

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Vice Presidents: John Futter
David Birchall
Captain: Ben Griffiths

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

March 1997

No 880

CLUBRUNS (lunch 1230hrs)

March	22	* CLUB LUNCHEON *		
		Farndon Arms	Farndon	
	29	Sportsman's Arms	Tattenhall	Committee
April	5	Th'OUSE at Top	Kelsall	
	12	The Raven	Llanarmon-yn-Ial	
	19	Club "7": 11.30 Start	Huntington	
		White Horse	Churton	
	26	The Swan	Marbury	
May	3	The Ffrwd	Cefn-y-Bedd	
	10	Sportsman's Arms	Tattenhall	Committee
	17	Club "7": 11.30 Start	Huntington	
		White Horse	Churton	
	24	The Goshawk	Mouldsworth	
	* 26	ANFIELD 100 (HQ: Frees Lower Heath School) *		
	31	The Buck	Bangor-on-Dee	
June	7	Sportsman's Arms	Tattenhall	Committee
	14	Club "10": 11.30 Start	Farndon (Rowley Hill)	
		The Bull	Shocklach	
	21	The Yew Tree	Spurstow	
	28	The Britannia	Halkyn	
July	5	Shrewsbury Arms	Little Budworth	
	12	The Swan	Marbury	
	19	Club "7": 11.30 Start	Huntington	
		White Horse	Churton	

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00
Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER, CH3 5JQ
(☎: 01244 326399)

Editor:
David Birchall, 53 Beggarman's Lane, KNUTSFORD, Cheshire, WA16 9BA
(☎: 01565 651593)

* CLOSING DATE FOR NEXT ISSUE - 7 JUNE 1997 *

COMMITTEE NOTES

Change of Address: Stuart Twigg, 187 Longlands, Adeyfield, HEMEL
HEMPSTEAD, Herts, HP2 4EN.
☎: 01442 60334

TREASURER'S NOTES

Subscriptions:

As your new Hon Treasurer, may I ask any of you who have yet to pay your subs for the current year or past years to make every effort to post your cheque to me soon so that the Club's cash flow can be kept running.

100 Fund:

As we all know the continuation of the event depends now on the financial support of the Members. Thank you to those who have already contributed. To the others, please keep the donations flowing.

Club Wear:

As the December Circular went to press, the manufacturer informed us that he now has a sufficient quantity order, complete with design details to enable him to place our requirements in his manufacturing programme. Orders have now been despatched. Stock items are also available.

Third Party Insurance via the CTC

Having just renewed the club's affiliation to the CTC and cover for those of you having requested third party insurance not being full members of the CTC or BCF, I sat down to read the small print.

Whilst it may be assumed when you are on a clubrun or riding socially with a fellow member you are covered against each other, it is not clearly defined. With this in view I wrote to the CTC for clarification.

With regard to racing and record breaking the CTC have advised: "It should be noted that the scheme also covers time trials and record breaking (except that the Insurers are not liable for damage or injury to one competitor caused by another competitor)."

Turning to the RTTC, I recommend that those riding under their rules read closely p30 of the current RTTC Handbook with regard to third party cover. Regarding the BCF, having no handbook, I cannot comment.

I suggest that you check for the third party cover inclusion if any in your household insurance, as it seems that cycling insurance is a minefield.

Footnote: The following information was gleaned from a telephone conversation with Mr I J Brewer of the CTC's Legal Aid and Insurance Dept: A claim may be considered against a CTC insured fellow member who is deemed to have caused an accident whilst you are riding a clubrun or otherwise are riding together socially. The full circumstances have to be given in writing to the CTC's HQ as soon as reasonably possible after the occurrence for the claim to be viewed. Of course any other accidents you are involved in outside the above must be reported to CTC HQ if a claim is being made against you. NB - only full members of the CTC have access to the CTC's free legal aid scheme.

Mike Twigg

RACING NOTES

Club Events 1997

Another racing season is upon us. The club programme is as set out in December's Circular.

Awards will be given for the fastest rider in the 14 mile hilly; first and second fastest on average over three events in the 7 mile; and fastest rider on average over both ten mile events.

Riders wishing to ride standard distances, ie 25, 30 and 50 miles events, and for one reason or another find it difficult to gain acceptance in open events are reminded that as a club member they will be given preferential treatment in the West Cheshire Association events over members of non affiliated clubs. This should guarantee a ride.

Dates for West Cheshire association events are as follows:

13 April	25 mile;	27 April	30 mile
11 May	50 mile;	6 July	100 mile (Shropshire CCA)
16 July	10 mile;	31 August	12 hour
14 September	25 mile.		

As ever we are in need of marshalls for Club and the West Chesh' events. If you are willing and able please let me or the Club Captain know.

ROAD RACING: The Club has affiliated to the BCF and will be affiliating again to the Three Links, Oulton Park Circuit. I look forward to receiving some reports from this facet of Club activity.

May I wish all racing members the best of health for the coming season and may all your rides be PBs or put points on your licence.

* Too late for the last issue, we received John Thompson's best times for 1996, all trike and as a member of the Seven Valley Road Club: 25mls: 1.03.20; 50 miles: 2.09.52; 100 miles: 4.29.45 (2mins from age record)

John Futter

* * * * *

NOTES

* In the 1880s and 90s the Anfield's response to hostile roads was to wear black alpaca for inconspicuity - hence *the Black Anfielders*. In contrast, a century on, the rider who values his life, now aims for maximum visibility. So black alpaca the current Anfield strip definitely is not! Fluorescent yellow now highlights the Anfield's blue and black. We would like to think that Lawrence Fletcher, who appears to have been one of the Club's most far-sighted founding members, would have fully understood the sense of the Anfield's latest and strikingly noticeable design, and would have given his wholehearted support!

* Michael Kimpton has been in the Countess of Chester Hospital after being knocked off his motorbike whilst on his way to work in December. His hip was broken in the accident. We are pleased to report that Mike is making progress, albeit slowly, and will eventually regain full mobility. Encouraging too to see him on clubruns during his convalescence, courtesy of father-in-law Twigg senior.

* "Wayfarer" was the pen-name of the legendary Walter McGregor Robinson, who was a member of the Anfield from 1916 to his death in 1956. Wayfarer's evocative articles in Cycling, illustrated with Frank Patterson's line drawings, fired the enthusiasm of a huge number of riders in the 1920s and 30s. Through his writing and lantern lectures, and some broadcasting, Wayfarer evangelised all aspects of cycling. Imagine the personality of Phil Liggett, the campaigning zeal of CW's Keith Bingham and MBUK's philosophical *Mint Sauce* combined. And could he write! His descriptive writing about cycling-touring has not been equalled.

Exploring off the beaten track was something Wayfarer loved. He frequently drew on his experiences of club riding with W P Cook and the Anfield, often in North Wales and the Berwyns. Mark Haslam and Stan Wild have provided some personal reminiscences about Wayfarer - for another issue. Alan Harlow (CTC) has also provided photocopies of several of Wayfarer's lantern slides. Does any one else remember Wayfarer?

Anfielders know about the memorial, placed by the Rough Stuff Fellowship, which stands at the crest of Bwlch Pen Llandrillo, at the top of Nant Rhyd Wilym, the Berwyn crossing Wayfarer made famous. The "official" memorial, for which the CTC was responsible, is a seat in the Cyclists Garden at Meriden. The Anfield contributed to that memorial. After some 40 years, it is in need of restoration. A contribution from Club funds has been made to help with the restoration.

* * * * *

CLUBRUNS

The Buck, Bangor on Dee

9 November 1996

It is always nice when you have a tail wind, so I changed up from 69" to 78". Within minutes I was revving out on the descent to Aldford, while on the climb to Churton I was wishing I hadn't turned the wheel around! Anyway that's the joy (?) of fixed.

To add insult to injury, the left crank worked loose. So it was out with the trusty spanner - only to find that it fits the TA drive-side crank but is not deep enough for the Sakae left hand crank. So I had to ride and stop every two miles or so to the Buck.

Inside were Mike Twigg and James Kimpton together with Dikki Bird who had brought out Woody from the safe confines of the Sportsmans on his motor bike. We were soon joined by Tecwyn then in no particular order Captain Ben, President Pickles, John Futter, Geraint Catherall, Secretary Bill Graham, and superman Martin Cartwright on an ex Brian Whitmarsh frame. A late arrival on a chilly day was Dave Edwards nicely dressed in shorts. They are hard men in Churton. Talk centred on Farndon's new constable who is said to be even tougher and has already booked a local for riding without a rear lamp. Anfielders beware!

The ride home with the gang started with a lung bursting climb (good job I remembered to switch to the lower gear!) followed by a sprint through the lanes before I had to tighten that left crank again. This was the last I saw of the bunch until in Shocklach I caught up with Ben fixing a puncture. We then sighted the rest who had dropped off Tony at his mum's house in Tilston. Ben sprinted to join them so I was left alone again for the last 8 miles. A trip to J D Whiskers is on the cards for a 42t outer.

Stuart Twigg

I left home early with a flask of tea and sandwiches in my saddlebag. It was a cold and icy morning. I went out via Wrexham to Ellesmere. Stopped in a bus shelter for elevenses, then went through Overton and lanes to Shocklach.

Only two bikes outside on arrival - Brian Bird and Geraint Catherall. But the others soon arrived, including Brian's mother and father, wife Liz and daughter Charlotte; the Bettaneys - Dave, Delia, Laura, Rohan, Ellen, with friends Simon, Rachel, Morgan; the Whitmarshes - Brian, Pat, Peter, Sally; the Sharps - Geoff, Vivienne, Jon, Imogen Pudduck; Graham Thompson with wife to be Dawn; David and Mary Birchall. We were also very pleased to see John Williamson and Craig Clewley (and on bikes too though the latter was suffering a little). Bill Graham and Ben Griffiths completed the cycling contingent. We were pleased to welcome Flo Hill on a clubrun again. A total of 30 but only 12 club members and only 6 of those on bikes.

Ben Griffiths

The Buck, Bangor on Dee

-

25 January 1997

This month has proved to be the driest January on record, but there has been plenty of fog and today was no exception, with visibility down to about a hundred yards. Ben suggested we take in the hills on our way to the venue, in the hope that we may escape the fog. And this assumption proved to be correct.

We had only left Broughton a mile behind us, when we emerged into brilliant sunshine and bright blue skies, the green of the fields contrasting with the golds and browns of the trees and hedges. The route we had chosen took us along the Pfrith (known to most as the *thirtynine steps*), across to Minera, dropping down past the reclaimed land of the old mine workings and newly built heritage centre, all the time soaking up the glorious views which the Welsh hills had offered.

Shortly after passing through Rhostyllen we were once again into that all enveloping fog, with gloves back on and collars tightly zipped up against the chilly conditions. It was now time to make for the lunch destination as quickly as possible. Ben led the way whilst I hung on as best I could until the church tower of Bangor on Dee became visible through the gloom.

Inside the Buck teapots is the theme, hanging from the ceiling they must be counted by the hundred. Already present were Joan and Ernie Davies, Mike and Stuart Twigg, Duncan Rees, Dikki Bird, Tecwyn Williams, Bill Graham, Geraint Catherall, Tony Pickles, Martin Cartwright, David Birchall and Dave Edwards, with Ben Griffiths and myself completing the party.

Thankfully, by the time came for the return journey, the fog had cleared. A small group set off via Worthenbury, detoured through Malpas as busy as usual, this time with a wedding and the local Wynstay Hunt. The pace quickened noticeably as we approached the Tilston sign. After that, the tempo slackened - whether we had used up all our spare energy or there were no more signs to contest I'm not sure! Anyway the group regained its shape for the first time since leaving Bangor. When the Holt/Is-y-Coed cross-roads were reached, we were joined by the Editor and Dave Edwards who had returned along the Welsh side of the river. Our paths coincided just long enough for me to get a glimpse of the Editor's gleaming new machine, and, I must say he looked very comfortable on it. The two Davids turned for the Dee bridge whilst the Flintshire fliers (formerly known as the Clwyd chaingang) turned towards the hills and home.

John Futter

It was decision time. I made up my mind to ride out on my newly refurbished machine. Having geared it with a range from 103" down to 31" using three chainrings, I was ready for anything except Manley Bank. I rode most of it with the exception of some 200 yards having felt it was wise to get off before I boiled in my new thermal top. Having arrived at the Goshawk I realised that it was the first time I had ridden out for years. Stuart was sitting inside nursing a pint. HE had come out by car having been ill all week. Next to arrive was David Birchall followed by John Futter, Ben, Dikki, Tecwyn and finally Duncan.

We discussed the indefinite subject of third party cover for cyclists provided by the CTC BCF and RTTC (see my note in this issue). The safety of the A41 Whitchurch road was aired. It was felt by most that the traffic created a great hazard. For a trunk road little thought has been given to a constructive policy of improvement by the road authorities. I wonder why we pay for a road fund licence when it would appear that most of it is used for other purposes. Having refreshed ourselves in mind and body we departed. May I confess that I returned in Stuart's car after Duncan informed me that his two sons were at my home. So being a caring grand-dad I wanted to see them.

Mike Twigg

Beeston Castle Hotel, Beeston

22 February 1997

What better way to spend a bright and breezy February Saturday morning than bowling along Cheshire's lanes by bicycle. A phone call to Alan Orme secured a companion for the ride. Alan needed the exercise. Good living during working weeks in Aberdeen means his waist-line has expanded to ... well he'd rather I did not say. The effect has been to take some of the edge off his speed. Your Editor has no complaints about that!

The Flintshire fliers denied that the strong westerly breeze from the Welsh hills had anything to do with their early arrival at the Beeston Castle Hotel. Alan and I thought we knew better having plugged into head winds all the way from Knutsford. For us the happy prospect was for an easy ride back to East Cheshire, but not so for those returning to Wales.

The Beeston Castle Hotel was one of our more popular venues until last year when its quality dipped. It is pleasing to report that the food and beer are again up to standard. Present: President Pickles, Captain Griffiths, John Futter, Geraint Catherall, Martin Cartwright, Mike and Stuart Twigg, Michael Kimpton, Joan and Ernie Davies and Anne Orme. Dikki and Tecwyn arrived as the cyclists were leaving. With the East Cheshire two, that made a party of fifteen.

DDB

CAPTAIN'S WEEKEND

Cain Valley Hotel, Llanfyllin

1-2 March 1997

Stuart Twigg picked me and Graham Williams up in the car and, much against tradition, we drove to Llanfyllin arriving about 9.30am. Robin Burrows was already there - keen you see. We waited for the rest of the muddy brigade to arrive and then departed before they could persuade me to go with them.

We began quietly enough on the climb to Vyrnwy. Quietly because this road definitely goes up, and today it was also against a very strong head wind. So much so that a cafe stop at the Lake was as much a necessity as a pleasure. The tea and toasted tea-cake was just the ticket. Then we rolled down the quiet side of Vyrnwy sheltered from the wind. At the end

of the lake we turned to climb the Hirnant Pass from what I consider to be the wrong direction. We heaved ourselves up to the top against the wind which was now very unpleasant. After a brief stop to admire the view we discovered we had a tail wind on the 40mph descent to the valley floor, just our luck! As we began the descent I stopped to see why my back brake was catching. A slackening of the cable was required but no Allen key that small was to be had. We carried on to Bala then again down the quiet side of the lake to Llanuwchllyn. I'm sure it wasn't that lumpy last time! We arrived at the pub in the village expecting to see Ben, Geraint and Martin already there. We ordered lunch and pondered on Ben's fate. His team eventually arrived looking like we must have done half an hour earlier. The wind had been against them from the moment they had left home. Ben is convinced that there are only three real cyclists in the Anfield - those who rode all the way to and from Llanfyllin.

On the climb to the top of the Bwlch-y-Groes, Ben's team outclimbed us, or should I say rode on slowly. The climb appeared endless, and, yes, the wind was still against us. Near the top Stuart was blown off into a ditch. He remounted with only his pride hurt and waited for us to join him. We then descended Cwm Eunant with a tail wind which by now must have been gale force. At every crest it pushed us over the top. By now the rear brake on my bike was making some very strange noises - to such an extent that I tried only using the front brake which alone proved to be not enough for Cwm Eunant's gradients. Just before the lake the rear wheel punctured at about 35mph, which was interesting to say the least. Whilst removing the tyre the problem became apparent. The wheel rim had cracked most of the way round and at one point had come away. So Stuart said he would act as "Thunderbird 1" and go for help. This left me to walk the bike to the cafe at the end of the lake while Graham rode beside me. A quick tea at the cafe and Stuart appeared in his car and we returned to the hotel in style. Twenty one sat down to a dinner of homemade cream of onion soup followed by roast lamb and various puddings which included sticky treacle sponge. I thought having an organised evening meal helped set the weekend off.

Tony Pickles

The Ride of the Muddy Brigade:

As usual, the muddy brigade fully lived up to its name. Keith Orum, Simon Cogan, Rob Burrows, Mike Hallgarth, Adam and David Birchall were the participants in two very strenuous off-road rides. We explored the upper Tanat Valley on Saturday with lunch at the New Inn, Llangynog; and the Dyfnant Forest west of Vyrnwy on Sunday. After heavy rain, the going was very mucky. There were also lots of thorns, not weedy little ones either, but ones with very sharp, strong, long spines.

Above Pistyll Rhaeadr we were blown off so strong was the wind. The miners' track over the side of Craig Rhiwarth must be one of mountain biking's ultimate challenges of confidence - the path starts steep and gets steeper. There is a real risk that rider and machine will cartwheel down the slope. For extra excitement, mine adits to the left and right of the path, concealed from above, are cut into the hillside. Rob and Simon both successfully rode the whole way down. Others lost their nerve and walked.

The afternoon took us up through abandoned quarry workings on the south side of Llangynog then down through forestry into the Hirnant valley. Then we went up again into more forestry. Our reward for all the effort was some thoroughly exhilarating riding down unbounded soft green tracks until we met the tarmac lane for the last few miles to Llanfyllin. In six hours riding we hardly saw a car.

On Sunday morning Vyrnwy was in full spate. White water roared over the dam which looked spectacular in the bright sunshine. We rode into the

Dyfnant Forest. Really we were an expeditionary force, plotting the lie of the land for the future. The route evolved as we rode. The OS sheet shows, in Gothic script, a *hospitium* in the hills on the south side of the reservoir, with a track leading past it. Irresistible! The hospitium was a rest house built by the Knights Hospitallers on a track which led across the hills and through the village now under Vyrnwy (the church of which had magnificent wall paintings). The track itself is ancient, and almost forgotten. In several places it is wired up. Nor is it waymarked. The farmer, with whom we checked first, appeared to accept the right of way. So, through his extremely muddy yard we struggled. Then up and over the hill, where the wind was if anything even more powerful than yesterday. An exciting and very fast descent brought us back to Vyrnwy, and an early lunch at the very posh Vyrnwy Hotel. A short ride which at least left the party wanting more!

Of the others, on Saturday, Mike Twigg and Tecwyn went for 11 circuits of Vyrnwy but somehow found time for lunch at the Vyrnwy Hotel, then joined Colin Werner for the rugby on TV. What John Thompson's party from the Severn Valley made of the Anfield I do not know. John had led them, like proverbial lambs, up hill down valley, from the Severn Bridge - 120 miles of hell. The morning alone had taken in the Golden Valley, Presteigne and Knighton for lunch in Clun. Here Chris Edwards joined John's team, but ended up riding solo. At least, he said, he had time to enjoy the scenery. The route took them to Berriew then over to Castle Ceireinion and Dolanog. At the end of the ride John looked like he'd not been near his bike, so fresh he appeared. Must be the pills he pops. His friends meanwhile were raiding Llanfyllin's chippie. And they still had room for dinner. We hope they survived their homeward ride and now know John better.

DDB



* ANFIELD 100: May 26 *

I have delegated the task of organising the marshalls to Keith Orum (☎:0151 342 8958). If you are summoned, can I thank you in advance for giving up your time on a Bank Holiday. Better still volunteer by phoning Keith or me (or dropping a line)!

At the moment it's going to be the same course as last year as the A41 bridge still has traffic lights on it. We hope that Prees Lower School will again be available for use as our HQ, but as yet it has not been confirmed.

Tony Pickles, Event Secretary
☎: 01352 759463

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Vice Presidents: John Futter
David Birchall
Captain: Ben Griffiths

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

June 1997

No 381

CLUBRUNS (lunch 1230hrs)

July	5	Shrewsbury Arms	Little Budworth	
	12	The Swan	Marbury	
	19	<i>Club "7": 11.30 Start Huntington</i>		
		White Horse	Churton	
	26	Sportsman's Arms	Tattenhall	Committee
August	2	The Ffrwd	Cefn-y-Bedd	
	9	Forest View	Oakmere	
	16	<i>Club "7": 11.30 Start Huntington</i>		
		White Horse	Churton	
	23	Beeston Castle Hotel	Beeston	
	30	Cross Keys	Llanfynydd	
September	6	Sportsman's Arms	Tattenhall	Committee
	13	The Yew Tree	Spurstow	
	20	<i>Club "10": 11.30 Start Farndon (Rowley Hill)</i>		
		The Bull	Shocklach	
	27	The Raven	Llanarmon-yn-Ial	
	28	<i>* Anfield Open "25" - Broxton 0800hrs start *</i>		
October	4	<i>* Annual General Meeting *</i>		
		Sportsman's Arms	Tattenhall	
	11	Golden Grove	Rossett	
	18	The Goshawk	Mouldsworth	
	24-26	<i>* Autumn Tints *</i>		
		Glan Aber Hotel	Betwys-y-Coed	

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00
Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER, CH3 5JQ
(☎: 01244 326399)

Editor:
David Birchall, 53 Beggarman's Lane, KNUTSFORD, Cheshire, WA16 9BA
(☎: 01565 651593)

*** CLOSING DATE FOR NEXT ISSUE - 6 SEPTEMBER 1997 ***

COMMITTEE NOTES

New Members: James Kearney, 4 Stanley Road, BUCKLEY, Flints CH7 4PF.
 ☎ 01244 548206.
 Mark Livingstone, Ferndale, Wrexham Road, Brynteg, Nr
 WREXHAM. ☎ 01978 756472.

RACING NOTES

With the new season well under way, racing results are coming in with Martin Cartwright, Rob Burrows and Geraint Catherall recording personal bests. Martin missed the West Cheshire "30" due to receiving cracked ribs in a works football match, but is now well on the way back to fitness.

Club Events:

Club "14", 15 March 1997 - Broxton

Ben Griffiths	35.58	Martin Cartwright	36.09
Geraint Catherall	36.47	Rob Burrows	36.55
Rob Burrows	36.55	Graham Williams	40.44
Tony Pickles	41.34	Keith Gordon (PT)	33.58
Gordon Smith (PT)	35.10	Jenny Kershaw (PT)	36.10

(Due to road works west of the Cock O'Barton, the event was run on a course shortened by approximately 0.2 of a mile.)

Club "7" Competition (best of 3 rides over 4 events) - Huntington

	19 April	17 May	Average (after 2 events)
Ben Griffiths	17.56	17.21	17mins 38.5secs
Geraint Catherall	18.21	17.57	18mins 09.0secs
Rob Burrows	18.14	17.34	17mins 54.5secs
James Kearney	18.15	17.43	17mins 59.0secs
Martin Cartwright	-	17.06	
Tony Pickles	-	19.39	

Open Events:

Mid Shrops Whs "10"	29.03.97	Ben Griffiths	26.03
Mid Shrops Whs "25"	30.03.97	Ben Griffiths	1.08.01
		Martin Cartwright	1.09.25
		Rob Burrows	1.12.34
Merseyside Ladies "10"	6.04.97	Ben Griffiths	25.26
		Martin Cartwright	25.33
West Cheshire "25"	13.04.97	Ben Griffiths	1.02.31
		Martin Cartwright	1.04.24
		Geraint Catherall	1.05.15
		Rob Burrows	1.06.13
New Brighton "25"	20.04.97	Ben Griffiths	1.03.40
West Cheshire "30"	27.04.97	Ben Griffiths	1.15.05
		Rob Burrows	1.18.32
		Geraint Catherall	1.24.15
Merseyside Vets "10"	3.05.97	Ben Griffiths	24.47
Phoenix "25"	4.05.97	Ben Griffiths	1.03.13
		[Rob Burrows and Geraint also rode both doing 07s in this event]	
Rhos on Sea "25"	18.05.97	Ben Griffiths	1.03.03
		Rob Burrows	1.06.11
		Geraint Catherall	1.08.37

(In the West Cheshire "50", 11.05.97, James Kearney and Rob Burrows rode, doing 2.25 and 2.30 respectively (seconds unknown).)

OBITUARIES

John France

John joined the Anfield in 1958. Immediately he shared, with Les Bennett, the responsibility of shepherding scores of Cadets mostly from Pensby Secondary School into the ways of the Anfield Bicycle Club. Saturday teatime venues were the norm in those days. In retrospect, looking after the Cadets was an onerous task - piloting a gaggle of youngsters through Chester or Queensferry in the traffic of summer Saturdays even in the late 50s and early 60s must have been more than enough to tax nerves and patience to the limit. But I cannot remember John as other than calm, smiling, enthusiastic, and ready always to share his knowledge of cycling, bicycle technology, and enjoyment of places visited.

Apart from the regular Saturday clubruns, John helped with two Scottish tours and one to Somerset arranged for the Cadets. Adventurous tours they were too - one involving an arduous 12 hour crossing of Glen Affric.

By 1963, the first wave of Cadets had run its course. John's eldest son, Rodney, had been amongst the first intake, while Neil led the second which ran from 1970 to beyond 1975. John was behind this too, with his name supporting many a Cadet application. Over this period John had another important role: as doughty chauffeur to President Len Hill, by then ill with multiple sclerosis. John actively supported Anfield life throughout his membership, for many years auditing the Club's accounts.

John's interests extended beyond cycling. Not least, he knew how to build model steam engines - which pulled passenger carrying trains at Royden Park and many a special event in the Wirral and Chester areas.

A gentle man in all senses, John France was an asset to the Anfield, his contributions having helped secure the Club's future. John died in his 90th year. The Club was represented at the funeral by John Whelan, David Bettaney, Keith Orum and David Birchall. And Reg Wilson was also spotted amongst those attending. Our deepest sympathy is with Rodney, Neil and Nigel in the loss of their father and with Mrs France.

DDB

Ernest Davies

With Ernie's death, at the age of 76, in April, cycle sport on Merseyside and in West Cheshire has lost a familiar face and a well known personality.

Ernie started cycling in the early 1930s with his brother Fred in the Countrysiders CC. He joined the Birkenhead North End in 1936 and enjoyed many racing and touring weekends with the Club before enlisting in 1940. During the war he spent 4 years in India and Burma with the Royal Engineers but kept in touch with the cycling scene whilst home on leave.

In December 1947 Ernie joined the Anfield, proposed by Jack Salt seconded by Peter Rock. On 21 August 1949, with a distance of 235 miles 166 yards, he won what turned out to be the last Anfield "12", following a scrap with North Enders Herbie Moore and George Jones. The Anfield Circular, with a hint of understatement, described Ernie's mileage as a "very good total". In fact Ernie's ride had only been bettered once in all the Anfield "12s"! From the start of his association with the Anfield, Ernie played a full part in Club life: racing, touring and through clubruns.

Although less active during the 1960s and 1970s Ernie maintained contact with his cycling friends and became enthusiastically involved again when son David joined the North End in the 1970s. From then until his death in

April, although unable to ride the bike due to ill health, there were few weekends when Ernie was not out at a time trial or road race either timekeeping, marshalling or giving encouragement to riders from the roadside. And from 1981, when he rejoined, he missed few Anfield clubruns.

Ernie was a much valued member of the Anfield BC Committee. He last attended a Committee meeting and Clubrun at Tattenhall in February, a day on which the Anfield's banter was at its most irreverent: and Ernie was in the thick of it! We valued not only his good company but also his knowledge of the sport, positive contributions and common sense.

He will be greatly missed by his wife Joan, his family and all his cycling friends. Our thoughts are very much with them.

David Davies/DOB

* * * * *

DIARY DATES

* The AGM, badly attended last year, is on 4 October after the Clubrun to the Sportsman's Arms, Tattenhall. The Committee requests Members to demonstrate support for the Club and officers by attending.

* Stan Wild is making one of his welcome home visits to the UK in October. He has declared his intention to be present at the Clubrun on 18 October which will be to the Goshawk, Mouldsworth.

* The Autumn Tints weekend this year will be based at the Glan Aber Hotel, Betwys-y-Coed, 24-26 October. The cost per night is likely to be about £25 (B+B). Contact: Tecwyn # 01829 271091 (day).

NOTES

* Ben is convinced that if you spend enough time in the Eureka Cafe, you would meet every cyclist and ex-cyclist in the land: "Wednesday 19 March was no exception. This chap walked in, took one look at me and said "It is Ben isn't it?" I said "Yes, but I can't place you!" He soon introduced himself as Dave Jones - son of ex North Ender George Jones. He wanted news of his old pals. I was able to tell him most are still riding bicycles, and several living only a few miles from him. He would like to hear from any old mates. His address: 10 Reeds, CRICKLADE, Wilts, SN6 6JF."

* At the Committee Meeting in February we were pleased to see Graham Thompson, who announced his impending marriage, which took place over the Spring Bank Holiday weekend. As Members would expect, Graham received all necessary guidance from the Anfield's committee, and especially from President Pickles, on the steps to be taken to avoid DIY and maximise the time available for cycling. Our very best wishes and congratulations go to Graham and Dawn.

* Eric Reeves would like to trace the origins of an *Autumn Tints* medal dating from the 1920s and awarded to L Reeves. Can any of our older members throw light on the Autumn Tints and L Reeves?

* Glen Clova, hardly a caber toss from Aberdeen, was the setting for a Scottish Veteran-Cycle Club ride early in May. John Farrington (on a 1952 Clifton originally Ben's), David Birchall (1976 Walvale) and Alan Orme joined the party: so, for the record, three Anfielders were present. A week earlier, in dreadful weather, on his 1920s fixed wheel roadster, John completed the VCC coast to coast ride from Greta Green to Wallsend.

* Closer to home, Glyn Stockdale's Cheshire Wheelmen (which includes ladies) took part in the Knutsford May Day parade on a variety of machines from high wheelers to safeties. Glyn was amongst the high wheelers, while your editor rode an 1894 Raleigh safety and Mary a 1900 loop framed Rover. In period costume, of course; and a cup of tea and scone at Glyn's penny-farthing museum nicely rounded off the afternoon.

* Simon Cogan has bought a set of powerful front lights which means he can mountain bike at night. We understand there have been a number of after-dark sorties into the Pennines from his base at Milnrow. An evening ride is planned later in the summer starting at Llanarmon DC, over Bwlch Maen Gwynedd, for supper at the Blue Lion, Cynwyd. The aim is to complete the circuit after dark by returning over the Nant Rhyd Wilym hopefully in time for last orders at the West Arms. To join in, contact any of the Muddy Brigade or Simon (☎ 01706 345889).

* The winter mountain biking season included a spectacular ride in snow along the Tissington and High Peak trails early in the new year. With good food and beer and an open fire, the Old Gate at Brassington provided the ideal lunch stop, before the party had to face spindrift and deep snow in the afternoon. In February, Keith Orum joined forces with Simon for a weekend at Settle; and more recently there was excellent riding on the Long Mynd around Church Stretton, with lunch at the Horseshoe, near Rattlinghope where the menu featured delicious homemade lentil soup with lemon and cumin, and locally produced cheeses including goats and Shropshire blue.

* Duncan Rees is organising the *Cheshire Bike Ride '97*, a 50 mile charity event, supported by the Co-op, Co-operative Bank and the Chester Evening Leader. As in previous years the main beneficiary will be Oxfam. Members wishing to join in as a team to raise money for a local charity are invited to enter the event which takes place on Sunday 7 September. Duncan is also looking for experienced marshals. An increase is expected over the 400 riders who took part last year, so proper marshalling is essential. Points to be covered include Tattenhall (the Sportsman), Churton (White Lion) and Beeston (Shady Oak). All well known to Anfielders, says Duncan. To help, contact Duncan ☎ 01978 753708.

* * * * *

CLUBRUNS

Golden Grove, Rossett

8 March 1997

Having completed somewhere in the region of 135 miles over the Captain's weekend, I was grateful for a venue much closer to home for this particular Clubrun. Fortunately the great weatherman in the sky had decided we had suffered enough the previous week, and I set off from home in glorious sunshine and hardly a breath of wind (quite a contrast to 7 days earlier as those brave souls who struggled to Llanfyllin will remember).

I had decided that as the Club "14" was one week away a recce of the course would be more than prudent. So, starting from Tilston and relying on our esteemed President (a polite way of saying he's been around a while), we covered the majority of the course, with only a minor detour through Tattenhall, making a mental note of potential hazards (including Geraint's infamous telegraph pole - ouch!). A quick blast up the A534 saw us across to the Welsh side of the Dee and into Holt (with the obligatory mad dash for the Holt sign). Rossett was now only a few miles away.

As a relative newcomer to Clubruns, I had no knowledge of the intended destination. Consequently as we rolled into the out lying areas of Rossett (and very rapidly beginning to suffer the consequences of last week's

exertions) I subconsciously told myself a well earned rest was imminent. Unfortunately I had reckoned without a momentary (and very rare) lapse in President Pickles' navigation. Though a brief and only minimal digression it was enough to sap the final reserves of energy and the last mile might just as well have been 10. Needless to say, that upon our eventual arrival the first pint never even touched the sides on its way down. A few more jars of the amber nectar and a splendid meal (highly recommended) soon had spirits and energy levels lifted sufficiently to attempt the shorter more direct route home in what had turned out to be a bright and warm afternoon. Also present were Mike and Pat Twigg, Ben, Geraint, John Futter and Bill Graham, Dave Edwards and David Birchall. After lunch, for a short while we rode with the MTB mounted Daves until an unplanned excursion down a pothole bordering on crater proportions burst my rear tyre (the fourth puncture within a week on expensive tubs, mutter grumble mutter is somebody trying to tell me something!). A memorable week to say the very least, and oh boy did I enjoy a good soak in the bath when I eventually got home.

Martin Cartwright

Calveley Arms, Handley

15 March 1997

Having ridden out from Sychdyn, I arrived at Broxton picnic area to find Tony, Martin, Ben, Graham Williams, John Futter, Rob Burrows and Mike Twigg waiting. Later David Birchall arrived followed by three non club members wishing to race - Jenny Kershaw, Gordon Smith, and Keith Gordon (Colin Werner's brother in law - perhaps he could guide Colin in the right direction). To dodge temporary traffic lights at road works west of the Cock O'Barton we moved the start and finish. Having to climb the hill from Barton yards from the start came as a shock to the legs, but once that was over the race went ok. I was off no.5 and by Bruera I had a rider in sight, Graham Williams. I passed him by Aldford where Dikki Bird was marshalling, and climbed towards Churton, where Dave Edwards was in charge. I could now see Tony, and just after turning left for Farndon Community Centre I caught him. At the crossroads in Farndon, Tecwyn was marshalling and guided me left through to the finish. After the race we all went to the Calveley Arms to replenish our energy reserves, then Ben John and I rode back to North Wales. (Results are in Racing Notes).

Geraint Catherall

Birthday Luncheon: Farndon Arms, Farndon -

22 March 1997

The Club's Birthday Luncheon was distinguished by two things - a very good meal well served in comfortable surroundings at a reasonable price, thanks to Tecwyn's efforts with the management; and a dreadful turnout by members - fewer than on many an ordinary Clubrun.

Guest of honour was Christine Roberts (Crewe Clarion) who has been every bit as consistent in winning the lady's "100" laurels as Andy Wilkinson the men's. In a little speech, delivered with great aplomb, the President presented her with a framed painting of Shawbury based on a scene from the course, mischievously observing it was unlikely she would have had time to notice the view during her winning rides, so fast had she been going! There was also a picture awaiting Andy Wilkinson for his achievements in the "100". But Andy was unable to be with us due to team commitments in Europe, and so did not receive his picture until the end of the "100". More than a few of the members present thought that, by lack of support, the Club had let down Tecwyn and Christine as well as those who had made the effort to attend. Present: Tony Pickles, Ben Griffiths, Bill Graham, John Futter, David, Adam and Mary Birchall, Mike, Stuart and Pat Twigg, Dikki Bird and Liz, Tecwyn, Len Walls, Geraint and his dad, and Dave Edwards.

DDB

Other Clubruns: not reported.

THE 98TH ANFIELD 100
Spring Bank Holiday: 26 May 1997

President's Note:

My first attempt at organising the 100 seems to have gone ok. A couple of close shaves that worried me, but apparently, that's normal! This year Andy Wilkinson was to attempt the National 25, so wrote to apologise for not entering, adding he was not ending his association with our event.

So the Trophy was to have a new name on it this year. But whose would it be? Phil Pearce off no.10 was storming round the course giving the marshals a hard time by arriving ahead of schedule, and Glen Longland was fairly rattling round. But who was this no.45 who seemed to be ahead of Glen on the road? Dave Birch, surprising everyone, was the man on form, though even he was suffering badly over the last miles, struggling against the rising wind. At this stage Longland was gaining, but the hard work had been done, and Birch emerged the winner by nearly 3 minutes.

It was a different tale at the back of the field. Mark Gibson got to 50 in 2.28.22, but then died horribly in the second 50 - only doing 3.53.51; but at least he finished - in 6.22.13, which makes him a better man than me, for I have never competed in a 100 miles event.

So another 100 was over, with no major disasters to spoil a morning's racing which was pleasant for riders and marshals alike. Many thanks to Keith Orum who organised the marshals with skill and efficiency. This is an arduous task which plays havoc with the nervous system. Many thanks too to all the marshals who took their lonely positions at roundabouts and junctions. Without them we would not be able to run the event. Last but not least thanks are due to the drinks teams on the course (who performed miracles for the riders), to Mary and her mum at the finish, and to those who donated cakes for hungry riders and marshals alike.

Birch's Anfield Glory

Dave Birch, Stourbridge CC, was the man to take over as winner of the 100, following seven successive victories by Andy Wilkinson. The only man inside four hours Birch's time of 3.59.22 was too good for last man off, Glen Longland (4.02.33) and Paul Costain (4.02.37).

Birch said "I was on a good ride until 20 miles to go when I got the knock. After missing two of my feeds I stopped at the roadside to pick up the third." The 36 years old fireman had finished second to Wilko the Saturday previously in the same area and was delighted with the big Anfield trophy at the end. Andy Wilkinson looked on and was presented with a painting of one of the views on the course to mark his seven wins. Glenn Longland was happy to finish second, saying "I have not touched the bike for ten days, suffering from a spot of hay fever." He edged Paul Costain into third by just four seconds though Costain had the consolation of leading the winning team with support from Steve Brennan and brother Jason Costain. Fastest lady was Christine Roberts, Crewe Clarion Wheelers who even exceeded Andy Wilkinson's record by winning the women's prize for the EIGHTH time in succession! Christine was due to go for the RRA End to End record early in June. (She started on 7 June, reaching Edinburgh before retiring, in the process breaking the women's "24" record with 467 miles.)

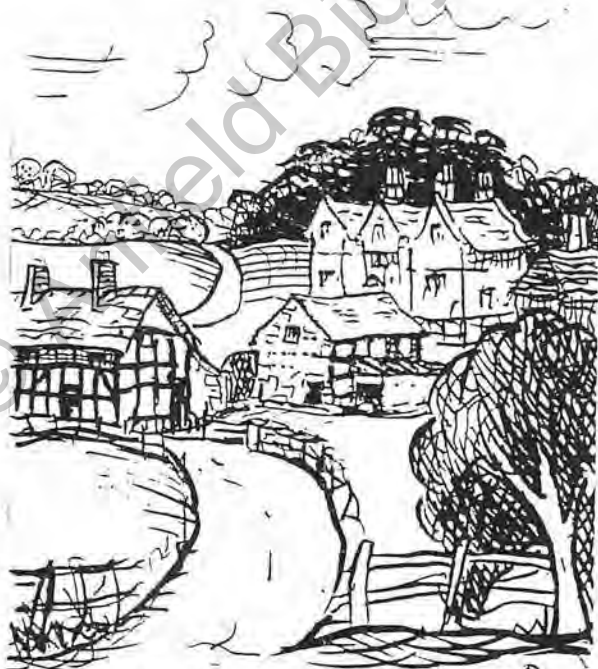
Spare a thought for Phil Pearce, Withington Wheelers, who started no.10 and was out on his own after 23 miles. He was the one who kept surprising the marshals and after a lonely 77 miles he finished his first 100 in 4.09.17 for fifth spot.

Ken Matthews

Results Summary:

1.	Dave Birch	Stourbridge CC	3.59.22
2.	G Longland	Radford Accountants	4.02.33
3.	P Costain	Port Sunlight Wheelers	4.02.37
4.	C Wallace	Hirwaun Wheelers	4.06.23
5.	P Pearce	Withington Wheelers	4.09.17
6.	S Butterworth	Dukinfield CC	4.11.29
7.	S Hankey	Warrington RC	4.11.37
8.	P Guy	Mid Shropshire Wheelers	4.13.00
9.	A Hilton	Stretford Wheelers	4.13.31
10.	D Brabbin	Wigan Wheelers	4.19.26

Handicap:	1.	Dave Hale	Team Velo Sport	3.42.35 (50)
	2.	G Ayers	Abercynon RC	3.43.29 (38)
	3.	S Wainwright	Mid Shrops Whlrs	3.43.41 (50)
Fastest Lady:		Christine Roberts	Crewe Clarion	4.25.29
Fast Vet:		Glenn Longland	Randford Accnts	4.02.33
Fastest Vet on Std:	1.	B Davies	Mersey RC +59.57	(Actual 4.26.27)
	2.	P Guy	Mid Shrops +59.51	(Actual 4.13.00)
Fastest First 100:		Phil Pearce	Withington Whlrs	4.09.17
Fastest Trike:		Jim Hopper	Derby Mercury RC	5.09.28
Fastest at 50 miles:		Dave Birch	Stourbridge CC	1.56.46
Fastest Team:		Port Sunlight Wheelers	P Costain	4.02.37
			S Brennan	4.25.07
			<u>J Costain</u>	4.41.48
				13.09.32



Preston Brockhurst

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Vice Presidents: John Futter
David Birchall
Captain: Ben Griffiths

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

September 1997

No 882

CLUB RUNS (lunch 1.30hrs)

October	4	* Annual General Meeting *	
		Sportsman's Arms	Tattenhall
	11	Golden Grove	Rossett
	18	The Goshawk	Mouldsworth
	24-26	* Autumn Tints *	
		Glan Aber Hotel	Betwys-y-Coed
November	1	The Raven	Llanarmon-yn-Ial
	8	The Buck	Bangor-on-Dee
	15	'Ouse at Top	Kelsall
	22	Sportsman's Arms	Tattenhall
	29	Farndon Arms	Farndon
			Committee
December	6	Britannia	Halkyn
	13	Golden Lion	Ashton
	20	Calveley Arms	Handley
	26	The Bull	Shocklach
	27	Golden Grove	Rossett
January	1	The Goshawk	Mouldsworth
	3	The Pfrwd	Cefn-y-Bedd
	10	Sportsman's Arms	Tattenhall
			Committee

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00
Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER, CH3 5JQ
(☎: 01244 326399)

Editor:
David Birchall, 53 Beggarman's Lane, KNUTSFORD, Cheshire, WA16 9BA
(☎: 01565 651593)

* CLOSING DATE FOR NEXT ISSUE - 22 NOVEMBER 1997 *

TREASURER'S NOTE

It is that time of the year your Treasurer's old heart gladdens. It's time for subs for 1998 to be paid. Most of you have used direct debit to pay your dues. Those of you who prefer to use cash or cheque will no doubt be pleased to post your remittance to me.

A note to a few of you who still are to remit for 1997 and may be past years. Now is the time to get out the pen and cheque book.

Make my Christmas and yours happy.

Mike Twigg

COMMITTEE NOTES

New Members: Reg Wilson, 422 Park Road North, Claughton, BIRKENHEAD, Wirral, L41 0DA
☛ 0151 652 2446.

Karl Nelson, "Dalton", 30 Mill Lane, Heswall, WIRRAL, Merseyside L60 2TQ
☛ 0151 342 2602.

Change of address: Graham Thompson
21 Summerwood
Irby, WIRRAL, Merseyside L61 4YL

The 100

In 1995 we intended to unveil a new 100 course, using the A41 (Prees - Newport) and the A49 (Prees - Battlefield): a compact course - easy to marshal and making use of high standard and relatively fast roads. However, weeks before the 1995 event we learned that a bridge on the A41 between Prees and Tern Hill had collapsed, and temporary traffic lights were in place. As a result for the last three years we have been forced to run the 100 on an alternative course. The trouble is that there are also traffic lights on the temporary course (controlling access at RAF Shawbury on the A54), and so this too is less than satisfactory.

With the A41 bridge now repaired (too late for this year's 100) we were looking forward to running the 1998 event on the approved course. But we hear that lights are again on the offending A41 bridge, and the engineers have yet to make up their minds about how long they will remain.

So we are looking at all the possibilities, in the area from Wrexham and Chester to Newport and Shrewsbury. Of the Shropshire options, the consensus is that a variant of the approved course (starting northward on the Prees bypass) will prove hard to beat as a good early season test for riders which is also easy to marshal. Also under consideration is a course (with a start and finish near Prees Heath) based on the A41 (Tern Hill - Christleton), Chester Southerly Bypass and the A483 (Chester - Wrexham).

What a challenge it now is to find a satisfactory combination of fast, safe roads, free from dangerous interchanges, roundabouts and traffic lights, which will provide a course easy to marshal with a suitable HQ.

The Ernest Davies Award: The Committee has considered how best to provide a lasting memorial to Ernie. For many years Ernie provided the 50 miles time check in the 100. So it has been decided to make an award annually to the fastest rider at 50 miles in the 100.

RACING NOTES

Club Events: Club "7", 19 July 1997 - Huntington
Martin Cartwright 17.10
Ben Griffiths 17.50
Geraint Catherall 18.32

Club "7", 16 August 1997 - Huntington
Graham Thompson 16.40
Martin Cartwright 16.45
Geraint Catherall 17.41
Ben Griffiths 18.01

Open Events: Merseyside Wheelers Jim Soens Memorial 25, 13 July 1997
Ben Griffiths 1.05.26
Rob Burrows 1.05.38
Geraint Catherall 1.08.43

In the Merseyside 12 hour event (31 August), Geraint Catherall rode 208 miles in poor weather with heavy rain for most of the time. An excellent performance on a day which caused BBAR and Army TTT rider Keith Murray to pack. Geraint was supported by his dad, Tony Pickles, Ben and Mike Twigg.

* * * * *

OBITUARIES

Eric Bolton

Eric joined the Anfield in May 1920 at the age of 19. At the time of his death in July, he was the Club's longest serving member, with just over 77 years membership to his credit.

It was Wilf Orrell who invited Eric to join the "Manchester section" of the Anfield. Between 1921 and 1923, Eric was the Manchester sub-captain. He rode in the Club's racing programme, participating in Club 50 mile events and the Club 12 Hours Handicaps. In 1923 he won the 12 hour handicap prize with a ride of 187½ miles. The competition was keen: 32 members entered with only 4 non-starters, and 19 finishing. The overall winner was Grimshaw, with 200 miles. Jim Cranshaw and Vin Schofield also rode, and with the late Frank Perkins and Bren Orrell they all recorded better actual distances than Eric, but in those days it was the Handicap prize which counted. The Circular commented that Eric "rode splendidly throughout, and with an improvement of over 11 miles on his last year's distance, was a most deserving winner of the handicap". In the Club 50 on September 15th riding a tandem (with P. Jones) they missed the silver standard by 13 seconds - gaining the bronze with a time of 2.30.13.

Then in April 1924 we learnt that Eric was "on the eve of departing into exile, deciding to try his luck in Canada". That, as far as I can tell, was the last the Anfield saw of him, though he maintained his membership and kept in touch with us for the next 73 years. It says much for the strength of the bonds made during those four years of active membership that he retained an affection for the Club which lasted a lifetime.

DDB

Alan Gorman

Alan joined the Anfield in 1949. He was a member of the Committee in the '50s attending the meetings in Liverpool, a regular attender at clubruns and a participant in club events with the Manchester section.

I first met Alan when in 1933 he was a member of the Ashton Roads and I of the Manchester Grosvenor Wheelers, and we were part of bunch of teenagers who used to meet and train on a deserted road in Fallowfield. Later Alan joined the Abbotsford Park CC, and I the Altrincham Ravens CC. Alan served in the RAF in the war years and we met up again after the war riding with the Anfield until I moved south.

Alan was a man of principle, of sound character, a good friend a first class time triallist - a true Anfielder who will be greatly missed by his wife Mary, and family and all who knew him.

Russ Barker

[The Anfield was represented at the funeral by Harold Catling and David Brown. Walter Thorpe and Alf Howarth were also seen amongst those of the Manchester and East Cheshire cycling community who were present.]

* * * * *

NOTES

* We are very pleased to welcome Reg Wilson and Karl Nelson into the ABC once more:

Reg first joined in August 1948 (my memory of him is as Club Captain when I was a cadet in 1960...) Amongst his racing exploits, which not many know about (and which we think should be noted), is his attempt on the Liverpool - London record, in 1949. There is no reference in the Circular to Reg's ride, nor that he missed bringing the record to the Anfield by the narrow margin of 4 minutes. His name must also be added to the very select group of Anfielders who have carried the Anfield badge "End-to-End" since the Club's heyday in 1880s and 90s. Reg stresses his was no record attempt - but six days is very respectable nonetheless, vouched for by no lesser personalities than the late Ed Green and Allan Littlemore. [While we're putting the record straight, likewise the name of J G Shaw should be added to ABC LE-JOGgers. He tackled the journey in 1949 by tandem, over 15 days.]

Karl is the other welcome new face. Although now permanently based in Hambourg he returns home to Heswall regularly where he keeps a bike (and a very nice one too) for riding here. We hope he might persuade Phil Mason and Dave Eaton back on their bikes for the occasional Clubrun.....

* News of Jim Cranshaw, who (for those of tender years) is one of our 1920s members, is always welcome. We are pleased to report that Jim remains active - sufficiently so that he walks the four miles to his daughter's. Jim was born on 14 November 1904 - our oldest member?

* Herbie Moore's name is currently on the sick list, and we are sorry because his company on clubruns is missed. We wish him well and hope he feels a bit more ship-shape and fitter soon. And Colin Werner remains off his bike until back problems are fully repaired.

* We were very sorry to hear of the accident which recently befell Ernie Davies' son Dave. Dave has written to Ben having decided to sell a good deal of equipment - all in first class condition. Contact Ben for details.

* On a rainy Sunday in June, Tony Pickles, Mark Livingstone, Geraint Catherall, Ben Griffiths and Martin Cartwright rode the CTC's Bob Clift Memorial Randonneur. The basic 100 mile route starting in Vicars Cross Chester goes through Delamere and Knutsford to Bollington. Big-hitters (like Ben) can then climb into the Peak Forest and Wildboarclough so adding another 30 miles to the day before dropping to the flatter countryside around Congleton and so back to Chester. Our spies tell us that Ben's

total for the day included the ride to and from Hawarden making his tally about 160. Mark was the star: never having tackled anything nearly so ambitious before he not only survived, but enjoyed the experience. A true Anfielder in the making!

* In early August, David and Adam Birchall joined forces with our Scottish member John Farrington and some 40 or so others to ride the VCC pre-1972 lightweights 50 mile event. The start was the Red Lion, Coostrey (once a famous and much loved Anfield venue - but now, alas, a bit of a plastic beamed and motorbikers rendezvous, best avoided). A route through Cheshire lanes led to Warmingham, where the WI ladies laid on lunch. The return went through Haslington, Barthomley and Alsager. Homage was paid to Reg Harris at Chelford church before returning to Coostrey.

* The Golden Valley is as lovely a place as can be found in the Welsh borders: quiet countryside, wooded hills, water-meadows, leafy lanes and footpaths, and unspoilt villages each with its pub and ancient church. I think the area is best explored by bicycle: by car it's all too easy to drive its length in half an hour, as friends did recently, and so failed to absorb the atmosphere of the place, which should be allowed to seep in, slowly. One of the gems they missed was the church at Abbey Dore - with its medieval wall paintings, floor tiles and elaborately carved rood screen. I mentioned this to Len Walls at the club luncheon - and quickly realised the limits of my own knowledge! Len knows the place so well, he has even lectured about it.

* * * * *

RECOLLECTIONS OF WAYFARER

Mark Haslam and Stan Wild are two Anfielders with personal recollections of "Wayfarer". In the years between the wars, Wayfarer was one of cycling's most lively characters. He wrote weekly in *Cycling* and lectured nationally about "the open road". He was also, through and through, an Anfielder. Mark and Stan have very kindly provided some memories:

Mark Haslam recalls: "On Wayfarer's advice in 1919 I exchanged my "sit up and beg" 25 inch Rudge Whitworth Roadster for a made to measure 22 inch Chaterlea lightweight. Wayfarer started me with a grand machine which gave me years of pleasure and which I used with Bastide wooden rimmed wheels and Constrictor tubulars. It was Percy Brazendale of Liverpool, a stalwart chairman of the CTC, who discovered what a wonderful lecturer the cycling world had in Wayfarer as the large "house full" events were to prove. Wayfarer gave three lectures in Bolton staying overnight with me, and joined in the CTC Bolton Section's Sunday clubruns. He was a very cheerful cycling companion."

Stan Wild recalls going to Wayfarer's lecture "The English Wonderland" in March 1925: "an enthusiastic audience and Wayfarer in the flesh! He wore a smart plus-four suit (and a bow tie!), and looked and sounded marvellous. His final slide brought down the house. He was depicted reclining in a deck chair with the caption "better than a B17". The Berwyns were mentioned constantly in *Cycling* and the CTC Gazette, and the crossing of the Nant Rhyd Wilym was the thing to do. On Easter Sunday 1927 I made the crossing with a companion from Manchester. Very rough. I was 18.

"I only met Wayfarer once to speak to and that was on a solo tour of the NW Highlands in 1931. On the shores of Loch Ainort on Skye, I met the great man (with Leonard Ellis of CTC and RRA fame). Then followed one of the most pleasant half hours in my young life. He had no "edge" and treated me as an equal. I have never forgotten that meeting."

CLUBRUNS

The Yew Tree, Spurstow -

21 June 1997

The rain came down in torrents this midsummer weekend. Only the Editor and Adam reached the Yew Tree. There was no food and no other Anfielders were present. Very disheartening.

The Swan, Marbury -

12 July 1997

As President Pickles was away on holiday, and Ben Griffiths and John Futter would not be going on the clubrun I was left to navigate my way to Marbury alone. I set out from Sychdyn and went via Broughton, Farndon, Duckington then after a short stretch along the A41 returned to the lanes through No Man's Heath and Norbury to Marbury.

On arrival at the Swan I could see no familiar bikes or even cars, but shortly afterwards David and Mary Birchall arrived having taken a diversion on their way home from holiday to attend the clubrun. After eating and waiting for other members to arrive - none of whom did - on such a nice day we departed. My return route took me through No Man's Heath, Malpas, Farndon and Broughton and so up to Sychdyn.

Geraint Catherall

The White Horse, Churton -

19 July 1997

Only three riders for the Club "7" on this sweltering summer's day with hardly a breath of wind. John Futter timed and Rob Burrows was pusher off. That we could muster only three riders needs no comment. That after the event Mike Twigg, Tecwyn and Dikkii chose the Grosvenor Arms Aldford not the Clubrun venue deserved comment, and comments there were, but not for these pages. Present at the White Horse were the three riders (Geraint, Martin and Ben), John Thompson who had ridden out from his mum's in Greasby via World's End, and the Editor.

The Ffrwd -

2 August 1997

Having arrived in Cefn-y-Bedd (the Back of the Grave) at noon and wondering where the Ffrwd was to be located I bumped into Bill Graham who I tagged on to, he knowing the local terrain so much better than me. On arriving, Mike Twigg, John Futter and Ben Griffiths were well installed and taking refreshments. The pub is a very nicely situated place. We had good food, beer and company for an hour or so. This company was soon enhanced by the arrival of Mark Livingstone, Geraint Catherall, Duncan Rees and Tony whereupon the conversation took on an unguided levity in several directions.

After some discussion outside in the sun concerning bicycles, and mine in particular, we bade farewell and I pedalled the great distance to Hawarden (all of 5 miles!) to join up with my car as the bike makes much greater progress inside the hatchback. It was a pleasant outing and gathering and for me a very irregular one.

John Williamson

Forest View, Oakmere -

9 August 1997

Today I packed a copy of *The Boneshaker* to read at the Forest View should no other Anfielders be present. It must have been a good talisman, because I arrived to find John Futter, Geraint Catherall and Mike Twigg for company. Talk was about a course for the 100, vintage bicycles and badges for Clifton and Purvis frames. And it was postulated that the Club should run a grand finale dinner to coincide with the millennium (but that was after the second pint).

Another hot summer's day for the fourth Club "7" of the season. This time we had four riders (Graham Thompson, Geraint Catherall, Martin Cartwright and Ben Griffiths) with John Putter timing. Prospective Reg Wilson, in at the deep end, saved our blushes by acting as pusher off, then handed us his application form! Tecwyn (with son) marshalled at Aldford, and Mike Twigg was at Saughton triangle. Bill Graham looked in at the start then departed. With the racing done, riders and helpers retired to the White Horse. Lunch was very enjoyable - the food good, the beer well kept and the conversation happily involving three generations and six decades, all in pleasant surroundings. What a shame more members cannot make time on Saturdays.

Beeston Castle Hotel, Beeston

-

23 August 1997

We deserve better luck with our mid-Cheshire venues at present. Today, members arriving at the Beeston Castle Hotel found that the pub, though open for beer, was undergoing kitchen refurbishment - so no food. Thus, members arriving in ones and twos, drifted off in ones and twos. For the writer it was a pint of shandy (and very welcome too, having battled into a strong and humid headwind from east Cheshire), and then on to the Sportsman's Arms in Tattenhall, in the hope that the others might have beaten a retreat there. But with no bikes there either, I pressed on

* * * * *

DEATH BY A THOUSAND HILLS

The idea seemed so simple. An opportunity not to be missed. How wrong could I be! For some time now I have been looking for the ultimate training route to improve fitness levels without the usual boredom of riding on the same roads week in week out. Fortunately as luck would have it, my parents have recently moved to Porthmadog to run a camping park. It was just the thing I'd been looking for. A look at the relevant OS maps showed plenty of routes that would offer quite a variety of challenging climbs and eye watering bottom twitching descents perfect! I was hooked and in no time at all a route was planned and a date set. After all who can refuse a sunny weekend by the sea?

I set off on Friday afternoon in glorious blazing sunshine and searing heat with more than a generous dollop of factor 18 suncream plastered over any exposed flesh. But within a mile my completely sweat soaked shirt made me seriously wonder whether this was going to be such a good idea after all.

The first leg took me through familiar territory to Denbigh with a slight tail wind encouraging me to sail along at a pace that was probably a little unwise so early in the journey. Taking care to pick my way through the heavy afternoon traffic I was glad to head up to the Denbigh moors and Pentrefoelas. My joy at having left the madding hordes behind was very short lived, however, as I trudged on in my lowest gear in the oppressive heat. Eight miles later and over 1300ft higher the welcome sight of the Sportsman's Arms came into view. It's probably just as well that the place was closed as I might not have got any further if I'd stopped.

The road back down to the A5 was every bit as rewarding as the map had suggested with the speedometer not dropping below 35mph for a good six or seven mile stretch of lively twists and turns (including one or two heart stopping heavy braking moment thrown in for good measure). By the time I reached Pentrefoelas I was getting a little low on water so a brief stop for a kindly shopkeeper to replenish my bottles and a stretch of my stiffening legs was most welcome.

Being on the A5 on a busy Friday evening is no fun so I hastily pressed on in order to find some where quieter to stop for a sandwich or three. Left off the A5 on to the B4407 took me through the delightful village of Ysbyty Ifan and then onwards and upwards into the foothills of the Snowdonia National Park. After several miles of exhausting climbing a small secluded waterfall by the road gave me the perfect opportunity for a well earned break. I must have spent a good half hour just sitting on the river bank with the cool refreshing water rushing over my feet. The solitude and serenity of the place was absolutely awe-inspiring. It is a place I intend visiting again in future.

After my rest the climbing continued again for a short distance until I once again came out onto open moorland. The pace quickened considerably now as the evening air began to cool and I realised that the last of the hard work was behind me. Soon I would be descending into Pfestiniog and I swear I could almost smell those sea breezes as I took in the spectacular views, made all the more exhilarating by the sharp contrast of such a clear cloudless sky (can you tell I was beginning to enjoy myself by this stage?)

Once again the descent was almost white knuckle stuff and I can only apologise to the poor young lady driving the Fiesta who seemed greatly concerned to see a cyclist filling her rear view mirror at 50mph. She must have made several attempt to shake me off, over a good 5 miles, but each time she had to brake for a bend I would be right up behind her again. I'm not quite sure what it was she was mouthing at me but I don't believe she was wishing me a good day!

At long last the sea came into view and with it all the hard work was almost completely forgotten as journey's end was in sight. After 67 miles in 3hrs and 43mins a fired tired (and dirty thanks to the dust and flies sticking to the sun cream) cyclist rolled into Black Rock Sands caravan park. You can be certain that I slept exceedingly well that night thinking of the journey I had undertaken and also of the return journey ahead which I will tell you about another time.

Martin Cartwright

A request.... has anyone a copy of the book "*The Cyclists' Touring Club*" by J T Lightwood (1928) which they would allow the Editor to purchase or otherwise consult please?

REMINDERS

- * The AGM, badly attended last year, is on 4 October after the Clubrun to the Sportsman's Arms, Tattenhall. The Committee requests Members to demonstrate support for the Club and officers by attending.
- * Stan Wild is making one of his welcome home visits to the UK in October. He has declared his intention to be present at the Clubrun on 18 October which will be to the Goshawk, Mouldsworth.
- * The Autumn Tints weekend this year will be based at the Glan Aber Hotel, Betwys-y-Coed, 24-26 October. The cost per night is likely to be about £25 (B+B). Contact: Tecwyn ☎ 01829 271091 (day).
- * The Christmas lunch run this year, like last, is to the Bull Shocklach, meeting after midday. We do hope you can join us. Friends and family are welcome too of course.

ANFIELD CIRCULAR

JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)

President: Tony Pickles
Vice Presidents: John Futter
David Birchall
Captain: Ben Griffiths

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

December 1997

No 883

CLUBRUNS (lunch 1230hrs)

January	1	The Goshawk	Mouldsworth	
	3	The Ffrwd	Cefn-y-Bedd	
	10	Sportsman's Arms	Tattenhall	Committee 1130hrs
	17	Tiger's Head	Norley	
	24	Fox & Hounds	Tilston	
31	Red Lion	King's Mills (Nr Wrexham)		
February	7	'Ouse at Top	Kelsall	
	14	Nag's Head	Lavister	
	21	Sportsman's Arms	Tattenhall	Committee 1130hrs
	28	Forest View	Oakmere	
March	7	* CAPTAIN'S WEEKEND *		
		Cain Valley Hotel	Llanfyllin	
	14	Club "14" (Start 11.30hr - Broxton)		
		Calvey Arms	Handley	
	21	The Swan	Marbury	
28	Miners' Arms	Minera		
April	4	Sportsman's Arms	Tattenhall	Committee 1130hrs
	11	The Goshawk	Mouldsworth	

CLUB SUBSCRIPTIONS

21 and over: £15.00 Junior (under 21): £7.50 Cadet: £3.00
Hon Treasurer: Mike Twigg, 14 Barkhill Road, CHESTER, CH3 5JQ
(☎: 01244 326399)

Editor:

David Birchall, 53 Beggarmans Lane, KNUTSFORD, Cheshire, WA16 9BA
(☎: 01565 651593)

* CLOSING DATE FOR NEXT ISSUE - 14 MARCH 1998 *

COMMITTEE NOTES

New Members:

John Lahiff
165 Rivington road
ST HELENS
Merseyide WA10 4HZ
☐ 01744 757287

Hugh Dauncey
16 Lavender Gardens
West Jesmond
NEWCASTLE-UPON-TYNE
NE2 3QE

100 UPDATE

The sub-Committee looking at possible 100 Courses has now completed its task. We have taken the advice of as many wheelmen as possible, and are especially grateful to Cliff Ash (Mid Shropshire Wheelers).

The approved course using the A41 and A49 (on the Prees - Forton and Prees - Battlefield roads), we have not had the chance to use! Unfortunately, weeks from the 1995 event, a lorry, damaged a bridge on the A41 between Prees and Tern Hill, necessitating temporary (but long-term) traffic lights, and ruling out use of the new course. Nor were the alternatives problem free: rough roads, right hand turns and more traffic lights. So, in 1996 and 1997 we were forced to run the event on roads we would not wish to choose. Although lights are again on the offending bridge, they will be gone before May.

In the meantime with the objective of finding the best early season course in the area south of a line from Ewloe and Chester down to Newport and Shrewsbury, a number of options and permutations have been considered - possibly in a more systematic way than any body has ever attempted hitherto. The conclusion is that, though there are potentially very fast courses in the Ruabon - Wrexham - Chester - Whitchurch area, none are entirely satisfactory or safe. Heavy and/or fast traffic or dangerous junctions rule out all the options around these areas on safety grounds - at least at the times our riders would be on the roads. In this, old hands will recall echoes of the problems around Shrewsbury in the 50s and early 60s when we tried to run the event on roads increasingly choked with bank holiday traffic.

So Shropshire it will be for 1998 and the 99th 100, using a variant of of the approved course all being well. It will start on the Prees Bypass and finish on the A442 near our current HQ (and may that remain available to us!).

* * * * *

ANNUAL GENERAL MEETING: Hon Secretary's Report
Recreational Club, Tattenhall *4 October 1997*

This has been an averagely busy year with few real problems apart from a very long delay in receiving confirmation for the use of the Recreation Club for the AGM! The Hon Sec not having access to printing equipment does create some difficulty at times and we are indebted to Tony Pickles this year for producing agendas etc when needed.

Eight Committee meetings showed an average attendance of 8.5 from a possible 19 Committee members. 3 attended only 2 meetings and 4 none.

New Members in 1996/97 were Martin Cartwright, Mark Livingstone and James Kearney, together with Karl Nelson and Reg Wilson both former Members. Sadly Eric Bolton, Ernie Davies and Alan Gorman have passed away. Eric was a keen racing man winning the important handicap prize in the Anfield 12hr in 1923 before emigrating to Canada in 1924. Staying true to the Anfield he amassed an amazing 77 years of membership!

Ernie and Alan were both racing men of note also, despite losing some of their best years in war service. Both gave outstanding service fully participating in Club life. Ernie was a steady influence at Committee where his calmness and great experience of cycling was invaluable.

With the exception of the Prize Presentation and Luncheon at Farndon, social functions and weekends away have been well attended. Perhaps the biggest and most longstanding threat to the future of the Club is the apathy towards Clubruns and Club racing events. I wonder if the Club committee should consult the Membership to determine what they want in these vitally important areas of Club life.

Those with an interest in the continuance of cycling clubs and the sport in general will be aware that the BCF is to appoint a National Manager (salary £20,000) whose brief it will be to identify and develop 90 clubs in England capable of recruiting and retaining young people in the sport of cycling. It seems to me that a new class of elite club (with substantial grant aid) will emerge from this and that most of the rest will disappear into obscurity. I am sure this is the most important and positive step to be implemented by the governing body in many years.

Hon Treasurer: A statement was submitted which showed a small loss of £16.95 for the year. There was a loss on the Anfield 100 of £94.20 and a profit of £95.00 on the Anfield 25. Cash at the bank amounts to £1606.69.

Election of officers 1998:

President	Tony Pickles
Vice-Presidents	John Futter, David Birchall
Secretary	Bill Graham
Treasurer	Mike Twigg
Editor	David Birchall
Racing Secretary	John Futter
Captain	Martin Cartwright
Vice Captain	Geraint Catherall
100 Secretary	Tony Pickles
25 Secretary	Ben Griffiths
WCTCA:	J Futter, B Griffiths; RTTC: W Graham, K Orum;
RRA:	S Twigg; NRR: D Birchall
Social Secretary	Tecwyn Williams; Committee (in addition to those above): Duncan Rees, Brian Bird, Graham Williams, Chris Edwards, Dave Edwards, Herbie Moore.

CAPTAIN'S WEEKEND: CHALLENGE

The Severn Valley Road Club challenge the Anfield's big hitting roadmen to lunch in the George & Dragon, Knighton, on the Saturday of the Captain's Weekend. SVRC will be leaving Aust Services (by the Severn Bridge) at 0700hrs, under the redoubtable leadership of John Thompson. For them it's 73 miles. From Mold: about 65 good training miles. Any takers? Then to the Cain Valley Hotel. There will be a mountain bike option too, perhaps in the hills above Knighton. Prices to be confirmed (about £30 inc fixed menu dinner as last year). Names + £10 deposit (cheques to Anfield BC) to Martin Cartwright asap.

RACING NOTES

Club Events 1998

The 1998 Programme, subject to RTTC approval, is as follows:

14 March	14mls	Broxton	11.30 am
18 April	7mls	Huntington	11.30 am
16 May	7mls	Huntington	11.30 am
13 June	10mls	Farndon	11.30 am
18 July	7mls	Huntington	11.30 am
15 August	7mls	Huntington	11.30 am
19 September	10mls	Farndon	11.30 am
3 October	Hillclimb	Llanarmon	12 noon

1997 Racing Round-up

Individual winners of club trophies are as follows:
The 14 Mile Hilly this year was on a course shortened by about 0.2 of a mile due to road works. Ben Griffiths held off a strong challenge from Martin Cartwright to win by 11 seconds in a time of 35 minutes 58 seconds. Martin reversed the placings in what we know as the 7 series (actual mileage is 6.8 miles reduced to give a safer finish).

	Martin Cartwright	Ben Griffiths
	17.06	17.56
	17.10	17.21
	16.45	17.50
Total	51.01	53.07
Average (time)	17.00	17.14

The 10 Mile trophy is decided over both of the club events, Martin again ran out the winner, this time resisting the challenge of Rob Burrows who is a successful mountain bike rider, now proving his worth on the time-trialling scene. Those who have ridden the Rowley Hill course will appreciate the times recorded by these two members at the start of their racing careers.

	Martin Cartwright	Rob Burrows
	24.48	25.40
	25.03	26.17
Total	49.51	51.57
Average (time)	24.55	25.58

Geraint Catherall - Club Champion 1997

Geraint who has been a constant competitor in club events since joining the club as a cadet, has turned to riding distance events. His efforts have been recognised, gaining the most improved rider's award in this year's West Cheshire 12 Hour event. Putting these training miles to good use he has won the Club Champion's Award over 25, 50 and 100 miles with times of 1.05.13, 2.25.10, and 5.18.45 respectively.
Congratulations to Geraint and all the prize winners

John Futter

Ben Griffiths has had a full season: by the start of September, at 25 miles he had done eight 1.03s, three 1.02s (fastest being 1.02.31 in WCTTA 13 April). At 10 miles his tally is five 25mins and four 24min rides, best being 24.08 on 16 July. Ben's best 50 was 2.12.04 in the East Liverpool Whrs event on 3 August.

Reflections

* We are pleased to welcome two new faces with this issue. John Lahiff is Audax UK Secretary, RRA Secretary and edits the 24hrs Fellowship Journal. Living in St Helens, Clubrunners (at least the mid Cheshire ones) should be no problem! Hugh Dauncey is an old face who we are delighted to have back. He made contact with Ben via a letter addressed to the Eureka Cafe! Ben rode three two-ups with Hugh in the 70s: the Birkenhead Vics, 2 October 1977 in 1.02.03, next came Chester RC, 19 March 1978 in 1.01.18, then the Vics again, 4 June 1978, when they got down to 1.00.13.

* An article in the Times "Housewife cycles into a speed trap at 43mph" brought to mind a similar incident which happened not so long ago to a Senior Anfielder not always noted for his turn of speed. Having descended the Rainbow (that long steep hill into Mold), he was stopped at the bottom by a police car which, unknown to him, had been tailing him. The officers advised that he had reached speeds approaching 50mph in a 40mph area. Our man's concern was momentary. He realised here was an opportunity for proof positive that he was no slowcoach. In excited anticipation he awaited the speeding ticket with which he could then impress the rest of us. He considered the subsequent fine would be a small price to pay. He regrets to this day that the officers administered no more than a strict warning! Nor did he admit that he knew exactly how fast he had been travelling having just fitted a computer to the bike.

* An unwelcome trend recently has been the decline in numbers attending Clubrunners from the Wirral. Stan Wild's thoughts about the effect of traffic on cycling in Manchester (see Clubrun write-up 18 October) made me wonder about the Heswall - Chester road. When I started cycling in 1960 I would guess that the traffic on the A540 seldom travelled faster than 50 or 60mph. Now it is unusual to find a driver who stays within the 70 mph limit on the dual carriageway. Speeds of 80 to 100mph are common. Cars sweeping past at such speeds only two or three feet from your shoulder is definitely not a pleasant experience. And the amount of traffic now compared with the 1960s is so much greater. Hostile roads might also explain, at least in part, the popularity of mountain biking.

* A member, who we shall not name, having been drinking heavily all day unwisely drove to the Captain's Weekend. At least for the Autumn Tints he rode (part way) to the Glan Aber. But on Saturday he was the only one who chose not to cycle. Instead more heavy drinking - from first opportunity with hardly time for breakfast. Depending on your point of view, he was still providing amusement or making a nuisance of himself until the early hours of Sunday morning. Not acceptable for fellow members on the receiving end, well able though they are to look after themselves. What to do? The Anfield is, and always has been, about cycling in all its facets, good fellowship along the road, and mutual support. We think the member concerned should dry out or get out if he disagrees.

* John Thompson's amazing ride to join the Tints party should not go unchronicled. Well before dawn, he set off from his home on the edge of the Cotswolds. Then followed the Severn Bridge, Monmouth, Builth Wells, Rhayader, Llanidloes, Staylittle, Machynlleth and Dolgellau. Here with more than 40 miles to go John realised he would be late. He wisely stopped for his evening meal in Ffestiniog before tackling the Crimea Pass and the Lledr Valley for a moonlit finish ... When he reached the Glan Aber he had completed something like 170 miles in the hardest terrain Wales can offer. He looked like a ghost. But next morning, enthusiasm undiminished he joined the fray with the roadmen. On Sunday he climbed over the Miltir Cerrig for an early lunch at the Cain Valley Hotel. It was there he decided he'd had enough and made his way to Shrewsbury to catch the train home. He says it took another week for his "raw meat" legs to recover!

* At the November Committee hearty congratulations were in order for Geraint Catherall who, after a long hard search for employment since completing his training as a dental technician, has accepted a post in Leicester. The good wishes are with mixed feelings because the job means he will probably have less time to be the Clubruns stalwart which he has been over the last couple of years.

* * * * *

An Evening Ride in the Berwyns - by Keith Orum

It was Simon Cogan who first mooted the idea to rekindle the pleasures of an evening ride. On this occasion off-road, based on his experience last winter in after-work evening rides with local off-road enthusiasts near his home in the Rochdale area where there is immediate access to good routes.

June 1997 was to be the time of the event, but unfortunately the date lacked support and was cancelled. Not to be deterred, September saw the opportunity when Keith Orum, David and Adam Birchall and Simon (who drove back direct from a holiday in Devon with Jacqui) met at the West Arms, Llanarmon DC on 13 September at 3.30pm for a 4.00pm start. Eventually the four left at around 4.45pm for the crossing of the Bwlch Maen Gwynedd to supper at the Blue Lion in Cynwyd.

The regional weather report was far from good and so we were expecting the worst. However we were pleasantly surprised with the dry sunny conditions, although a strong westerly prevailed. The tough climb out of Llanarmon led to the familiar off-road section to the summit gate by the Gwynedd Stone. There is magnificent scenery here, with clear views over the Welsh massif. An excellent descent to the short road section followed, before a well earned supper at Cynwyd. The food was satisfactory, however the quality of the beer was left to question but this did not dull the conversation.

We had grown accustomed to the warmth of the open fire, nevertheless schedules have to be maintained. We arrived in daylight to depart in the dark. For older members, science and technology has moved some way on from the Ever Ready Cycle Lamps, although I must admit I sported a set on this occasion. Antiques! They do appear to support a longer burn than modern Power beams. The Birchalls switched on their power units which resembled miniature arc lamps and Simon powered up his system. I was ashamed of my contribution to this intense candle power and quietly turned mine off.

It was a beautiful night sky. The stars danced in the shadow of the moon as it played hide and seek with the cloud cover. A tail wind assisted us on the route towards the Wayfarer Memorial. The rough stone track which winds its way to the summit of the Nant Rhyd Wilym seems less obstructive in the dark. Or is it we are less fearful of that which cannot be seen - because on the slippery stone descent David took a hard tumble, but soon remounted to continue the descent. It was at this time that a thought passed my mind. Silly thoughts I know, but really the Anfield annual subscription is good value for money. What better way to spend a Saturday evening, wet through, bruised, tired, in pleasant company whose academic prowess extends to astronomy and the wonders of the universe, a subject which gave priority to our frequent star gazing stops.

We regained the tarmac on the Llanarmon side, which marks the usual last stage of the descent to the village, when the red warning light on Adam's supercharged front arc light suggested the batteries were running on reserve power. But it did not matter now we were safely back. The decision was made not to have coffee at the West Arms. Instead we packed our gear into the respective cars, and by 10.50pm were heading for home - with the thought that an evening ride during April/May 1998 would be a good idea.

EXPLORING BRISTOL

Bristol is an unusual city in that the urban sprawl is arrested on one side by the Avon Gorge. Living near the Gorge allows easy access to the rolling country south of the city. Over the last couple of years I have used this opportunity to escape student life for a couple of hours each week.

Rides begin through Clifton which retains the character of an affluent market town despite its proximity to the city. Having gently climbed up through Clifton you emerge at Brunel's famous bridge. On the outward journey the view is eastward, over the once bustling docklands and the huge lockgates that guard the entrance to the harbour. Beyond the bridge my usual route is through Ashton Court - a traffic free refuge even though pedestrians can prove equally hazardous on a Sunday morning. The track though this deer park sweeps down towards the village of Long Ashton which offers a choice of routes. My favourite is one that winds across country to the foot of Dundry Hill. Having navigated the dangerous main road south west out of Bristol you are then faced with the long but gradual grind up to Dundry itself. The graveyard of the church affords remarkable views over the city northwards. There is also a pleasant pub in which to recover over a pint with a companion. From Dundry tracks drop down away from Bristol to the small village of Winsford. Here one can climb to the common over-looking Bristol airport or even carry on over undulating country towards the south of the Mendips, where friends are frequently stationed on caving trips. The village of Chew Magna is a very pretty and unspoilt little village with a marvellous church overlooking the small reservoir.

Rides are usually completed in a loop back through Ashton Court sometimes taking in a quick bash through Leigh Woods. Many rare plants and trees are to be found here, although to find and appreciate them requires much more attention than can be afforded in the company of several other mountain biking friends. Leigh Woods is best approached from the north, usually on a different ride that first goes out past the Downs on the Bristol side of the Gorge before heading through Blaise Castle to the north of the city. Once on the ridge that begins in this area one can continue above Avonmouth with a vista down the estuary. This ride is best reserved for Sundays and with friends as you pass through some less than salubrious council estates before crossing the Avon on the giant M5 bridge to the village of Pill. Having negotiated these hazards you are free to enjoy the cycle route down the side of the Avon (once the start of it has been located - a task that took three rides and directions from many locals before it was discovered). Bowling along this you view the bridge from below before climbing up though the woods to emerge at the top of Nightingale Valley where one has gained so much height you can actually look down over the bridge.

These rides afford much enjoyable cycling in pleasant surroundings despite the proximity of the city. Come the summer, rides extend more towards the Cotswolds and have included evening runs within reach of Chepstow for Rigby Band. I often potter to Mike Hallgarth and Philippa's, to help with their cycle races. One winter ride in this direction even went as far as the little village of Tetbury in the Cotswolds where Mike and John (Thompson) have found a wonderful tearoom. The only disappointment is the ride to Bath. This pioneer and supposed flagship of a cycle path may go through some lovely scenery and indeed, watching the sun rise over the Cotswolds to the east and illuminate the morning mist on the Somerset levels to the west was a magnificent experience on a recent ride, but it initially passes through some of the rougher areas of Bristol and it would certainly be foolish to attempt it alone or on a weekday evening.

Such have been two happy years of cycling around Bristol and much enjoyment has been gained by exploring these routes with many friends.

Adam Birchall

Open 25, Broxton, 28 September 1997

The Anfield 25 was won by 17 year old Siôn Jones who rides for the Harlow CC, although he lives in Denbigh for any members out of touch with the racing scene. I'll tell you that Siôn is a real star on the track and is selected to ride for Wales in the 1998 Commonwealth Games. For his 53.33 he rode a 90 inch fixed. Second was another local rider: Jim Howard of the Merseyside Wheelers in 53.50. We had a tie for third place between Tony McFayden, Harlech Wheelers and Neil Peart, Walsall Roads CC, both recording 53.55.

The Vets prize for fastest on standard was won by 78 year old Ken Biddulph, Stone Wheelers with a time of 1.04.01 (!) and a plus of 23.34. Second was 63 year old Roger Little, Altrincham Ravens. His 56.28 gave him a plus of 21.52. Third Vet in 57.53 for a plus of 21.37 was 65 year old Bill Davidson, Birkenhead NE.

Fastest Lady was Lynne Taylor of the Walsall Rods CC with 1.03.27. The Walsall also won the Team Prize with Neil Peart 53.55, Steve Burns 57.45, John Blower 59.05: total 2.50.45.

The Anfield's thanks go to timekeepers Bob McNamee and Eric Fogg, pusher-off John Williams; and to Graham Ashbrook, Bing Collard and friend who manned the Christleton Island marshalling spot. Finally, but not least, my thanks go to all the Anfield members who turned out to help, and who contributed to the event's success.

Ben Griffiths

* * * * *

CLUBRUNS

The Goshawk, Mouldsworth

-

18 October 1997

Stan Wild, "home" from Australia, was the star today. I thought he looked younger and more spritely than on his last visit two years ago, and said so. His response was that he didn't have any cash to spare and no I couldn't have a loan. He was on good form too! And sporting the badge of the exclusive 300,000 Mile Club. He could wear the badge twice over: his total mileage to date is more than 617,000 miles. And in the warmth of Australia's sunshine, he adds 10 - 15 miles daily.

Stan commented that the traffic in the UK - its volume and speed - came as a surprise - much worse, he thought, than in 1995. He wondered how cyclists in Manchester could reach Cheshire's country lanes in safety. They can't, sadly; and the reality is that even the lanes can often be risky these days.

Stan was accompanied by his wife Jo, and by Harold and Mary Catling. Others in the Anfield party were President Pickles, Martin Cartwright, Mark Livingstone, Rob Burrows, Bill Graham, Keith Silvester, Phil Looby, John Futter, Dave Edwards, Mike Twigg, Ben Griffiths, Peter Colligan, David Birchall, Keith and Pippa Orum, Geoff and Vivienne Sharp. We were pleased to see John Williamson who had brought with him a number of photographs going back over 70 years from his father Percy's collection. Over lunch it was an absorbing half hour putting names to faces. And it was very nice to see Hagar Poole again. finally we welcomed Stan's pals from the Cheshire Road Club. "Where are the Anfield's Rolls Royces?" asked one from the CRC, surprised at the number of Anfield bicycles parked outside the Goshawk. Hmm, old misconceptions die hard. With lunch over, we all trooped out to the bowling green, there adding another photograph to the record. And so homeward in warm autumn sunshine. Very enjoyable.

AUTUMN TINTS WEEKEND

Glan Aber Hotel, Betwys-y-Coed

24-26 October 1997

A perfect sunny morning greeted Friday's Muddy Brigade - Simon Cogan, David Birchall, Adam and Lee, the latter sporting a new full suspension machine. We left the Glan Aber and were soon climbing into the forests above Swallow Falls. On the way up the first climb Adam glanced around to find an extra rider with us - and so it was we met Paul, a local lad, who joined us for most of the day.

On plummeting out of the woods at Ugly House we crossed over the bridge onto the old A5. Soon we reached the bridleway off, which required a walk on a steep and rocky route. Lee casually wondered how many of us would be man enough to ride this if we were coming down the other way, not realising he would find out two days later! The top rewarded us with a tremendous view of Moel Siabod and Snowdon, requiring yet another photo stop.

Lunch was had in Dolwyddelan, giving us an opportunity to take advantage of Paul's local knowledge to flesh out some of Mr Birchall's plans for the weekend. Suitably refreshed we enjoyed a bridlepath alongside the River Lledr as far as Pont y Pant, where we joined the old Roman road Sarn Helen. This took us back into the forests above Betwys-y-Coed and eventually to Llyn Elsi. An exhilarating descent brought us back into town after a very pleasant 21 miles in the Autumn sunshine - a good warm up for the following day's main event.

A hard frost overnight and warm sunshine greeted Saturday morning. The Muddy Brigade was augmented by Mike Hallgarth, Keith Orum, Rob Burrows, George Elkington and Rod Anderson, with Simon Cogan and the Editorial team making eight in all. And what an array of high tech machines in the line up: front suspension, full suspension, and 24 gears (spanning 20 to 100 inches) are the norm off-road these days.

Lunch in Trefriw was the plan. By the direct road the village is less than 5 miles from Betwys-y-Coed. But our indirect journey of 15 miles took 3 hours. We left Betwys-y-Coed, as yesterday, on the narrow lane on the north side of the Afon Llugwy and climbed above Swallow Falls. There cannot be many days in the year when Snowdonia looks as good as it did this sunny morning, with just a hint of autumn touching the hills and forests.

Beyond Capel Curig the hard work began. We lifted the bikes off the A5 over a gate and said goodbye to traffic for the rest of the day. The route followed a bridleway to a col 650ft above the upper valley of the Afon Llugwy. The track was boggy in places, boulder-strewn elsewhere, with a rock step to negotiate half way: so high-tech machines notwithstanding, there was a lot of carrying (which led to wet feet), and just a little riding (which led to a couple of tumbles). But it was all worthwhile. The silence was perfect, the air like wine, and the views towards Nant Ffrancon superb, the morning sunshine throwing into fine relief Snowdonia's most distinctive mountains: Tryfan, the Glyders, Y Garn and the Carneddau. And the higher we climbed the better the views and more complete the silence.

From Bwlch Colwyd, there followed a steep drop to a narrow ledge-track above the mirror smooth waters of Colwyd Reservoir. Finishing with a flourish, we rounded off the morning's efforts by dropping 1400ft in a mile to Trefriw, for lunch, somewhat late, at the Fairy Falls Hotel. Here we had arranged to meet Tecwyn, who had spent the morning pottering, solo, to Conwy and back: a gentle and, I think, pleasant 30 miles. When we arrived, Tecwyn, about to start his second pint, was showing signs of concern about finishing lunch alone.

After the tough morning, the character of the afternoon stage was much softer. To begin with, we had to retrace part of the hill descended before lunch. Then followed a thoroughly enjoyable couple of hours exploration. And what a contrast to the wild scenery and hard riding of the morning. In the pure light of late afternoon, the silky waters of Llyn Crafnant perfectly reflected the surrounding mountains. Then in the hour before sunset we climbed up, and swooped down deserted gravel tracks amongst the pine forests and small lakes in the hills between Crafnant and Betws-y-Coed. So quiet were the forest tracks that congested Betws-y-Coed came as a surprise on our return there.

On Sunday, the mountain bikers were back in action south of Betws-y-Coed, from the hotel climbing into the forest on a hugely steep lane, making full use of tiniest gears. Even so hearts were fit to burst after fifteen minutes of extreme effort. Coincidentally we were following the footsteps of Anfield picnic parties who a century ago walked this way to Llyn Elsi - what would they have made of us and our machines.

The climbing done, heart rates fell to something like normal. We were high above the Lledr Valley on undulating forest tracks, along which we positively bowled. Out of the forest we dropped down Sarn Helen to Pont y Pant, then followed the track by the railway to Dolwyddelan. From here the Moel Siabod track returned us to the Glan Aber for lunch.

So ended three very enjoyable days' mountain biking: hard riding certainly, but all done in convivial company, delightful weather and superb scenery, and mostly on traffic-free tracks. One of the Muddy Brigade commented better cycling would be hard to find. On that we all agreed completely.

Simon Cogan/DDB

The Autumn Tints - a Roadman's View

Having had a fabulously sunny day on the Friday ride out to Betws-y-Coed it would surely be too much to expect equally good weather for the Saturday bash. Our prayers were answered favourably however and fortunately those nice men at the met office had got it right for a change. Saturday dawned clear and bright revealing our old winter friend Jack Frost had been hard at work during the hours of darkness. A hearty breakfast was enjoyed by all, even if some had mysteriously chosen to rise considerably earlier than those heavier sleepers amongst us (nothing to do with the beer of course)!

Obviously few were eager to leave the warmth of the hotel but gradually our group assembled and prepared for the day ahead. Our number eventually swelled to eight with each new arrival displaying greater protection against the cold until finally, John Thompson arrived boasting a full set of newly purchased silk underwear (Ann Summers eat your heart out).

We set out on the A5 with Capel Curig set firmly in our sights and the normally painful climb out of Betws-y-Coed actually turned to our advantage, getting the blood pumping nice and early so helping to fight off the early morning chill.

Due to the unexpectedly good weather traffic was beginning to build up rapidly on the roads towards Snowdon so it was with some relief that the descent to Beddgelert allowed us the opportunity to pick up some speed and tailgate one or two of the more cautious drivers around some of the bends (rather discourteous I know but fun just the same). As we approached Tremadog it became clear that we had a few alternatives ahead so a brief cafe stop allowed us to study the map, whilst a hot cup of tea restored a bit of feeling to exposed extremities.

The bright sunshine was finally beginning to have some warming effect and clearly went to the heads of the route planners as they decided a bit of climbing was in order (?!!!!). We retraced a few miles to Prenteg before turning off towards Garreg and then onwards (and more importantly upwards) towards Rhyd and the hills beyond. It was clear from the map that this climb would be challenging. But I for one was surprised at how high we climbed in such a short distance. Our group rapidly spread out as the more able climbers pulled clear at the front, affording them extra time to stop and take in some of the splendid scenery from the top whilst those intent on taking things more leisurely caught up.

This sequence of separating and re-bunching was repeated for much of the remainder of the day. We went through Blaenau Ffestiniog skirted the centre of Ffestiniog and on to the open moorland beyond, in the general direction of Bala. Thankfully a welcome call from the back declared: "There's a cafe somewhere up this road you know". That was all we needed and the race was on for the leading riders to ensure the kettle was well and truly boiled in time for the tail-enders.

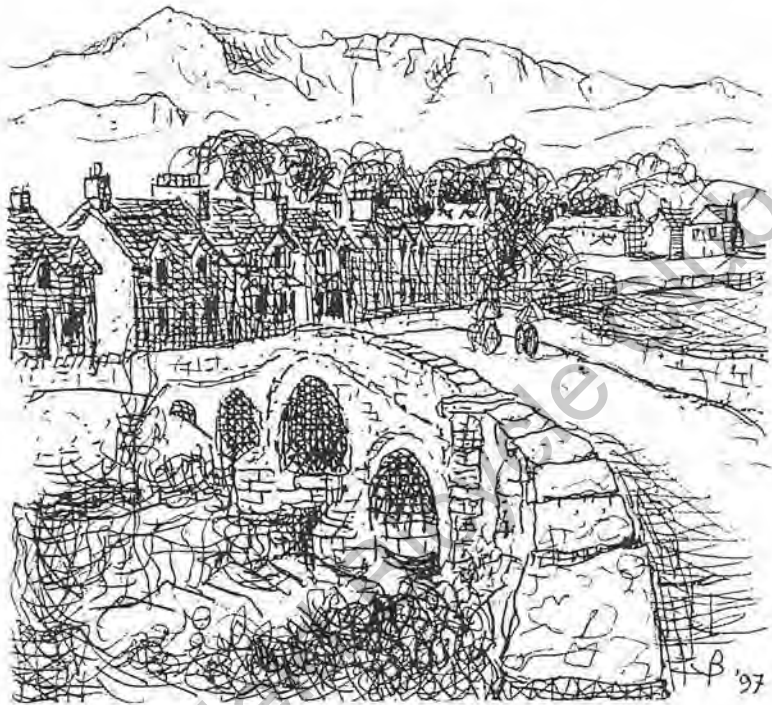
We eventually found the cafe right on the junction of the road to Ysbyty-Ifan. At first glance it appeared to be in a state of some disrepair. The petrol pumps and forecourt were obviously no longer in use (I've since discovered that it was once the highest petrol station in Wales!). But the door was open and despite being taken somewhat by surprise the owner managed to serve us all a snack sufficient to revive us for the next stage.

We spent a bit longer than was prudent enjoying the sun outside the cafe and it took most of the stint back down to the A5 through Ysbyty-Ifan to get the legs going again. President Pickles and Phil Looby decided that they would prefer to ease things up a bit at this point and headed for flatter areas whilst the rest of us, foolish enough to think there was plenty of juice left in the tank, chose to ride to Pentrefoelas and then to Nebo. This proved a much tougher "little detour" than I had expected but the views of the whole of the Snowdonian range in the afternoon sun were quite breathtaking and well worth the effort. Another reward for all the effort was the fastest downhill of the day after we turned towards Llanrwst. The sheer speed and long sweeping bends required full concentration, but by the time we reached the outskirts of the town words were not needed as the big stupid grins told the full story! This final sprint broke up the group once more. We waited for some time for Ben and John Thompson, decided they had taken a different route, and so headed slowly back to Betws. We were surprised to see we were the first home, at 4pm, but took full advantage of this for welcome early baths.

All in all a very enjoyable day was had by all concerned. A mere 65 miles on the clock, but as ever that only tells half the story whenever the lumpy stuff is concerned. Our group of eight high (and low) rollers were Ben Griffiths, Phil Looby, Graham Thompson, John Thompson, Geraint Catherall, Mark Livingstone, President Pickles and my good self, Martin Cartwright.

Unfortunately I feel it necessary to close the account on a somewhat sour note. In my capacity as your new Captain, I feel it is important to try and maintain the respect that the ABC has built up over the years both within and outside the world of cycling. Sadly the behaviour of some over the weekend was found to be seriously offensive. I have been approached by a number of people both on the Sunday morning and subsequently to make their feelings known. I must stress once again that such behaviour is not acceptable for the good of the club in general. Sadly, disciplinary action may have to be taken in the future.

Martin Cartwright



Scene from the Autumn tints weekend - Siabod from Dolwyddelan

* * * * *

*** Boxing Day Club Run ***

The Christmas Clubrun on Boxing Day (26 December) is to the Bull Shocklach. Friends and family too. From noon. Be there!!

* With seasonal greetings and wishing all readers enjoyable days awheel in 1998 *