home on lanes through Comberbach and Great Budworth.

The Raven, Llanarmon-Yn-Ial

-

22 July 1995

Prompt as usual, Dikkii turned up at Farndon at 11.00am and since I had not been at the venue before, I queried the best and, more precisely, the easiest route to Llanarmon-yn-Ial. It was agreed to take the route which would lead us past the Sun-Spot Cafe and through Graianrhyd. At a gentle pace, off we set, through Rossett and cutting across to Caer-Estyn and then Hope. It was obvious Dikkii was well on the road to recovery from his recent illness as he seemed to cope with the hills quite well - its easy to evaluate someone's strengths from behind! For his own confidence, of course, I had to let him go ahead at his own pace.

The long climb from Pontblyddyn to Rhydtalog was a gentle potter for me with two or three go-fast merchants exchanging pleasantries on the way past and I, pretending to take-in the scenery, could only nod in return. Eventually I reached the turn off for Graianrhyd where Dikkii had waited for me and down we went past the Rose and Crown, yes "past"! According to Mr Bird, The Raven was only about half a mile beyond Graianrhyd. His ability to judge distances was never acclaimed as a great skill and probably only on a par with my map reading, optimism perhaps being one of his best assets.

About three miles or so later, we turned into Llanarmon-yn-Ial - a charming village of local stone and slate and a little pub set back from the roadside opposite the church. Outside in the sunshine were seated John Williamson, whom I had not seen for some time, Tony Pickles, Geraint Catherall, Ben Griffiths, Billy Graham, Dave Edwards, David Birchall, John Futter, Mike Twigg, Colin Werner, Duncan Rees and Lee Nicholls on his new very smart looking machine tethered away from the other cycles - I mean the bike not Lee!

Most had lunch and some had to take shelter in the pub from the cool breeze which picked up later on.

It had taken about an hour and a half from Farndon to the Raven but I was determined to reduce this on the way back and clocked up approximately thirty minutes down to Rossett. I knew it would be worthwhile in the end! A stop for refreshments at The Butcher's Arms, sitting outside enjoying the warmer calmness of the "low level", we came across Arthur James on his tricycle and chatted with him for some time. Then off to Farndon and home - 45 miles in total.

Tecwyn Williams

The Fox, Old Down

-

27 July 1995

This evening run to the Fox at Old Down saw our attendance of exiled Anfielders increased to four: Mike Hallgarth and partner, John Thompson, James Fisher and Rigby Band. A fine and warm evening allowed us to sit in the garden and enjoy the Fox's ale. Conversation included the usual variety of topics on Clubruns. We learned that John is having a good season, riding in local time trials on two and three wheels, and keeping the name of the Anfield to the fore. Intrigue flavoured the evening with rumour of a rider in one of the local time trials claiming to be an Anfielder, but none of us could place him. Before we parted on our various ways, we arranged to meet again in a fortnight's time.

Rigby Band

* * * * *

ACROSS AMERICA BY HIGH WHEEL 1995 - GLYNN STOCKDALE

Glynn Stockdale has become the second Englishman to cycle across America on a "penny-farthing". In April and May of this year Glynn rode 3358 miles from San Francisco to Boston retracing the pioneering route taken in 1884 by fellow Englishman Thomas Stevens (who then continued to ride his Ordinary round the world!).

Stevens' journey is a classic in the annals of long distance cycling. His ride from San Francisco to Boston took 103 days. He followed the railway track and estimated that he walked a third of the way. In his book *Across America on a Bicycle*, he described getting stuck in swamps and potholes, how small bush fires often lit his progress at night, and how he crossed railway bridges on the sleepers, on at least one occasion hanging his machine over the side of the bridge when a train passed. While Glynn did not face these problems, his journey was an equally hazardous and heroic ride.

Glynn's diary is something like seven and a half thousand words, but the local newspaper printed the following synoptic(?) account which gives a little of the flavour of the feat:

The tornado raged, tearing at the heart of Nebraska. It was yet another blow for Knutsford's Glynn Stockdale as he journeyed across America - on a 108 year old penny-farthing.

After sheltering from the raging storms and 100mph winds, the 57 year old father decided to continue on his way. "It was still very windy" said Glynn, "but I rode for several hours". In the end, exhausted, he gave up and with one swift spin of the wheel

he was blown back in no time to the hotel where he had just spent the night. He had covered just 9 miles in three and a half hours that day, instead of his average 85!

But high winds were not the only problem. He was forced off the road and crashed three times, braved rain, hail and snow and risked his life on the busy interstate highways: "Cycling along the interstate was very stressful. The trucks were so large they could have swatted me aside like a fly. The relief I felt when completing another day's riding was profound."

Glynn's journey began at the end of March. "One of my reasons for going, was that I was unfit, but I also wanted to leave my name on something important" he said. Glynn's daughter Louise provided backup.

In recognition of Glynn's achievement he has been made an Admiral of Nebraska: "The Governor of Nebraska is sending someone over in the autumn to give the details of the title."

Glynn started with a ride across the Golden Gate Bridge. When we were chatting about his experiences he commented laconically how low the parapets seemed from the saddle of the high wheeler and how the traffic buffeted the line he was following. I think he was well justified in fearing for his life. Crossing the Sierras he climbed passes, the highest over 7000ft, in blizzard conditions, taking more than one attempt to complete this part of the journey. At the same time, the State police took a less than supportive interest in his endeavour, ordering him off the Highway in no uncertain terms, threatening a spell in jail if he didn't comply with their orders!

One of the more tricky problems encountered resulted from a broken main drive spindle which sheered, forcing a week in Salt Lake City awaiting repairs. In Wyoming Glynn crashed badly in torrential rain and was blown off the interstate another day - landing in sand.

Apart from the weather, it seems to have been a running battle with hostile traffic. Glynn was run off the road and frequently harassed, but, following the maxim "get even not mad", succeeded in squaring matters crossing the Mississippi Bridge in Illinois: "I caused chaos! Half the bridge was under repair and only one lane open controlled by traffic lights. On green I followed a land truck and climbed up slowly as far as the apex when the traffic started towards me. The leading driver (a lady) on reaching me, for some unaccountable reason, stopped, and I rode past her line of traffic, including 6 semi trucks. On looking back I saw traffic climbing the bridge following me, including 3 semis. Quietly rode on and picked up speed past the construction workers. Got off the bridge and into Illinois. The bridge could well still be jammed as one traffic lane would have to back off the bridge."

Glynn's epic journey is easily on a par with the achievements of the Anfield's early riders who pioneered long distance routes the length and breadth of Britain on Ordinaries. To commemorate Glynn's ride the Committee has decided that a suitably inscribed award should be made to be associated with the Anfield Long Distance Shield.

* * * * *

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)
President: Mike Twigg

Vice Presidents: John Futter
David Birchall

Captain: Tony Pickles

Hon Secretary: Bill Graham, 47 Main Road, Kinnerton,
CHESTER, CH4 9AT (Tel:01244 660858)

December 1995

No 875

CLUBRUNS (lunch 1230hrs)

January	6	The Buck	Bangor-on-Dee	
	13	The Ffrwd	Cefn-y-Bedd	
	20	Th'OUSE at Top	Kelsall	
	27	Sportsman's Arms	Tattenhall	Committee
February	3	Rising Sun	Nannerch	
	10	Beeston Castle Hotel	Beeston	
	17	Farndon Arms	Farndon	
	24	Cholmondeley Arms	Cadole, nr Mold	
March	2-3	* CAPTAIN'S WEEKEND *		
		<i>(See announcement inside)</i>		
		[Alternative: Sportsman's Arms, Tattenhall]		
	9	Sportsman's Arms	Tattenhall	Committee
	16	The Bull	Shocklach	
			<i>(Club "14" 11.30 Broxton)</i>	
	23	Britannia	Halkyn	
	30	Dysart Arms	Bunbury	
April	6	Rose and Crown	Graianrhyd	
	13	Shrewsbury Arms	Little Budworth	
	20	The White Horse	Churton	
			<i>(Club "7" 11.30 Huntington)</i>	
	27	Sportsman's Arms	Tattenhall	Committee

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00

Hon Treasurer: Tony Pickles, 22 Llys-y-Wern, Sychdyn, MOLD, Clwyd
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*** CLOSING DATE FOR NEXT ISSUE - 9 March 1996 ***

TREASURER'S NOTES

The time has come for my normal end of year plead for subscriptions for 1996. So if you have not paid your subs, put the Circular down, and go and write a cheque *NOW!!!* and pop it in the post. Then let that glow of satisfaction flow over you. If you are one of the few that owe more than one year, ring me. I'll tell you how much to bring with you on your next Clubrun.

Tony Pickles

ANNUAL GENERAL MEETING

Tattenhall Cricket Club

7 October 1995

Present: D Birchall, B Bird, G Catherall, C Clewley, E Davies, D Edwards, W Graham, B Griffiths, K Orum, T Pickles, M Twigg, L Nicholls, C Werner, T Williams. Apologies from: J Thompson, B Lloyd, A Orme, H Moore, J Williamson, J Futter, H Catling.

Minutes of the last AGM were read and accepted. *Matters arising: most old pattern Club jerseys now sold; £60 - £80 outstanding on the sale of RTTC Handbooks to be considered at the next Committee meeting. The promotion of a circuit race on Bae property has proved impossible because Bae don't decide the date for their open day in time for BCF date-fixing conference and handbook.*

The Hon Sec's Report: Committee meetings were well attended (averaging 11.8 from a Committee of 18). T Pickles and G Catherall had a full attendance record (8 meetings). On membership, the minute book shows we gained 4 new members, but sadly we had lost Jack Hawkins and Jack Pitchford, two outstanding pre-war riders, who had passed away. Generally duties had gone smoothly and Brian Bird was thanked for producing printed matter when required.

It was pointed out that marshalling for open events had become an unreasonable burden for a small section of the membership. With no rota, the Secretary has the unwanted responsibility of finding, sometimes at short notice, members to turn out. Since we know all race details early in the year, the Secretary urged the Committee to consider a fairer system. *The meeting agreed on action for 1996.* In a personal observation it was mentioned that the Club is fortunate in having officers performing their duties to such a good standard: race promotions, financial matters, social occasions and the Circular are all in expert hands - but the activity of actually riding bicycles is not at an all time high!

Treasurer's Report: The balance sheet showed a profit of £95 on the year. But for very generous donations and monies from the tea tent the Anfield 100 would have made a big loss.

The following officers were elected: President Mike Twigg; Vice-Presidents D Birchall and J Futter; Secretary W Graham; Treasurer T Pickles; Racing Secretary J Futter; Captain T Pickles; WTTA J Futter and B Griffiths; RTTC K Orum and P Colligan; BCF D Bassett; RRA none; NRRRA A Orme; Social Secretary T Williams; Committee: L Nicholls, D Rees, E Davies, H Moore, G Catherall, B Bird, G Williams.

The President thanked the meeting which closed at 2.50pm.

Bill Graham

RACING NOTES

Club Events 1996

Congratulations to last season's prize winners, Graham Thompson and Ben Griffiths. Thanks too to Ernie Davies, our timekeeper for all the events, President Mike Twigg, Dikki Bird and Tecwyn Williams for marshalling duties, and to those members who rode or turned up to generally add their support to the series.

The 1996 programme, subject to approval by RTTC (Liverpool District) is as follows:

16 March	14mls	Broxton	11.30 am
20 April	7mls	Huntington	11.30 am
18 May	7mls	Huntington	11.30 am
8 June	10mls	Farndon	11.30 am
27 July	7mls	Huntington	11.30 am
17 August	7mls	Huntington	11.30 am
28 September	10mls	Farndon	11.30 am

Anfield 100: Monday 27 May 1996

John Thompson is working on a package to improve the 100, and our normally tight fisted Treasurer Tony Pickles, has agreed to the Committee's request, and increased the prize values for 1996. We wish John every success for his initiative. Colin Werner has taken over the Event Secretary's duties from Ben. It is an onerous job to take on, and it is hoped members will keep the Bank Holiday Monday free, and give the time and support always so loyally given.

Anfield 25: Sunday 29 September 1996

This event is coming along nicely. Over the past three years there have been full fields. It's another occasion where help will be needed for marshalling duties to ensure Anfield standards are met.

British Cycling Federation

Subscriptions are due: Under 16 £11; Junior £15; Senior £19.
Racing Licence: Under 16 free; Junior £9.50; Men and Women £17.
The World Championships will take place towards the end of August at the Manchester Velodrome. Details are not to hand, but if a number of members are interested, the possibility of arranging a trip can be looked into.

West Cheshire TTCA

Chris Boardman OBE has presented the cup he won in the Tour of Mercia, to the Association for the fastest rider over 25, 50 and 100 miles - the object being to encourage younger mile-eaters who do not yet fancy a 12 hour to tackle what is considered by many to be the classic time trial distance of 100 miles.

John Futter

CAPTAIN'S WEEKEND

I have been investigating places for our training weekend, with suggestions favouring the Bishop's Castle area with the Old Brick Guest House in the fore. I did jokingly suggest a hotel in Llandudno so that we could take advantage of swimming pools, weight lifting gyms and other keep fit activities if it was raining. This and Conway went down very well at the West Cheshire Dinner with members present.

Any suggestions will be gratefully received, bearing in mind that a group of our normal numbers requires a reasonable sized hostelry. However, if numbers drop below 15 a whole new range of places then becomes available. If you are a definite booking and don't mind where we go, can you please let me know as it makes the numbers problem much easier. So if you want to join in give me a ring with suggestions and / or a booking.

Tony Pickles

Anfield BC Open 25 Mile Time Trial

24 September 1995

As I had been washing up at La Belle Epoch restaurant until nearly 2am it took a great deal of effort to wake at 6am for the "25". I eventually managed it and stumbled into the car with dad to pick up Alan Orme on the way. The journey to Broxton was completed in blustery showery weather and gave a taste of what was to come during the race itself. We arrived early and found several competitors enthusiastically warming up in the car park on their turbo-trainers, Le Tour style. Very serious! Tony and Colin soon arrived with the new finish board (complete with very natty plastic shelter which was put to good use during the morning!)

As dad was Course Marshall we set off round the Course to check that all the marshalls were in position. The traffic on the A41 and the Chester Southerly Bypass these days is fast and furious, even first thing on a Sunday morning. Dad said he was sure marshalling is worse than riding these days, and thought the Southerly Bypass no place for the inexperienced, either racing or marshalling. We found everyone in the right place at the right time except for the marshall at Christleton slip. This necessitated the experienced Keith Orum transferring from the Island to the slip road. Unfortunately he had to drive down the bypass to Curzon Island and back to the marshalling point: a round trip of about eight miles. We knew there would be a good chance that first man on the road Ben Griffiths would have gone through before Keith was in position. Sure enough, he did.

Having sorted the problem out as best we could we set off for the finish where I was to turn the riders left down the old coach road to the finish line. The weather was a lot more unpleasant than it seemed from inside the car and was very squally. I felt real pity for the riders (only half of whom turned out anyway). A bacon buttie and cup of tea from Broxton refuelled me half way through and provided the energy for me to continue with my right arm out for another hour. The job was made especially gratifying this year by the number of riders who expressed thanks for the marshall's efforts - a very welcome bit of encouragement! After the final man we returned to the carpark to collect Alan and return home in improving weather where I spent the afternoon catching up on missing sleep.

It was not until the evening we realised that the 5,4,3,2,1 miles-to-go boards had not been collected from the roadside, but that's another story...

Adam Birchall

For the record, Paul Whittall, VC Halton, was the winner in 54.14. Second came Rick Warrington, TS Tameside in 56.13 with Paul Holt, Wrexham RC third in 57.15. Merseyside Wheelers took the team prize with Eric James 59.47, Mark Woods 1.0.37 and Dave Stockley 1.3.09. First handicap prize went to veteran Steve Thompson, CC90, with a net time of 50.34 after an allowance of 15 minutes. Joan Kershaw, Prescott Eagle RC was fastest lady in 1.9.48; Karl Janvier, East Liverpool Wheelers, fastest juvenile in 1.3.17. Veteran Olympic medallist Ken Mathews, Wrexham RC was best veteran on standard with a plus of 13.43 from an actual 1.3.28. The Club's thanks are due to all who turned out, riders and helpers, on such a wild morning.

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NOTES

* Andy Wilkinson, our guest of honour at the club luncheon, pedalled to the venue on - or more correctly in - a very sleek recumbent tricycle (two front wheels, one at the back). The bright red machine was much admired and inspected by those present. The following weekend, under RRA conditions and observation, Andy rode the 211 miles from Liverpool to Edinburgh in 7hrs 48mins 58secs, easily beating the bicycle record (9hrs 6mins) set by Ken Joy in 1954. Phil and Chris Looby were among the following party. They reported that Andy, with speeds of up to 60mph, reached central Edinburgh in the middle of Saturday afternoon!

* This year's Tints was notable for beautiful scenery, perfect weather, less support than we would have wished, and for the John Thompson auction. John had brought with him a number of items of cycling equipment and clothing surplus to requirements. President Twigg was particularly taken with a traditional skid lid; Chris Edwards a pair of tights (allegedly unworn by Thommo); Dave Edwards chose a natty one piece combo; while Phil Looby played safe with gloves. All proceeds to the 100 fund.

* *The Black Anfielders* has been selling like hot cakes following your Editor's letter in *Cycling Weekly* about how the Anfield pipped Hugh Porter to John O'Groats in September. It occurs to us that recent Anfielders may also wish to be aware of the book which sets out the Club's history and is widely regarded as a cycling classic. Stock is becoming limited now, so if you want a good read and at the same time learn about the Club, a copy can be yours for £5.

* Keith Orum's season, which seemed so promising, ended prematurely with a virus putting paid to all cycling activity. We are pleased to report that he is now back on the bike though taking things easy. Dave Bassett is another casualty from the MTB team, and we do hope the dust does not have too much chance to settle on his Cadex. Winter Sundays are not the same with no mud plugging in the Peaks or Berwyns and without Bassett enthusiasm....

* Stan Wild was in good fettle when we gave him, Jo and Harold Catling a lift to the club luncheon. Stan continues to add 10 - 20 miles a day to his 300,000+ miles total, despite some problems earlier this year, after suffering a hairline fracture of the knee from an awkward tumble while dismounting.

GOING END TO END 1995

Going "End to End" is one of the world's greatest bicycle rides. Since the earliest days of cycling, travelling the length of the country, from Land's End to John O'Groats, has fascinated and challenged.

Surprisingly, though the Anfield's founding members helped pioneer End-to-Ending in the 1880s and 1890s, Anfielders have not subsequently tackled the route. There are a couple of exceptions: Chris Shorter cycle-camped End-to-End in the 1980s, and Glynn Stockdale has done the route on his penny-farthing. And not least, over three weeks last June, Rolfe Mills successfully completed his ride following a route largely similar to that taken by his grandfather. In asking me for advice on the route, so Rolfe Mills takes the blame for sowing the seed which led me to try the journey for myself; and with Adam accepting the challenge there was no escape.

The planning and training took place during the summer heatwave. As the sun blazed down and the countryside wilted, we built up mileage and stamina, and plotted the best route. We wanted blue skies and a helpful breeze; but fully expected that the heavens would open and the wind veer north the moment we set off.

As for the route, we decided against the shortest in favour of one following quieter byways. Traditionally, most cyclists start at Land's End to take advantage of summer south westerlies. In this we were happy to follow convention.

The intention was to build up the mileage day by day from Land's End to Cheshire: although 85, 95 and 110 miles in the first three days on the sun-baked hills of Cornwall, Devon and Somerset could not be regarded as a leisurely introduction.

For the most part the route took us along delightfully quiet and enjoyable - though tough - lanes, all traffic free. Highlights of this stage, in the last days of the summer heatwave, were the North Devon coast, Exmoor and the lanes of Herefordshire and South Shropshire from Ross-on-Wye to Wenlock Edge.

From Cheshire to Edinburgh we were on home ground. With heavy rain forecast, we used the morning of the rest day to polish off the most urbanised section of the route. The Warburton toll bridge took us north of the Mersey. Riding light and following the CTC's route we headed through Leigh for lunch at the Black Dog, Belmont in the shadow of Winter Hill. With a pre-arranged shuttle by car, we were back there the next morning for an early start. North of Whalley, lanes led to Slaidburn and the climb to High Bentham. By Kirby Lonsdale, dark clouds were gathering and a rumble of thunder heralded a very wet end to the day.

From Tebay the country northward was sheer delight. There are villages, gems every one, and empty roads: a well kept secret! The route led through Orton, Maulds Meaburn to Kirkoswald. At the aptly named Weary Sportsman in Castle Carrock, we posed for a photograph, before crossing the Scottish border north of Brampton; and so to Langholm for the night.

Some of the loveliest of the Border hills lie beyond Langholm. We climbed to Eskdalemuir, then followed the Ettrick valley; and in the calm of the morning the road to Peebles seemed ours alone. By now we were fit, with our average speed up by 3mph to 14s for the 95 miles

to an overnight stop with John and Rosemary Farrington, strategically placed Anfielders, west of the Forth Road Bridge.

With the Highlands in sight, success seemed round the corner. In fact 320 tough miles lay ahead, and, worse, the news was of severe weather in the far north with floods, landslides and road closures. The route lay through Fife to Perth, on lanes and quiet roads. Then we climbed to Aviemore, sometimes on the old A9, sometimes on the new highway, which carries fast traffic, and is no place for cyclists.

We met the deluge in Inverness. Some 6 inches of rain had fallen there in less than a week, and a further 2 inches fell on us. Fortunately the adverse weather was more than compensated for by warm hospitality whenever we sought shelter. One of the most welcome respites from the downpour was at the Altnamain Inn in the hills above Beauly, where, gently steaming, we enjoyed homemade Scotch broth around a peat fire.

For the last day, the sun shone from a clear blue sky. The rain washed hills sparkled. The lochs were brim full, and the River Naver was in spate: its speed and power awesome. We reached John O'Groats at 5.15pm on 13 September, 13 days and 1024 miles from Land's End. We celebrated with a 13 year Glenmorangie malt and dined on venison. And, not least, we signed the End to End book.

So that was it, save for the homeward journey by rail. At five in the morning the sleeper glided into Crewe. A BR bacon baguette and coffee set us up for the twenty miles home in the first light of dawn. By the end of the ride, Adam had collected £350 for the Lady Willingdon Hospital, Manali in Northern India, and we were both very fit. For anyone tempted to follow our tracks, my advice is that three weeks would be better than two; but, if really in a hurry, you could always set your sights on beating the current bicycle record, held by Andy Wilkinson which stands at some 45 hours End to End.

DDB

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CLUBRUNS

Farndon Arms, Farndon

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30 September 1995

This was the day of the last Club event of the season. Members showing interest enough to cheer the riders were thin on the ground. Of the riders, there were four members and one guest. Ernie timed; Mike was both pusher-off and turn marshal. Back at the Farndon Arms numbers were more promising, with Dikki and Tecwyn, Adam and David Birchall, Bill Graham and Stuart Twigg present.

Result (Club "10"):

1.	B Griffiths	25.54	2.	G Catherall	27.34
3.	R Burrows	28.39	4.	T Pickles	30.52
Guest: D Voller		27.27			

Club Luncheon: The Poacher

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14 October 1995

Once more I was delighted to be back in Anfieldland, and to hear that the venue for the luncheon was to be in the heart of the Peckforton Hills, one of my favourite parts of Cheshire. When Harold Catling, David Birchall, my wife Jo, and I (courtesy of David) arrived at the

Inn, the place thronged with Anfielders. It was great to be greeted warmly by President Mike Twigg and Pat, to meet Russ Barker (whom I have not seen for many years, but delighted to renew our acquaintance), and Ben Griffiths and Len Walls (I remember meeting them wearing funny hats in an Austrian *gasthaus* many years ago), Vice-President John Futter, John Williamson (son of the fondly remembered Percy), and Peter Stephenson, who was as pleased that I recognised him as I was that he recognised me. Peter has done more for the Club than many members realise.

The three-course meal was excellent and the service first rate. Jo and I were seated with Flo Hill, Geoff, Viv and Jon Sharp, Graham Thompson and Dawn, and we had a great time together. Modest Flo has never told me but I learned today that she was awarded the British Empire Medal in 1945 in recognition of her wartime national service.

I must say the Club seems to be in good shape, and the young members of excellent quality. Trophies to the winners of the Club Events 1995 were awarded with Graham Thompson and Ben Griffiths between them clearing the board. Guest of honour was Andy Wilkinson (Port Sunlight Wheelers), who received an engraved tankard in recognition of his truly outstanding achievement in winning the Anfield 100 six times consecutively.

Some of my Manchester friends came along to the meeting, namely Len and Marie Leary, Bert and Dorothy Mathieu, Vernon Lilley and Roy Rosborough of the Cheshire Roads, together with Jim Forbes (Withington Wheelers), and Bernard and Joyce Blow of the 300,000 Miles Fellowship, not forgetting Ida Berry (widow of the Manchester cycle builder and mechanic to the 1948 Olympic team). I missed Bert and Doreen Lloyd and would like to have seen Tom Sherman, Eric Reeves and Peter Rock. My greetings to them and I hope they are well.

Other Anfielders and friends present, and not already named, were Dave Bettaney, Mary Birchall, Dikki Bird and Liz, Craig Clewley, David Edwards, Bill Graham, Lee Nicholls and Nicola, Tony Pickles and Anne, Brian Whitmarsh, Geraint and Peter Catherall, Ernie and Joan Davies, and, last though certainly not least, Tecwyn Williams to whom we are indebted for making the arrangements for the event. Altogether a great occasion and once more the highlight of my holiday.

Stan Wild

AUTUMN TINTS WEEKEND:

Jackson Tor Hotel, Matlock

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27 - 29 October 1995

The 1995 Tints was favoured by perfect weather for three days, but something was wrong - where were the Autumn tints? Most of the trees were still very green and temperatures were unseasonably high.

The main body of cyclists assembled in Knutsford on Friday morning, namely Tony Pickles, Colin Werner, Tony Bell, Phil Looby, David Birchall and myself. We set off at about 10.15 through Goostrey, Twemlow Green and on towards Astbury, neatly skirting Congleton. All this was achieved at a nice pace until we hit the first testing hill at Dane in Shaw. The field was immediately scattered, with Bell and Looby heading for the horizon followed by the plucky Birchall on his Cannondale. The "others" caught up with the leaders resting at the viewing point at Bridestones. This is set just below "The Cloud" and offers magnificent views towards the Peckforton Hills and the Welsh Mountains beyond. After the pain, we hurtled downward to Ryecroft Gate at the north end of Rudyard Lake, touching speeds of 44 mph,

almost needing a change of underpants.

Another climb took us up to the road junction at Redshaw and a second view point at Gun Moor. Then another frenzied ride downhill to Meerbrook for an early lunch at the Lazy Trout, meeting two jolly cyclists from Cannock that we were already on waving terms with. Lunch was disappointing, large helpings but little in the way of taste. Beer tasted alright but that was because Birchall paid.

Stodgy food and steep hills don't mix well. A particularly vicious hill appeared just after Thorncliffe village. To my chagrin, I had to dismount about half way up. Pickles, determined as ever, stayed on, but such was his pace, he couldn't catch me up walking!

At last, the stragglers reached the leaders resting at the Mermaid Inn, which in hindsight would have probably been a better lunch venue. Colin made some lame excuse about watering the horse ("Werner Speak" for fancying another pint).

From the Mermaid we took a brilliant fast downhill to Warslow, on a clear, smooth, moorland road. Onward then to Hulme End and Hartington for tea.

After Hartington we picked up the High Peak Trail at Brundcliffe. This trail has a good track surface even for road bikes and we made good progress to Gotham, picking up the A5012 for a short distance before heading along the fast B road towards Winster. Shortly before this village we took the lane to Brightgate. Somewhere in this area, Colin suffered two punctures as we took the steep descent to Matlock. Phil Looby also had bike problems, a split rear rim would need serious attention.

I had already been told that the approach to the hotel is awesome. Even the best climbers had difficulties so I decided to push my bike up the hill. Birchall's allegation that I was overtaken by an Octogenarian with a zimmer frame is hotly denied. 49 miles covered from Knutsford.

The Hotel was quiet on the Friday evening. Tecwyn Williams arrived to make up seven Anfielders for dinner followed by a few beers at the local pub. David Edwards arrived much later for last drinks in the bar.

Saturday came and so did more Anfielders. John Thompson, Mike Hallgarth and Adam Birchall arrived from Bristol, Mike Twigg from Chester and Chris Edwards from Brum.

Phil Looby, having no luck with obtaining a replacement wheel in Matlock, decided to ride to Chesterfield for a replacement and was joined by Tony Bell. Colin obtained replacement tubs but decided that the Rugby League World Cup would be a better bet than cycling with us. Thus the original six became three, boosted by Chris and the Bristol Creamers. Our task for the day was a 50 mile ride round the White Peaks.

Tecwyn, Mike and Dave Edwards decided on a slightly more leisurely approach, taking mountain bikes by car and then riding the tracks in the White Peak. A lunchtime rendezvous was agreed at the George in Waterhouses.

The serious seven set off along Matlock Bank to Darley Dale, climbing up to Stanton in Peak. This time the Looby-Bell combination was

replaced by John Thompson and Chris Edwards. The Birchalls were also observed happily chattering away to each other going up a one in four! Mike, Tony and myself toiled behind.

From Stanton we moved swiftly to Alport and Youlgreave, through Middleton to meet a track at the Thorntree cross road. John Thompson questioned the wisdom of using this track with road bikes and in the event it was a pretty close call. John finally mutinied as the track crossed the High Peak Trail, preferring the better surface of the latter. The rest of us pushed/rode our bikes for the extra half mile to the main road. Here a second mutiny occurred, with Pickles, Hallgarth and Orme preferring the smoother road surface to any more rough terrain. We all met up again in nearby Hartington for morning tea.

From Hartington we rode to Hulme End to pick up the Manifold Trail. This is a former railway line and runs alongside the Rivers Manifold and Hamps. The Trail is about eight miles long and has a reasonably good surface. We made good speed in spite of a large number of walkers and cyclists, reaching Waterhouses in time for an early lunch. The original plan was for lunch at "The George" but the Egon Ronay sign put some people off. Thus, by common consensus we decided on lunch at "The Chippy" across the road. Later on we were joined by Mike, Tecwyn and David Edwards.

From Waterhouses we took the back road up the hill, meeting the A52 Leek-Ashbourne road at the top and then turning off towards Ilam. This road is a lovely downhill with a left turn at the crossroads, (missed by some). Being Saturday afternoon, Ilam was fairly quiet and at its best, not like Sundays which are so busy. From here we passed the Izaak Walton Hotel and climbed a short but tough hill to Thorpe and the Tissington Trail. We stayed on the trail for about a mile and a half and then cut off down to the B5056 via Bents Farm. Adam braved the ford at the bottom of the hill, only to disappoint us all by staying on.

We turned off the B road fairly quickly, climbing up to Bradbourne and Brassington, then having to cope with another sharper climb up to the High Peak Trail at Longcliffe. After some distance on the flat the trail descends very steeply and cyclists are advised to dismount. This was ignored but the roadmen moved downhill very warily. At last we arrived at High Peak junction and crossed over the A6 and Cromford canal at the bridge to reach the quiet backroad to Cromford station. From here we picked up the busy A6 through to Matlock Bath and the Hotel to find Phil and Tony Bell.

Phil had managed to get a new wheel but not before giving his old wheel a final test down Slack Hill on the way from Matlock to Chesterfield, where he recorded 52 mph.

Of the other riders, Tecwyn, Mike and David also took the Ilam, Thorpe route up to the Tissington Trail and then by car back to the Hotel.

In the evening, the carvery dinner was excellent, and enjoyed by all. A feeble attempt was made to discover the best beer in Matlock but Tecwyn and I gave up after three pubs. Colin remained faithful to the Thorntree; the Birchalls, John Thompson and David Edwards got stuck in the Sycamore. The rest stayed in the Hotel bar, vainly hoping for some action which never came.

We awoke to a cold misty Sunday, with the promise of sun breaking

through by mid morning. After breakfast Tecwyn, Mike Twigg, Chris and David Edwards took off in respective cars, leaving nine riders for cycling. John Thompson, Mike Hallgarth and Adam had decided to ride with us some of the way and then double back to Matlock for their car and return trip to Bristol.

The first few miles were quite cold but we soon warmed up on the steep climb through Wensley and Winster. At the top the sun had burnt away the mist to reveal excellent views of the Derbyshire Dales. Morale was somewhat daunted when we were easily overtaken by a little old man at Pikehall. However, this setback was soon forgotten when we reached the High Peak Trail and cycled on a good surface for about three miles until Parsley Hay. At this point we took the road to Earl Sterndale, stopping above the village for a photo pose and to admire splendid views of the craggy hills. On the other side of Earl Sterndale, the Creamers took their leave and headed back to Matlock.

The next few miles were pretty tough, taking the hilly minor road over Upper Edge, High Edge, Leap Edge and Axe Edge Moor to reach the A537 two miles east of the Cat & Fiddle. Lunch was approaching but the Cat was ignored in preference to the Drovers at "Bottom of the Oven", some 2 miles further on.

One more short steep climb from the pub up to Macclesfield Forest and then a fast descent down to Langley and Sutton Lane Ends. The hills were now behind us and speeds increased accordingly through the back lanes to Warren, Siddington and Peover. At Toft, Tony Pickles thought he was at Knutsford and "went early". Realising his mistake he was a spent force and the final sprint was narrowly won by Tony Bell.

So, there you have it. The general consensus was an excellent weekend of cycling in superb weather. This was my first Tints - I hope it won't be the last.

Alan Orme

The Sportsman's Arms, Tattenhall - 11 November 1995

Adam returned home from Bristol for the weekend and expressed an interest in going on the Clubrun. Saturday morning and heavy rain changed the plans from bicycle to car, which at least meant I could join in too.

The Committee was gathered in the snug which was full to overflowing. So, after placing the order for lunch, I settled down in the lounge, with a conveniently abandoned paper and a glass of mild. Landlord Colin looked up from the back pages of his paper, introduced me to Albert the dog (curled up by the fire), and instructed me in the science of racehorse breeding and reverse forecast bets. I also learned of Mick, the pub's other dog who had a reputation for ferocity, but happily for customers is now old and toothless.

Adam came through to join me, and the meal was pronounced ready for serving, but it had to go on hold as committee business was protracted. Dikki's dog came to take up Albert's vacated place by the fire, before sneaking into the pool room to filch a ball. I was impressed to learn that he had been up and over Maiden Castle before coming to the pub.

On seeing the lonesome bread rolls before us, Tecwyn offered to use

his contacts with the management for better provisions, when the meeting broke up, and the signal we were ready could be given to the kitchen. As Dikki had predicted the game stew (local pheasant) at £1.50 was excellent - I'm not sure how the committee meeting went, but I had an enjoyable clubrun. I had seen Keith Orum briefly, and later had a drink with John Futter, Tony, Mike, David Edwards, Geraint, Ben, Ernie, Colin and Bill.

Mary Birchall

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THE DENBIGHSHIRE (HUSSARS) YEOMANRY, CYCLIST BATTALION

Throughout World War 1, the Anfield Bicycle Club regularly sent "Parcels" to "Members on Active Service Abroad". November 1917 was typical with thirteen parcels dispatched. The Circular reported that they contained cigarettes, biscuits, kippered herrings in tins, and chocolate. In addition, 2 special parcels containing, in one case, tobacco and in the other chocolate went to members in Egypt. The Circular, in return, was enriched by accounts of active service - some from the front, others about from well behind the lines. The following extract from the pen of George Stephenson (father of Peter) describes what happened after he joined the Denbighshire (Hussars) Yeomanry, Cyclist Battalion, late in 1916:

"A fortnight ago they gave us our first bicycle ride. Having drawn them we packed our overcoats and other troubles in the shape of shirts etc., in the old kit bag on the back carrier. On the front we carried a cycling cape and mess tin, and in a haversack slung at the left side other odds and ends such as soap, shaving tackle, towel, etc., etc. The right side held a full water bottle; add to this a hundred rounds of ammunition, rifle and bayonet, and the answer is unprintable. Well, we started off. My sparring partner, who had never ridden before, made a brave attempt at mounting, and tried to wipe me off the face of the earth at the same time. He failed dismally at both projects. I had a wary eye on him and jumped ahead, but his was not quite an unavailing effort, as I saw him bring off a fine coup by knocking the next file almost over a garden wall while the following 12 or so men rode over his mangled remains. We had one or two artificers with us who carried a leather bag on their backs full of tools. One of them fell in a ditch on the return journey and was nearly drowned owing to the aforesaid tools holding his head under the water....."

(from the Circular April 1917)

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*** With seasonal greetings and
wishing all Members enjoyable
holidays ahead in 1996 ***