

ANFIELD CIRCULAR

*JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)*

March 2004

No.908



Members of the Anfield Bicycle Club at Swallow Falls, Betws-y-coed, circa 1885. The photo lists the riders as (l-r top) Hugh Fraser (white cap) and Harry Pedder. Sitting (l-r) are R Thompson, Artie Bennett, Harry Russell, RH (Doc) Carlisle, and Harry Cook (WP Cook's father).

~ CLUBRUNS ~

hic et ubique

**Phone Captain Pickles ☎01352 759463 for details of meeting place
or be at venue (lunch 1230hrs)**

April	3	The Raven	Llanarmon-yn-Ial
	10	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	17	The Poacher	Bickerton
	24	Nag's Head	Lavister
May	1	Carden Arms	Tilston
	8	Beeston Hotel	Tiverton
	15	The Liver	Rhydtalog
	22	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	29	Farndon Arms	Farndon
	31	ANFIELD 100	HQ Lower Heath School, Prees
June	5	The Raven	Llanarmon-yn-Ial
	12	The Bull	Shocklach
	19	The Bull	Clotton
	26	The Buck	Bangor-on-Dee
July	3	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	27	The Yew Tree	Spurstow

Did your MEMBERSHIP LAPSE on 1st March?

Have you paid your SUBSCRIPTION (due 1st September 2003)?

21 and over: £15.00; Junior (under 21): £7.50; Cadet: £3.50

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CLOSING DATE FOR NEXT CIRCULAR: 5th June 2004

Committee Notes

Membership matters: Treasurer's report

Resignations are accepted with regret from James Kimpton and Chris Jones. The following, owing two or more years subscription, are struck off the membership list: Paul Ashley, Lee Nicholls and Colin Werner. They can be re-instated when back subs are paid. Paid-up membership has fallen to 55.

Our affiliation membership with the CTC is now due. Individuals who want full CTC membership or family membership should renew individually as normal. I will put in for third party insurance for non-CTC members who want the additional cover. This costs £10.00 per member. Please send me a cheque (made out to the Anfield Bicycle Club for this amount).

Chris Edwards

125th Anniversary: To celebrate our 125th anniversary, a dinner is planned. It will coincide with the AGM in October, at Carriages, Gatesheath by Tattenhall: details in next issue.

Club clothing: Stuart Twigg has designed, with World Leisurewear, a silver, blue and black **Anfield** logo to be incorporated in clothing ordered from them:



To place an order, contact Stuart (stwigg@btconnect.com / or phone him ☎01442 260334 / 07775 996884). It would save confusion for the first batch. Thereafter, members can order direct from the supplier. Look at the website (www.worldleisurewear.com) for prices and inspiration, and remember to add about £4 to their prices for the addition of the logo. The sizes go up to 50" chest size, so even our fitter members should be able to slip into one. Members should contact Worldwide Leisure directly but can contact Stuart for details regarding embroidery costs on top of the garment price. ***Separately, Tony Pickles is ordering a new supply of club clothing / racing kit based on our existing design. To order club clothing, contact Tony Pickles.***

Anfield 100

Stuart Twigg (☎01442 260334 / 07775 996884) will send out a letter this month to all members regarding this year's event. In simple terms, the course will be the same as last year and will include a feed "by arrangement" provided by John Thompson. Stuart is looking for volunteers for marshalling and for cakes for the stall. The start card will be the same as last year (albeit with Stuart doing the printing).

Clubruns

The Bull, Shocklach

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27th December 2003

Riding through the wintry showers were Ben, Geraint, Stuart Twigg (on new super bike), Bill Graham, John Williamson (with maps for archive), and John Stinton from snowy Wrexham. Arriving by car were Tecwyn, Dikki Bird, Mike and Pat Twigg, Hugh Dauncey (with thoughts on the website), and David and Mary Birchall. A good turnout, we chatted away the Christmas cobwebs, by a roaring fire.



Geraint Catherall and Ben Griffiths



John Williamson

The Pheasant, Burwardsley

-

3rd January 2004

One of the pleasures of this venue is the panorama across the north Cheshire, Deeside and Wirral. But this was a bleak, misty day with no views from Burwardsley. On bikes were Geraint Catherall, Lee Nicholls, and Chris Edwards; by car: Dikki Bird, Phil Looby and David Birchall, with Mary and family. The chat ranged wide, from the website (inward or outward looking, or a bit of both), to sailing (Devon, Menai and Hoylake), and skiing in the USA. The log fire crackled and blazed, the food was good, and the beer well kept; but alas the ambiance is too posh for Ben, who was conspicuously absent. With festivities not over for some, numbers were down for our first Clubrun of 2004.

The Raven, Llanarmon

-

10th January 2004

One of my favourite venues: scene of my first cycling success - the Birkenhead Vics Hill Climb - champ in 1965 - up the Eryrys hill, followed by refreshments at the Raven.

Today, I left home at 1115am on an overcast and windy day, and headed towards Mold, into a rising headwind, up the Rainbow, via Loggerheads, and arrived at the Raven about 1230.

Already there with refreshments were Dikki Bird, Tecwyn Williams, Mike Twigg, and Tony Pickles. After half an hour chatting, I returned with tailwind down the Llandegla Moors via Llanfynydd, Caergwrle and home.

John Stinton

Carriages, Gatesheath

17th January 2004

This wintry morning provided a crisp, frosty ride through the mist from Bunbury for Alan Orme and editor. Following grumbles after the last committee meeting, this one had been re-timed to start at 1100am (to avoid the TV horse-racing and tobacco smoke), but there were grumbles from those who hadn't registered the change. So, either way, you can't win. Alan Orme, David Birchall, Tony Pickles, Geoff Sharp and Keith Orum were on time. Mike and Stuart Twigg arrived for 1130, as did John Futter, Ben, Geraint Catherall, Graham Thompson (soon to be a dad), Chris Edwards (with son Greg), John Stinton, Tecwyn and Dikki.

The Buck, Bangor on Dee

24th January 2004

With heavy showers around, we were lucky to avoid them all, riding from Chester in brilliant sunshine. South of Holt, the River Dee had flooded far and wide across the fields, and the lanes were very wet and muddy.



Teapot lounge, The Buck

In the teapot lounge of the Buck were John Futter, Ben Griffiths, Alan Orme, David Birchall, John Stinton, and Bill Graham: all on bikes: and Dikki Bird by car.

For the ride back we kept to the lanes and villages on the Cheshire side of the river, through Worthenbury (where the hunt was in progress), Shocklach and Farndon.

I left home with a strong tailwind through Farndon, Tilston, Bickerton and Beeston; then downhill to Tiverton in just over an hour. Already there and dining were Ben and John Futter. Shortly after, Chris Edwards arrived with a stock of RTTC handbooks. After lunch Chris turned off at Beeston Castle en-route to his car in Ellesmere Port, and we carried on through Tattenhall and Holt, John and Ben stopped for coffee, and I carrying on home to Wrexham.

John Stinton

Clubruns' round-up:

There's often a good turn out for the **Carden Arms, Tilston**. For our visit on 14th February, cycling were John Futter, Ben Griffiths, Bill Graham, and Geraint, with support by car from Keith and Pippa Orum, the editor's foursome, and Tony Pickles.

We were at **Gatesheath** on 28th February for the second committee meeting timed to miss the betting club. On bicycles were Geraint Catherall and David Birchall, with Geoff Sharp, Keith Orum, Dave Edwards, Mike Twigg, Chris Edwards, Tony Pickles, and Craig Clewley. The cyclists had a cold ride: after a week of frost the temperature was still below zero. But it was one of those blue clear winter days, and the Welsh hills sparkled under a white blanket of snow. On leaving mine host invited me to place a bet. "What's your tip?" Without hesitation, came the reply "Dikki Bird to win the Anfield 100". Hmm.

Those who made the time for the run to **The Ffrwd, Cefn-y-Bedd** on 6th March found it closed. Mike Twigg was on his way home before anyone else arrived. Geraint Catherall, Ben Griffiths, and Bill Graham were on bicycles, with Tony Pickles and the editor by car. It says a lot for our (too few) regulars who turn out to support the club week after week, and it's disheartening when this sort of thing happens. However, with no-one inclined to re-convene at the Holly Bush (which looks welcoming) down the hill, the best we could manage was a chat in the sunshine before making our ways homeward. So another Welsh venue bites the dust. Disheartening too was the Captain's weekend (**Glan Aber Hotel, Betws-y-coed**), abandoned through lack of support.

The rearranged clubrun for 13th March took us to the **Dog in the Lane, Astley**, after an informal ceremony honouring Ira Thomas's request to scatter his ashes at Battlefield Corner. Some thirty of Ira's friends from the Mid Shropshire Wheelers and Shropshire Cycling Clubs' Association joined Ira's daughter Barbara by a white-blossomed tree in lovely sunshine, close to where Ira first marshalled in 1928. Mike Twigg, Ben Griffiths, John Futter, Chris Edwards, Keith Orum and David Birchall represented the Anfield.

DDB

News from the South West

For John Thompson and Mike Hallgarth, 2003 was not a famous year. Mike spent most of the time getting over what used to be called “yuppie flu”, recovering sufficiently towards the end of the year to put his “toe in the water” and do a 25-09 “10”. Commendable, but a long way off his full firing best.

John Thompson meanwhile had a lack lustre season. The illusive “under the hour” “25” was never seriously threatened, with only a 1-1-35, and the aim of beating his age record at 100 miles was scuppered by the postponement of the national. At the end of the season his best was a 4-34-59. He consoled himself with the fact that, though slower than 2002, because of the magic of the standard system, it gave him a better plus.

For 2004, Mike is keeping to audaxes and other “non racing” biking, having succumbed to another low level bug. Meanwhile Thommo, in what will be his fortieth year of trike racing, has decided to also do some serious testing on two wheels. “I’ve spent a fortune on new fangled kit, so there is no going back”, was his comment. Expect to see this new bike at some of the Anfield club events. You have been warned!

It is not all racing of course, with plenty of touring planned. Also a Severn Road Club weekend to Llanwrtyd Wells has been arranged for the weekend of 8/9 May. Anfielders welcome, give John a call if you are interested (01454 314436.)

* * * * *

A new tandem – Adam Birchall

A first ride on a new bike is always exciting. Liz and I had finally plucked up the courage and ordered a shiny new tandem from St John Street Cycles of Bridgwater. We had kept the purchase quiet – the choice of a tandem as means of getting about having caused consternation amongst our professional advisers (father and Keith Orum). However, having experimented with hired ones, and been overtaken, on two successive weekends, by cheerful tandemers, we finally concluded that it was an entirely practical and appropriate means of transport for a newly wed couple.

It had been delivered by post to Marazion as the courier would not provide us with an arrival time, so the chances were greater that Liz's parents would be around during the day to sign for it. The box was enormous as the bike was virtually complete. Liz's brother's jest to the delivery man that "you can tell it is a tandem – it takes two just to carry it" fell on stony ground.

You cannot miss it – with its yellow, orange and red paint job, but that was in contrast to the grey skies of mid January. Our ride home to Truro took us north east from Marazion through the productive heart of west Cornwall, where daffodil picking was in full flow, and so we were grateful for our mudguards on the muddy roads. The route then picked up the National Cycle Network through the post-industrial and urban landscapes of Camborne and Redruth, which are in stark contrast to the verdant fields of the first few miles.

The route was both a practical way of getting home on quiet roads and cycle tracks, and also one that tested the ability of the new machine. Our chief concerns were how manageable it was on narrow, tight cycle tracks, and how it coped with steep Cornish hills. The answers proved to be that whilst having the important qualities of stability and predictability it was both lively and manoeuvrable. A specially specified 20 inch bottom gear also solved the hill climbing problem.

The route then climbed out of Redruth, past Gwenap Pit – the site of John Wesley's early orations (and the site of an outburst on my behalf about the thieving little urchins of Redruth who had gone to extraordinary lengths to pinch the blue way marking signs). We escaped rain but the skies were still heavy as we dropped in to the Bissoe valley south of Truro. This was a very intensively mined area in the past, and has made the River Fal one of the most contaminated rivers in the world in the way of heavy metals. We were able to follow old tramways almost to the heart of Truro, followed by a rush through the Sunday afternoon traffic and the completion of the final test of the day – the $\frac{3}{4}$ mile hill up to home.

As we get used to it, the tandem is proving to be a really enjoyable way of getting around. It allows us to ride at the same pace, and chat away without always having an eye to riding two abreast, and Liz claims to now have time to take delight in the view from the rear (of the passing scenery I hasten to add). She has even discovered the luxury of being able to eat on the move.

The task now in hand is to prepare for the End to End (John O'Groats to Land's End) in June, under the careful directorship of our trainers. With rail out of the question, if anyone can think of a way to transport a tandem to our start at John O'Groats we should be grateful for the advice!

e-Clips

- From John Moss: Dave Bettaney came here in November for a holiday. We cycled up the Sani pass, staying 3 nights at a private game farm. I know the owner and we were the only people there. Dave couldn't get over how quiet it was, except for the lions and hyenas at night. The owner has 7 tigers, and that's the first time I've seen them in Africa. All the big cats are in enclosures, which are large enough for them to roam around in. There were leopards too – so well concealed, we heard the female snarling at us, then saw she was about 8 feet away. It shows how well they are camouflaged and how you could easily walk into them if they don't smell you approaching. We also drove to the Drakensberg mountains and had two nights there, then back up towards Jo'burg. Altogether 7 nights which was a nice break, the scares are now almost gone.

The circular looks most impressive with all the colour photos. I tried to pick out the people I know on the Tint's photo, however they seemed to have aged somewhat, unlike myself....

I see we are having a "lunch" for the 125th year. Does that mean a proper dinner? I may try and get there if it's not too early in the year, and try and fit in a tour of Ireland and Wales, it all depends on work, holidays and fitness.

- From Chris Shorter: I rode the Barnesbury 10 the weekend before Christmas. It was only 2 degrees and there was a ferocious north-wind. I recorded 26:06 on 85 fixed, my slowest time of the year, getting a bit close to the Personal Worst. However, conditions were so bad that it actually was quite a good ride and I was fourth, my best placing in an open event this season!
My season's best times: 22:45, 1:00:21 and 2:04:16.

- From Rod Anderson (received with Christmas greetings): Monsoon time so cycling frequently curtailed by rather exciting rain. However today looks better so off soon for a sauna on wheels. Have enjoyed two trips to Australia this year, covering New South Wales, Victoria, and Western Australia. Coming up is a "summer Christmas" in New Zealand".

* * * * *

Anfield BC Website proposals

Hugh Dauncey has been making progress with the website. The current proposal is:

- Homepage: - 4 shields (2 smaller ones with simply “ANFIELD” in the central band, and 2 larger ones with ANFIELD in the central band, with 2 links in 2 other bands) - ANFIELD BICYCLE CLUB in large font flanked by the two small shields.
- Some general text explaining that we are a long established cycling club, based where we are, doing what we do, and welcoming interest from interested websurfers to an email address.
- Linked pages (4, each with a number of internal headings):
 - Racing (100, 25s and 7s, results and records);
 - Riding (description of clubruns, of annual tours and occasional tours);
 - Newsletter (venues, reports, chat);
 - History (some text on history and talk about the archives + old photos).
- Most of the early archive photos (over 100) have been copied to 35mm transparency film, and now they have also been digitised. They are available on disc in “.jpg” format – meaning you can look at them on a television or computer screen provided you have the right gadgets. Discs are available on request from David Birchall. Most of the key photos are there – including some from the earliest years of the Anfield, and some recent. Some of the originals, we think, are valuable and rare, and were deteriorating, so digitising them safeguards them for the future, and makes them accessible to those interested in cycling history. Also digitised are images of documents like the dinner menus from the 1890s, and material from the WM Owen scrapbook. However, at present the indexing is very basic, and will remain so unless the editor can spare more time. There is much to be done – it’s a slow process. So if you want the ’50s, ’60s, ’70s and ’80s, you’ll have to wait.

* * * * *

The Young Anfield

In 1885, the Anfield Bicycle Club was six years old, at the heart of Liverpool, and very successful. We leased our own club premises in a classy part of town. Membership was 64 active, and 129 honorary. The **Annual Report** commented: *“though nominally a Bicycling Club, we are supported by all the best road-riding and racing Tricyclists in the district”*.

At the height of the city’s prosperity, with the port expanding and commerce burgeoning, the craze for bicycle riding was in full swing. Riding penny-farthings was not for the faint hearted. The sport attracted the adventurous, and wealthy. Bicycles were a passport to fresh air and freedom; and riders breaking free of the city ranged far and wide. *Hic et ubique* (“here and everywhere”) was the ABC motto.

The 80 miles to Betws-y-coed provided the basis for a challenging Easter tour in 1885. The cover photo shows some of our riders at the Swallow Falls. Cameras were bulky, as in the photo, and on this weekend there were two. The party also posed with “ordinaries” outside the Glan Aber Hotel (upper photo, over page). Most in the party were crack long-distance riders whose performances the annual report states *“undoubtedly placed the Anfield in the proud position of being the best road riding club in the Kingdom”*.

The same report noted that *“the August Tour to Harrogate was a good one, fifteen members taking part in it, and occupying three tents”*. A special jewel in the ABC archive is Oscar E Taylor’s plate of the event: the ninth North of England Cyclists’ Camp and Race Meeting in 1885 (lower photo, over page).

Such was the appetite for competition, that the ride to Harrogate provided the opportunity for a long distance record attempt: *“... on the 1st August, Lawrence Fletcher and G P Mills essayed to beat the 24 hours' tandem tricycle record by riding from Reading to Harrogate, but after covering 120 miles against a strong wind and over very bad roads, had to relinquish the attempt at Stamford, as the axle of their tandem "fired". Mr Mills, exchanging on to Mr Fraser's bicycle, managed however to get up to 208 miles, well inside time.”*



The Anfield Bicycle Club, Glan Aber Hotel, Betws-y-coed, circa 1885



Anfield Bicycle Club at the Harrogate Camp, 1885: on the tandem tricycle are J C Robinson and G B Mercer. Others are: (back row) Lawrence Fletcher, C E Stoker, J H Cook (Club President and father of W P Cook); (middle row) Hugh Fraser and G P Mills; (front row) Rbt. Fair (holding "29"), Dave Fell, Norman Croke, A Gamble and W McKerrow.

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Nick Gardiner at Prees Island on his way to winning the ABC 100, 2004

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hic et ubique

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or be at venue (lunch 1230hrs)**

June	19	The Bull	Clotton
	26	The Buck	Bangor-on-Dee
July	3	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	10	The Yew Tree	Spurstow
	17	The Boat	Erbistock
	24	Farndon Arms	Farndon (Mersey Roads 24)
	31	The Ponderosa	Top of Horseshoe Pass
August	7	Carden Arms	Tilston
	14	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	21	The Liver	Rhydatalog
	28	The Boat	Parkgate, Wirral
September	4	Calverley Arms	Handley
	11	Beeston Cafe	Beeston
	18	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	19	Anfield Open 25	Chester
	25	The Britannia	Halkyn

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CLOSING DATE FOR NEXT CIRCULAR: 28th August 2004

Autumn Tints 15 -17 October
Cain Valley Hotel, Llanfyllin
£30 B&B £15 for 3 course dinner on Saturday
evening.

Booking (£10 deposit please) by 30 September to:
Tecwyn Williams, 65 High Street FARNDON CH1 6PT

The 105th Anfield 100, 31st May 2004

Incorporating the VTTA National Championship 100 Mile Time Trial Trials

This year it was in the balance that the event would take place. With temporary traffic lights on Shropshire's roads sprouting like weeds, Stuart Twigg and Cliff Ash were hard pushed to find a course. And it was no easier finding somewhere for our HQ. With no one to open the schoolroom, a church hall was found, but the farmer then ploughed the car park, so we ended up at the Raven café by Prees Island.

Bob McNamee, ably assisted by Keith Orum, counted the riders out and the survivors back. The time-keepers did a grand job, and we are grateful for their forbearance. The main difficulty they faced was that with three 34 mile laps and 103 riders, at the finish line there was some overlap between the front and back markers.

If you marshal at Prees Island, sooner or later the world comes to you. So it was a chatty morning with Mike Hallgarth and Philippa, Ruth and Bob Williams, Bill Graham, Neil France, Hugh Dauncey, John Williamson, Tom Sherman, Elaine Hancock and son Sydney amongst those assisting, dropping in to say hello, or both. We were delighted too to see Dave Jones (son of North Ender George Jones) after a gap of only 34 years. Amazing how you can resume the conversation where you left off! Dave, of course, was press-ganged into helping, with Karl Nelson, by the time-keepers.

Over in the Raven car park a growing crowd jostled round the results board which was manned by Alan Orme. In the crowd, returning from marshalling duties and mucking in, were Mike and Pat Twigg, John Whelan, Brian Whitmarsh, Geraint Catherall, Craig Clewley, Tony Pickles, John Thompson,

Adam and Liz Birchall, and Chris Edwards. Chris Shorter also looked in after a stint down at Shawbury lights. Tecwyn Williams helped Neil France at the start. Chris Vessey was spied in an Anfield top, having ridden a p/b in his first claim Hounslow Wheelers colours. At the heart of activities, was multi-tasking Stuart Twigg, calmly helped by Debbie. Thanks to Stuart and one and all for delivering a successful event and for an enjoyable day.

Results

Scratch Prizes: 1st: Nikolaus Gardiner Timetrial.co.uk RT 3:51:39
 2nd: Wayne Levet VC St Raphael 3:55:13
 3rd: Andy Briggs Doncaster Wheelers 3:59:18
 4th: Billy Rodgers Kent Valley RC 4:00:48
 5th: Neil Skellern Congleton CC 4:02:16

Handicap Prizes: 1st H'cap: Colin Baldwin Southport CC 3:27:12
 2nd H'cap: Delwyn Jones Wrekensport CC 3:39:42
 3rd H'cap: Mike Cotgreave Westmead Team 88 3:40:56

Fastest Woman: Carole Gandy San Fairy Ann CC 4:23:21
 Fastest at 50 Miles: Wayne Levet VC St Raphael 1:54:55
 Fastest Tricyclist: Cliff Tremaine Kettering CC 5:10:49
 Fastest on Fixed: Karl Austin Congleton CC 4:10:52
 Fastest Tandem: A&C Roberts North Shropshire Wheelers 3:50:53
 Team Prizes: 1st Team: Southport CC Jim Henderson 4:15:20 David Hilton 4:21:33
 Colin Baldwin 4:27:12 (The Ernie Davies Memorial Cup plus Gold Medals
 Fastest Vet: Billy Rodgers Kent Valley RC 4:00:48
 1st on Std: Jim Goodwin Sheffield Phoenix CC plus 1:46:25



Alan Orme (l) and Chris Vessey (r)
at the Results Board



Winner Nick Gardiner

Clubruns

Nag's Head, Lavister

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24th April 2004

There was a hint of summer for this morning's ride in the Cheshire lanes. For Alan Orme and David Birchall, the route from Christleton led through Waverton and Tattenhall to Carden. We stopped to investigate the restored mill at Stretton with its twin wheels and millpond looking lovely. Then it was lanes through Crewe Green and Farndon, over the Dee to Holt and up to Lavister – 25 miles and an average speed of 16.5mph. At the Nag's Head, the sun was warm enough to enable us to sit outside for the first time this year. Ben Griffiths, Billy Graham, Geraint Catherall, John Futter and Mike Twigg completed the party.

Carden Arms Tilston

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1st May 2004

Bright sunshine blue skies: who could not resist getting the bike out on such a day as this, no matter that I felt as rough as old boots. Ben arrived at ten thirty on the dot as usual, and we were soon on our way to Holt where we happened on a chance meeting with Bing Collard of the BNECC. Whilst we were chatting Billy and Geraint arrived. After a short discussion we decided to head for Tilston via Bangor-on-Dee down the Welsh side of the river. With Ben leading he turned left down the lane to Sutton Green. Sharp intake of breath – I was on light tyres, but we emerged from Sun Lane thankfully none the worse for wear. On the quick run along the flat approach to Bangor I suffered my first off-the-back experience which was to become the norm for the rest of the day. Anyway over Bangor's medieval five-arched bridge the trio had slowed enough for me to regain contact for an uneventful run to Tilston through Worthenbury, Threapwood, Chorlton Lane and Horton Green.

At the venue we were welcomed by David and Mary Birchall who had arrived by car, and we were shortly joined by a fit looking John Stinton. Lunch was taken outside in the pleasant surroundings of this country village. David mentioned he and Mary had been past Wigland Hall (where Tecwyn is converting a couple of barns) and Lower Wych. This sounded tempting for the return ride, and, as I had fortified myself with a can of Red Rooster, I agreed. But I am afraid it was going to take more than a stimulation drink to do me any good, and I was off the back again as the pace increased on the steady climb up to Malpas where John parted company. We were soon past the well-tended garden of Wigland Hall and drop down into Lower Wych. This is a surprising valley and completely at odds with the surrounding countryside, the valley itself stretching through from Grindley Brook to Sarn. Then it was a quick run back to Holt, and change of tube at the coffee stop

(yes I did get a puncture). What is better than this: a pleasant ride through the beautiful Cheshire countryside on a glorious May day in the company of friends and a pub lunch too.

John Futter

Carriages, Gatesheath

-

25th May 2004

A solo ride through summer lanes from Christleton led to Beeston Castle and Carriages for the committee meeting, which had started promptly at 1100hrs. I was late, but, well, there had been road signs to obey: *“loose chippings maximum speed 10mph”*.

Homeward, Ben Griffiths and John Futter took charge of the peleton consisting of Keith Orum, Geoff Sharp, Karl Nelson, Bill Graham, John Stinton and the editor. Stuart and Mike Twigg, Tecwyn Williams, Chris Edwards and Tony Pickles had also attended the meeting but they made their own arrangements after lunch.

The rest of us rode down to Tattenhall, then westward towards Churton. This countryside really is a lovely Cheshire backwater. Tucked away at its heart is the old estate of Aldersey Park, by Coddington. Here John Futter halted our charge for an inspection of some Very Ancient Oaks. With girths of 30ft or so the trees must be at least 500 years old. Incredibly that's more than twice the combined ages of Ben, Billy and John Futter. Looking on, John Stinton, Geoff Sharp, Karl Nelson, and Keith Orum were very impressed.



Gnarled and ancient specimens at Aldersey Park.

e-clips

- The website proposal is in trouble for want of someone to manage and maintain it. Is there a volunteer amongst the membership willing to take on the job of web-master?
- From Chris Vessey: Just to let you know a visit to the Cycling Museum at Brooklands in Weybridge, Surrey will reveal a Charlotteville C.C. poster celebrating the 1933 World Championship Trials held for the first time on the Brooklands Motor Racing Circuit. The poster depicts all the competitors in the event including Anfield's very own Jack Salt who won this event as you know. Worth a visit if you are down this way.
- From Karl Nelson: **News from the former home country of Jan Ullrich**

In Germany hobby riders can ride what are known as "RTF Termine". These are cycle events organised by local clubs, and run over courses 44, 71, 111, or 151km in length. You sign on at the start for a fee of three to four Euros. For this you get a start number and refreshments at each control point (usually two or three depending on the course length). These RTF events are commonly referred to as "capped" cycle races. Most if not all of the riders turn up on expensive racing bikes - Colnagos/De Rosas etc.

All are run by cycle club members, and if you are in the German federation of cyclists then you get points for each event completed, and then these are added up at the end of each year. I have ridden these events before. However I decided to ride more this year. The main reason was to make the small amount of training that I do a bit more interesting and productive. I have ridden four so far: at Ratingen / St.Tonis / Wittlaer and Dusseldorf (the first three are all towns in the vicinity of Dusseldorf). On most days we had good weather. To give you all an indication of how big these events are, I was told that at the St.Tonis event - over 1000 cyclists signed on!

I try to ride the 111km course most of the time. I would say that the approximate average speed of most of the groups is 27 to 32 km per hour. Having said this though, a lot of the German riders go to pre-season training camps in Mallorca and Gran Canaria specifically to train! The Germans do take their cycling seriously. Obviously I am the only Anfield BC member in these events around Dusseldorf. It is all quite good fun though and a lot of the riders are very friendly - one small group even waited for me when I had to stop in one event. I have not seen Jan Ullrich as yet. However I do believe he is riding in Germany at the start of June... So....



Brian Whitmarsh, John Thompson, John Whelan, and Dave Jones
ABC 100, 31st May 2004



Johnny Band rounding Hodnet Corner, ABC 1st Fifty, 16th May 1908

ANFIELD CIRCULAR

*JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)*

September 2004

No.910



Geraint Catherall on the line – National 24hr event, Farndon, 24 July 2004

~ CLUBRUNS ~

hic et ubique

**Phone Captain Pickles ☎01352 759463 for details of meeting place
or be at venue (lunch 1230hrs)**

September	18	Carriages	Gatesheath	<u>Committee Meeting 1100hrs</u>
	19	Anfield Open 25	Chester	
	25	The Britannia	Halkyn	
October	2	Carriages	Gatesheath	<u>AGM 1100hrs</u>
	9	The Bull	Clotton	
	15/17	Cain Valley Hotel	Llanfyllin	<u>Autumn Tints Weekend</u>
	23	The Buck	Bangor-on-Dee	
	30	Carriages	Gatesheath	<u>Committee Meeting 1100hrs</u>
November	6	The Yew Tree	Spurstow	
	13	Golden Lion	Ashton	
	20	The Bull	Shocklach	
	27	Raven	Llanarmon-yn-Ial	
December	4	Carden Arms	Tilston	
	11	Carriages	Gatesheath	<u>Committee Meeting 1100hrs</u>
	18	Beeston Hotel	Tiverton	
	26	The Boat	Parkgate, Wirral	

SUBSCRIPTIONS are due 1st September 2004

21 and over: £15.00; Junior (under 21): £7.50; Cadet: £3.50)

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CLOSING DATE FOR NEXT CIRCULAR: 27th November 2004

Autumn Tints 15 -17 October
Cain Valley Hotel, Llanfyllin
£30 B&B £15 for 3 course dinner on Saturday
evening.

Booking (£10 deposit please) by 30 September to:
Tecwyn Williams, 65 High Street FARNDON CH1 6PT

Change of Address

Rod Anderson: Ardfarnal Lower Common Eversley Hampshire RG27 0QU
Tel 0118 932 8984 Home e.mail: rlanderson@btinternet.com

New Members

Dave Jones (2004r): Chase Cottage, 16A Castle Street, Cranborne, WIMBORNE,
Dorset, BH21 5PZ. Tel: 01258 517850

Jason Rees-Hughes (2004r): Heron Lodge, Cefn-y-Bedd, WREXHAM, LL12 9TZ

Peter Catherall: 49 Elm Grove, Buckley, Flintshire, CH7 2LU.
Tel 077 7358 7793

The future of the Club

Long-time members know all about the ebb and flow of club life, and it is important to be upbeat about our doings, especially in the *Circular*. But now we may be close to the point of no return, and sadly probable that the Anfield chapter of cycling history may be drawing to a close. That the club is in a parlous state therefore came as a bit of a shock to one member recently, who, living far from Anfieldland, sees the club infrequently, mostly through the tints of enjoyable autumnal weekends and the 100.

Of course, if you read between the *Circular* lines, the warning signs have been recognisable for some time. Club runs are neglected except by a few regulars. Racing is in decline. We are not celebrating our 125th anniversary. Nobody has volunteered to take on the website. Over the last ten years, the burden of running the 100 has rested with a few volunteers who have received little thanks or worse. And now there is no one to organise the 2005 event.

Yet the Anfield approach to cycling should be a winner – our format has always offered the potential for pleasant cycling with convivial get-togethers in wonderful countryside, and the active support of time-trialling, both through participation, organising and governing. For well over a century, the “glue” that has held us together has been clubruns and time-trialling. The formula has served us well but seems likely not to do so for much longer.

So what can be done, and if something can be done, do we want to do it? Keith Orum's plea for help with the 100 hopefully will generate a reaction. Individually there is much good-will amongst members, although it has to be accepted that not all are able to help in person. Regrettably the realistic number of members available to revive the club is probably less than a couple of dozen.

Anfield 100 2005

You will all be aware that we have been unable to procure an event secretary for the event in 2005. Unless a volunteer is forthcoming before the CTT date fixing meeting on 1st September the event will not be entered in the handbook and therefore the event cannot be held next year. We can say that 2004 recorded the last Anfield 100.

If you as an individual member want to close the door on the event, then either telephone or write to Craig Clewley as Hon Secretary to confirm your committee's course of action. It is appreciated that you may not receive your Circular before the said date fixing meeting. In the interim Tony Pickles as President has agreed to submit his name to secure the date and allow members time to decide the course of action they wish to the committee to take.

There are some sixty Anfielders in and around the country, which is more than sufficient if we all pull our weight to allow the 2005 event to proceed. If the committee has this assurance then Tony we think will agree to accept the entries and I will deal with the course "Risk Assessment" which will mean that marshals will have to manage their sections of the course in accordance with the CTT course details. I will write to members early in the new year with the risk assessment procedures, which will need to be followed on the day of the event by the section marshals. In all probability the section marshals will have to collect the warning signs from the event HQ and place them at their sections and return them to the HQ after the event.

Gentlemen, we are afraid this will be more work and responsibility, for the marshals. Are you prepared to go down this route and save the event in 2005? If not you know what to do!

Please remember that the 2005 event is held in the balance. If you want a 2005 Anfield 100 then your commitment is required now and on the day.

Keith Orum

Race results

Chester RC Hilly 28 [14 March]: Geraint Catherall 1.27.03, Ben Griffiths DNF
Merseyside Ladies 10 [28 March]: Graham Thompson 23.40, Jayson Rees-Hughes 24.57
Geraint Catherall 27.32 Ben Griffiths 27.53
Birkenhead NE 22 Hilly [4 April]: Geraint Catherall 1.02.52
Birkenhead Vics CC 25 [11 July]: Geraint Catherall 1.10.38 Ben Griffiths 1.10.30
National 24 [24 / 25 July]: Geraint Catherall 340 miles (Chris Vessey 318)
Shropshire CCA 100 [1 August]: Geraint Catherall 5.12.41

Clubruns

Farndon Arms, Farndon - - **24th July 2004**

Today the action was the National “24” - HQ the Sports Club on the east side of Farndon. There, Mike Hallgarth and Bill Graham joined us to watch the riders set off. It was a much better day than last year - far less humid - distinctly cool and breezy, with a forecast of rain setting in overnight. Geraint Catherall, our star performer, looked cheerful despite the prospect of twenty-four hours in the saddle. His mum was doing the first supporting shift, with additional help from a relay of helpers including dad Peter, Stuart Twigg and Tony Pickles. Also competing was Chris Vessey in his Hounslow colours.

Also present: Stuart and Mike Twigg, Tecwyn, Ben and John Futter. If John seemed pleased with himself, the reason soon became clear: he is the proud owner of a new cherry red machine. “Goes much quicker” complained Ben.

Ponderosa Café, Horseshoe Pass - **31 July 2004**

From Sychdyn, I started this ride by dropping down to the Denbigh road with the intention of heading to Gwernafield. But the road was closed and I was turned back by a police officer. I could see a number of cars and thought there had been an accident, although they did not look damaged. So I returned to Mold for the climb up the Rainbow to Llanarmon, then to the top of the Nant-y-Garth and the Horseshoe Pass.

Early, I went for a ride around, and on my return Ben was there. We waited but no one else arrived. Homeward, crossing Llandegla Moors, we spotted Billy Graham on his way to the venue (also reached by John Stinton). Ben and I continued, me for Treuddyn, Ben for Harwarden. Over Mold a police helicopter was flying around, and when I reached home, mother reported that the lanes had been chaotic with traffic. Later, I learned the incident I thought an accident was in fact a murder scene. A woman had been found stabbed in her car in a lay-by - no wonder I was turned back!

Geraint Catherall

Today I did something unusual, taking myself out on the club run to Rhydtalog, that smallest place out on the Llandegla Moors. I took the bike with me in the car from Prestatyn to Ruthin and found the last awkward place in a full car park. It was a pleasant but short ride of some 12 miles through Llanfair Dyffryn Clwyd and steadily up the Nant y Garth to Llandegla. After a brief coffee at the Crown, it was hardly 3 more miles to the Liver. The club was hardly out in force at 12.30, verified by seeing 4 chaps, John Stinton, Peter and Geraint Catherall and Bill Graham sitting outside, each with a glass in hand. Yours truly now made the total of 5 enthusiastic cyclists. There was general conversation on the Olympic Games, absent members of the ABC on such a glorious day, and soon a quick departure.

I took myself back to Ruthin by way of Llanarmon and over that lonely but rewarding route to Graig Fechan, ending up with a long descent towards Ruthin with great views all around.

John Williamson

*Five was the number at the **Carden Arms** (9th August): Ben, Bill, Tecwyn and David and Mary Birchall enjoyed lunch outside in hot sunshine. On the subject of poor attendances, Tecwyn commented that he had been the sole participant to the Boat at Irbistock on a rainy Saturday in July.*

e-Clips

- With great pleasure we announce that **Stuart Twigg** is getting married next May to Debbie (who we were delighted to meet at the 100). That is the good news regrettably (for the ABC) their new home will be Colchester, which means that Stuart will be a less frequent visitor and not available to organise the 100
- Congratulations are also in order for **Graham and Dawn Thompson** who, we learn, have joined the ranks of parenthood, with the safe arrival of a son, Matthew.
- **Rod Anderson**: After two and a half years of trying to convince myself of the advantages of tropical cycling in Singapore [shorts all year, no black ice, no mist or fog] I have now returned to live in the UK. In fact, I came back in March and I had my road bike sent ahead by DHL. My first ride just caught the back end of the wintry weather - I needed to buy a complete outfit of warm kit since all mine was still in storage. I also had to re-adjust to that feeling of cold leg muscles and numb fingers!

A frantic few months then ensued, hopping between hotels and rented accommodation, whilst the family were still overseas. However, all has turned out brilliantly and we are now moved into our new place in Hampshire. I am absolutely delighted with the area for cycling, really excellent lanes and villages. Most exploration to date has been on my road bike, as the mountain bike didn't arrive until the sea container was delivered. Now I am once again equipped for both mud and tarmac and already my OS map is looking suitably distressed.

Who won the 1891 Anfield 24?

How well do you know your *Black Anfielders*? The answer is probably not like ABC friend and V-CC member Ron Sant. He spotted a discrepancy between a report in an 1891 issue of *Cycling* about that year's ABC "24", and the *Black Anfielders*' account of the event.

Cycling recorded the winner as Lawrence Fletcher, with Artie Bennett a close



second, followed by Alec Jack, and Tom Conway. Why then does *BA*, page 64, name Jack as the winner with Bennett second and Conway third? "Which is correct?" asked Ron. Solving the mystery proved to be a puzzle worthy of Brother Cadfael.

The added intrigue in the *Cycling* report is that third prize was withheld from Jack for "not going the course". What sparked such a comment? For an explanation, the committee minutes for Monday 12th October 1891 were the starting point. Normally, minutes do not set out race results, but evidently there was a point at issue over this event, since they record (in wonderful

copperplate writing, and no commas):

"A question having arisen as to the disposal of 2nd and 3rd prizes in the 24hr Road Ride owing to several members having failed to follow the exact course as defined by the route card it was resolved on the motion of Messrs Deakin and Corrie that 2nd Prize be awarded to Mr J A Bennett and the third to Mr T B Conway."

Equally spare, the next paragraph continued:

"On the motion of Messrs Lawrence Fletcher and D R Fell it was resolved to present Mr Fletcher's 5 Guinea Special Prize to Mr A J Jack for his splendid performance in the 24hr ride."

What the minute does not say is that all the competitors were riding "safety" bicycles, except Jack who was on a pneumatic-tyred "ordinary". With the emphasis on the special prize, did the *Black Anfielders* wrongly assume Jack to be the winner, with his record breaking penny-farthing ride?

The 1891 Annual Report confirms the facts: Fletcher won (314½ miles), with Bennett second, “*some two miles behind*”. Jack is credited with 286½ miles (and NRRA record for an “ordinary” which stands to this day), but, without explanation, Conway (on a safety) was awarded third, with only 251½ miles.

Why not Jack third? The 1891 Official Route Card provides part of the answer. It details the exact course, and states that any riders not following it will be disqualified. The Annual Report completes the answer: Jack made a “*detour to Lostock Gralam and back*”. That is vague – “back” to where? Liverpool perhaps? So, was he disqualified from the prize list, despite his outstanding ride, for not sticking to the course?

My guess is that when Jack reached Sandbach in the closing hours of the race, he realised that by following the official route on a circuitous detour to the east of Cheshire he would run out of time far from home. The shortest way back to Liverpool, some forty miles to the north, lay through Middlewich and Lostock Gralam on roads he knew well. However, in taking the direct route, he contravened the race rules and missed the final checks at Brereton, Church Lawton and Knutsford. If that is what happened, I empathise with him, and also with Lawrence Fletcher’s gentlemanly response in awarding a special prize. After all, Jack had plugged away alone on the only ordinary bicycle in the event. If he wanted to get back to Liverpool in 24 hours, taking the direct road home was the obvious thing to do. But, if that was his motive, we’ll never know for sure.



Lawrence Fletcher (l) finished in first place with 314½ miles - some two miles ahead of Artie Bennett (r).

ANFIELD CIRCULAR

*JOURNAL OF THE ANFIELD BICYCLE CLUB
(formed March 1879)*

December 2004

No.911



Autumn Tints and 2004 Club Champion Chris Shorter

~ CLUBRUNS ~

hic et ubique

Phone Captain Bill Graham ☎01244 660858
for meeting place (or arrive at venue for lunch at 1215hrs)

December	27	The Old Quay	Parkgate, Wirral <i>(Please note the change of venue and date)</i>
January	1	Farndon Arms	Farndon
	8	Britannia	Halkyn
	15	The Buck	Bangor-on-Dee
	22	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	29	Carden Arms	Tilston
February	5	The Raven	Llanarmon-yn-Ial
	12	Summertrees Café	Kelsall (GR SJ540673)
	19	Golden Grove	Rossett
	26	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
March	5	The Bull	Shocklach and <u>Captains Weekend - Ellesmere</u>
	12	Grosvenor Arms	Aldford <u>Club 10</u>
	19	Lockgate Cafe	Tiverton
	26	Britannia	Halkyn
April	2	The Bull	Clotton
	9	Carriages	Gatesheath <u>Committee Meeting 1100hrs</u>
	16	Grosvenor Arms	Aldford <u>Club 10</u>

**Remember your membership will lapse on 1st March 2005, unless
you've paid your subs**

21 and over: £15.00; Junior (under 21): £7.50; Cadet: £3.50

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CLOSING DATE FOR NEXT CIRCULAR: 26th February 2005

Treasurer's Notes

Due to business and family commitments Chris Edwards has decided to relinquish the onerous task of Treasurer. I must say he has carried out the task with great aplomb despite travelling back and forth to Italy weekly. Good luck Chris. Therefore you now have me back again. Does this make me the oldest Treasurer in the club's history at the age of 71¾?

I would like to thank Ann Pickles for without her guidance and effort on the Club's behalf in sorting out the shambles created by my branch of HSBC in twice giving me out of date transfer and signature forms, I would not now be able to sign cheques for the Club. Also my thanks to Tony for acting as courier in getting the correct form to me and then to Craig for signature. And my thanks to Tecwyn whose working day interrupted twice in order to obtain his signature.

Mike Twigg

Third Party Insurance

Just to remind you that the Club will not be obtaining cover on your behalf. The Club suggests that members join the CTC or BC who provide this service. Some house insurance will also supply third party cover. However you must first check with them that you are covered for bike riding.

The Future of the Club

For 2005 the 100 is secure. Stuart Twigg has volunteered to run the event with assistance from Keith Orum. Otherwise there has been very little response from members about the concerns raised in the last Circular about our future. Glynn Stockdale has put forward a number of positive ideas which deserve the committee's consideration. Among these is making contact with Liverpool FC with whom we share a common ancestry – with a view to an advert in their programme, and may be even a facility for promoting cycling when their new stadium is built. Other ideas (that have still to germinate) include boosting our numbers by offering all competitors in the 100 complementary membership, the award of a special prize to the fastest member, improving HQ changing facilities by using for example Whitchurch sports centre; and awarding a badge to each competitor completing the event, with a bar for each subsequent year. These ideas have been mentioned, but so far in response, I hear why they won't, rather than how we might make them, work. However there's time yet.

Life member Tom Sherman sends us best wishes and encloses a donation in lieu of subscription. He adds: "as one who joined 1938 - at my age I don't plan too far ahead and hope and pray that 'the few' will find a way to 'keep going' which is my motto".

Annual General Meeting 2nd October 2004

At the appointed hour we counted only eight members present, two short of the less than demanding quorum minimum. No wonder everyone seemed glum. Fortunately another couple of late arrivals tipped the balance and so the meeting could start. It is however an interesting constitutional point as to what might have happened otherwise. The main changes for 2005 are that Mike Twigg replaces Chris Edwards at the Treasury and Bill Graham takes on the Captain's job.

Secretary's Report

Membership

Club membership has declined this year even though we gained some new members. Sadly, the Anfield lost Ira Thomas, shortly after the last AGM. Additionally, several people who were in arrears with their subscriptions have been removed from the membership list.

The current count is 59, of which 8 are life members.

Based on this figure, the quorum sizes for 2004-2005 are 10 for a general meeting and 5 for a committee meeting.

Attendance

There have been a total of nine committee meetings during the year. This year, the numbers attending were between 5 and 12, with an average of 8.

The start time for committee meetings was altered from 11:30 to 11:00, so that most business would be concluded before carriages' becomes too crowded.

Website

There has been some progress on the club website. A host has been located. The setup charge will be £300 plus an annual fee of £100. Authority has been granted by the committee for £500 to be spent on this. However, to date, the website is not up and running. Peter Catherall has volunteered to run the website.

Tints

The Autumn Tints in 2003 was considered by all to be a great success, both socially and financially.

Champion

The club champion for 2004 is C. Shorter.

Marshalling

The Anfield promoted a 100 mile and 25 mile time trial as usual this year. These ran without incident. Marshalling duties have declined due to our withdrawal from the BCF. The usual West Cheshire events have taken place. Sufficient numbers were always found to fulfil our obligations and I would like to thank all those who gave their support throughout the year. However, more volunteers are always welcome.

125th Anniversary

This year was the club's 125th anniversary. A club lunch was planned, but details were not finalised.

Club Events 2005

10 Mile Events (based on the Huntington Circuit - Course D2-7):

12th March; 16th April; 14th May; 2nd July; 6th August

Time of start 11-30am followed by lunch at the Grosvenor Arms, Aldford

Hill Climb (B5430 area): 17th September: Lunch: Llanarmon-yn-Ial

English Ale Points Series Competition 2005

In an endeavour to generate additional support and participation for the 2005 'Club Events' the Committee propose, from the first event of the season, the above competition in the following format:

The Anfielder completing the most number of club events in the season

In order to qualify, the member must include a finish in either the club hill climb or the downhill freewheel event. To boost the number of events ridden, starting and finishing in the '100' will count. The freewheel down hill event could be held on the long clear decent into Rhes-y-cae (mass start or group start pending on numbers of entrants.) with lunch at the 'Miners Arms'.

The Prizes (donated by Keith Orum):

- Winner (most events ridden and finished): a selection of 6 pint bottles of fine English Ales
- Second Place: a selection of 3 pint bottles of fine English Ale
- Third Place: a bottle of fine English Ale

To be presented at the Autumn Tints weekend. If the winner is under 18 years old, the prize will be held in trust until they become of age.

In addition the attendance consistency of timekeepers and marshals to be rewarded in a similar manner, these awards to be underwritten by the Club. Keith will keep a running league table for ongoing interest in the Circular.

Notes from the South West

2004 was not a good season for the South West section. Tommo did not put his new Cervelo time trial bike to the test and only managed 1.3.40, 2.25.28 and 4.44.07 for '25', '50' and '100' on his trike. These times are not thought to be the result of old age but work, weather and so on. Mike Hallgarth struggled with a low level virus which explains the 1.11.26 he did for a '25'. Both have put this forgettable year behind them and are now training and looking forward to 2005.

Invitation to a weekend:

John Thompson is organising a weekend for the Severn RC to Llanwrtyd Wells in May. Anfielders are welcome. It's rideable from Anfieldland and there are plenty of mountain bike routes in the area as well. Give John a call if you are interested (tel 01454 314436).

Captain's Weekend

Bill Graham is organising a training weekend to Ellesmere on 5th – 6th March 2005. Accommodation details are still being finalised as we close this issue, but there are comfortable hotels in the town. So if you are interested give Bill a ring before the turn of the year.

Anfield Open 25 19th September 2004

This year, with problems around Chester, we staged the event on Shropshire roads. Riders headed down the A49 from Prees to Battlefield Island and back on a lovely morning with impending rain holding off. Out of a small field of 42, 32 riders reported to the timekeeper, and 31 finished.

Results	
1 st	Norman Hughes Deeside Olympic 57:01
2 nd	Neil Peart Walsall RCC 59.45
3 rd	Peter Ware St Helens Road Club 1:00:20
Fastest Woman	Lynne Taylor Walsall RC
Fastest Team	St Helens RC (P Ware, D Jones, K Humphries) 3:05:29
Handicap	1 st P Dale Oswestry Paragon CC 56:31
	2 nd N Hughes Deeside Olympic 57:01
	3 rd A Barton Oswestry Pargon CC 58:20
Fastest Vet	P Dale Oswestry Paragon 1:01:01

* * * * *

The Autumn Tints Weekend

Cain Valley Hotel Llanfyllin - 15th - 17th October 2004

Keith Orum writes: Karl and I drove out from Heswall early on Saturday morning for breakfast at the Cain Valley Hotel before embarking on our planned 48 mile route over the Berwyns to Llanderfel and back. Over breakfast various routes were considered and weather-permitting individuals were determined to follow their planned route.

Geoff Sharp who was camping in the Land Rover at Fronheulog some 2 miles from Lake Vyrnwy joined us for the official photograph outside the Hotel. From here the whole group departed. Less than a mile down the road the party fragmented and each went their own way. Geraint, Karl, Geoff, John Stinton, with Bill Graham and I went left on the B4393 to Vyrnwy. On the steep climbs we decided to let Bill, John and Geraint go while we stopped at the café by the dam for tea and cakes, prior to a ride along the lake and a climb over the Hirnant.

The descent was tricky because of damp roads and a trials car rally ascending the climb. A right turn took us to the B4391 and a left turn onto the B4402. The inn at Pale offered an excellent lunch of ham, egg and chips. Thereafter, we rejoined the B4391 for the steady climb over the Milltir Cerrig and the exhilarating long descent into Llangynog to follow the Tanat Valley back to the hotel. It was only in the last 5 miles that the rain, which had, threatened all day, started to take effect. Good company, good food and a pleasant ride made for an excellent day.

Was it a ghostly experience at Llyn Efyrynwy? – Mike Twigg

With the car parked in Llanwddyn, Tecwyn and I planned a clockwise ride around the lake. Stopping at Hafod to view the cascade, the waters were clearly tumbling down but where did they go? There was no obvious flow into the lake and we wondered if there could there be a sinkhole?

Next we stopped at the oak planted by the Prince of Wales to commemorate the official opening of the dam. From the roadside the date on the plaque was difficult to read – was it 1810? Highly unlikely. Tec clambered up the grass and found that the year was 1910 (first waters were pumped to Liverpool on 14th July 1892). On coming down, he gained too much momentum and was propelled across the road with the lake edge coming near before he stopped. For a moment I was concerned he might go in without throwing the car keys to me, and riding back to the hotel did not appeal trailing his bike.

About to ride on, I tried to mount my bike. Did I feel a ghostly push from behind from the Prince or was it Yspryd-Cynon? In any event I ended up in a heap on the road. Whilst lying there in a daze I heard the clatter from a helicopter above the trees. Being lowered from it was a long legged nurse in hospital uniform. I thought paramedics wore jumpsuits. Never mind, her legs were to be appreciated. Kneeling beside me she said her name was Jane. Where had I seen her before? Her diagnosis was that I needed the kiss of life, which she proceeded to apply. But her lips were cold and gritty. Then coming out of the daze I realised that it was the cold gritty tarmac that was applying this service. Ah well an old man is entitled to his dreams.

Tec handed me my bike. I decided to walk a few yards in order to hide my disappointment. I corrected the angle of the bars, got back on, safely this time, and rode back to the car. After loading the bikes, I suggested we go for a cup of coffee.

Footnote: Stories tell of how the spirit of a troublesome ghost called Yspryd-Cynon was secreted under a 20 ton boulder. During construction of the dam, no local man would touch this huge stone and it was left to the English and Irish labourers to attach explosives to it. After a second blast, it was reported

that a large toad was seen sitting in a muddy pool rubbing its eyes as though woken from a long sleep. For many nights afterwards the sound of dragging chains could be heard along the valley. People were convinced it was the spirit of Yspryd-Cynon.

After a very mediocre cup of coffee at the village café, Tecwyn reckons Mike's hallucinations cleared up and he was back to normality: "I think it must have been the sight of one of the locals that brought him back to his senses as this apparition was the total opposite of his long legged nurse. Fully recovered we left the café in haste for the Lake Vyrnwy Hotel where we enjoyed a couple of pints over lunch with David Birchall, Chris Shorter and Mike Hallgarth."

Clubruns

Boathouse, Parkgate

-

28th August 2004

It had been many, many years since I ventured across the Dee into the Wirral, and never to Parkgate so this was to be a learning experience. The journey began in Buckley with the ride to Sychdyn to meet Geraint.

We rode down through Northop to Connah's Quay, then over the new bridge across the Dee to the dual carriageway that skirts the Deeside Industrial Estate. This road is relatively quiet and far preferable to Queensferry, and only a short distance to the Welsh Corner and the lane to the Eureka. Our route then took us to Puddington and Burton (where I tried to persuade Geraint to buy a cheap holiday home), Ness Gardens and the centre of Neston (all new territory to me) and so down into Parkgate.

At the Boathouse we acquired liquid refreshments and sat outside to await the arrival of other Anfielders: Ben, John Futter, Tony Pickles and Geoff Sharp. We were reminded we were on the Costa del Wirral by the costa del food which was only served inside. Here Graham Thompson and Dawn joined us with their 3 month old son Matthew, who, clearly not impressed by his first Anfield clubrun, spent the whole time asleep. Shortly before leaving Billy Graham arrived. Having forgotten where we were meeting, he had called in every pub in Parkgate. We fully accepted his story that he had not had a pint in each one.

Geoff and Tony had cycled across the marshes to Ness. I had heard of this mythical road in ancient legends handed down by my father who had worked at Shotton. It was with great excitement that we agreed to follow Tony, Hobbit like, across the misty marshes. There were no orcs or wolves, but plenty of sheep sh*t. After passing through many gates we came to a junction. Decisions decisions. We turned left: dead end; we retraced to the junction and this time went straight on – another dead end, and "another fine mess

you've got us in Pickles". Our salvation came in the form of a chap driving a car and trailer – if he had got in, we could get out. Following his instructions we reached the new bridge and for Geraint and me the climb back to Sychdyn.

Peter Catherall

The Bull, Clotton

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9th October 2004

This was a delightful day of warm autumnal sunshine. For me it was quiet lanes from Knutsford and back. In the yard at the Bull were the bicycles of Bill Graham, John Futter, Ben Griffiths, John Stinton, and Geraint and Peter Catherall. The pub had a new landlord, just arrived, and so no food. Crisps and a hot chocolate were all that could be mustered. So we left hungry.

The Buck, Bangor on Dee

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20th October 2004



Geoff Sharp, Keith Orum, David Birchall and Karl Nelson, Bangor on Dee

Geoff Sharp, Keith Orum and Karl Nelson met David Birchall at Chester for this ride to Bangor via Farndon and Holt. After a week of non-stop rain, the Dee was in spate. South of Farndon bridge, spilling over its banks, it spread far and wide across flood meadows. In Bangor there was an air of watchful foreboding. The river raced under the bridge, very close to the top of the village flood defences. With the road to Wrexham under water and closed the concern seemed justified. Still, the Buck was serving food and here John Futter, Bill Graham, Ben Griffiths, Geraint Catherall and John Stinton (all on bikes) joined us, with Mike Twigg by car.

Homeward we rode together east of the river via Worthenbuy and Shocklach, giving us a round trip of 40 miles for the day.

The Clubrun that never was

I left home, turned west instead of east and arrived at the Golden Grove Rossett when really I should have gone to the Golden Lion at Ashton. Never mind, I had a long chat with the landlady who informed me that she'd been there for seven years. My time does fly.

On leaving I intended to go straight home via Holt and Farndon. I was just nearing Alford when the car took control and steered into the carpark of the Grosvenor. Whilst here I thought I would go in for a recovering pint. Sitting at the bar, I watched my dream paramedic from the roadside of Llyn Efrnwy pour me a pint of the black stuff. In reality it was Jane who next uttered those immortal words "£2.80 please". So here ended the dream.

Mike Twigg

Clubruns round-up

Bad weather can be blamed for the poor turn out at the **Yew Tree, Spurstow** (6th November) with only Captain Graham and Ben putting in appearances in dismal drizzly conditions.

Numbers were up for the **Golden Lion, Ashton** (13th November) with Ben, Bill, John Futter, Geraint, John Stinton, and David and Mary Birchall. However, the cook being absent, there was no food. Beer and crisps were not enough so the hungry cyclists headed back to Two Mills.

We fared better at the **Bull, Shocklach** (20th November). There had been heavy snow in North Wales and more was in the air today. But with good food and a roaring fire the Bull was comfortable. Present were Mike and Stuart Twigg, Tecwyn Williams, John Futter, Ben Griffiths, Bill Graham and John Stinton, and last but not least Dikki Bird all the way from snowy Llangollen.

The **Carden Arms Tilson** (4th December) is currently one of our more popular venues. For me, the route led through Tattenhall and Carden Park to Crewe Green and Shocklach.

After a misty start the day was calm and the air clear: as delightful as can be for cycling. Along Wettreins Lane the last of the leaves from the hedgerow trees drifted in the air. There was something about the quality of the light today that made the backdrop of the Welsh hills look crisp and detailed and the colours rich. Around Shocklach the hunt was out: with horses and hounds in the fields and their followers in every gateway.

At Tilston, were Geraint and Dikki, Ben Griffiths, John Futter and Captain Graham, with John Stinton completing the party. Seven: all on bikes.

The Cambrian Cycle Challenge - Keith Orum

‘The Challenge’ is the fifth year the North Shropshire Wheelers have organised the four events run in tandem, comprised of two road events of 35 and 55 miles, and two off road events 20 and 35 miles. Entries have to be received prior to the event. I chose the easy option of the 35 mile road event described on the start sheet as ‘The Selattyn Struggle’.

The meteorological forecast for the day was high winds and heavy rain, it didn’t happen, instead, warm, dull and cloudy with a light westerly wind, a little rain in the last 5 miles, insufficient to cape up. The Marches school, Oswestry, was the event HQ and I went for a 9-30am start. A circular route taking in the green lanes around Rhydygroesau, Selattyn, to Glynceiriog and onward. Tregeiriog, a short tea stop provided by the NSW before the massive climb to Rhiwlas and on to Llansilin.

The last 10 miles took in Pentre Cefn, Sychtyn, Trefonen and Treflach and the final bash in the area of Gronwen, Trefarclawdd and Llwynmaen to return via Penlan Lane where right into the school for hot soup and tea, courtesy of the North Shropshire Wheelers.

Prior to the event I had traced the route on the o/s map. However the route instructions were excellent, and only once did I need to refer to the map in the intricate labyrinth of lanes.

I covered the route in 3.5 hours on my own, and enjoyed the magnificent scenery, the thrill of the ascents and descents, slippery roads and hedge cuttings. The triple chainset on Pippa’s mountain bike gave a more than adequate gear range of 26 to 95 inches, using one inch Continental Grand Prix tyres: an ideal combination for this difficult terrain. Next year the 55 mile road event is a must!

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Lake District Revisited – John Williamson

I have longed to revisit the lakes again since those earlier days as a young man taking in the hostels from my Manchester based home.

For the first time ever I decided on making use of both bike and car, and having loaded up, went up to Grange over Sands for 3 nights B and B. This not only gave me the opportunity to meet my organ music publisher from Dalton in Furness, but also to spend an evening at Cartmel Priory evensong at his invitation. Next day I made my way to Bowness, took the short ferry ride over Windermere, and circled my way back to Lakeside and Grange. On day

2, an alternative route took me to revisit Coniston Water and back by way of Cartmel Village, a place of great charm and historical interest.

On day 4, I loaded up again and drove to my second destination, a quiet old farm house type B and B only perhaps about 2 miles from St. Bees. The purpose was to revisit the mysterious and unique Wast Water, accomplished the next day. The long track alongside the lake leads to Wastdale Head and the isolated but busy Inn, useful enough for a welcome refreshment before the return journey to Gosforth.

So it was all over, and on day 6 I packed up and made for home at Prestatyn, and after a break at Ambleside, continued down the M6.

e-Clips

- From John Moss : I will be leaving Deilmann Haniel on the 4th October 2004 and you will therefore not be able to reach me no this e-mail address. Should you wish to e-mail me then please send to wendy@cam.wits.ac.za and she will print out for me. I will let you know my new e-mail address when I have one.
- From Karl Nelson: It was nice to see you all again over the two weekends. I enjoyed the rides despite the weather, but the hills do not seem to get any easier do they. I must adopt some of the Jan Ullrich training methods next year!



Edwin Buckley (centre) with Harry Cottle and W M Owen, Whitchurch 1896

A Miss is as Good as a Mile



The Anfield archive is full of surprises. The latest is an original Frank Patterson sketch, dated 1913, which has turned up slightly damaged, amongst a pile of photographs, start cards and year books. It shows Anfield record breaker Edwin Buckley “scorching” along a windy and rain swept road. One attempt at deciphering the caption came up with “Guinness is as good as milk” which though wrong, we liked greatly. The interpretation is “A miss is as Good as a Mile”. And it is not a reference to the little old lady battling against the elements, with whom Buckley appears to have just avoided colliding.

It is all about Buckley’s 24hr record attempt on 19th/20th August 1910. The Circular (September 1910) reported:

“Cruel luck seems to have dogged Buckley the last two years ... and anything worse in the way of weather he has struck would be impossible. After battling with half a gale in his 12 hours attempt, we all hoped he would be rewarded by a decent day for his 24, but such was not to be. On Friday it blew hard, and we all expected there would be an abandonment, but with the evening the wind dropped somewhat, and a start was made under fairly favourable conditions, and steady progress was made during the night, schedule being closely approximated up to 140 miles. However, with sunrise the wind got up again, and at 170 miles Buckley was 20 miles behind. Then came the deluge! For six solid hours Buckley plugged manfully through torrents of rain with the roads running rivers, and surely that was sufficient to explain the result. Very few men would have shown such courage against such fearful odds, and the surprising part was that Buckley rode so strongly that at 253½ miles he was only 40 minutes behind his schedule made out for 365 miles, and had 6¾ hours in which to ride 95 miles and add a little to the existing record. But on the Wem extension the storm was worse than ever, and Buckley turned it down. Of course by the time we had attended to him at Whitchurch the weather had cleared up, and a lovely afternoon followed, and we all felt mad the change had not taken place an hour earlier.”

Club Run – November 10th 2003 – Dave Bettaney

There was a poor turn out for this run with only 2 oldies making the effort in spite of a beautifully warm cloudless day with a cooling tailwind to help on the uphill outward ride. Where were the stalwarts (does that word actually exist outside the Anfield Circular?), the fit youngsters and the mountain bikers looking for more challenging rides instead of easy jaunts over Moel Sych and the Berwyns. They really missed out on this first visit to a new venue (another Anfield word) high in the hills and accessible via a long, steep, boulder-strewn track passable only by FWD vehicles and fools like us.

The café at the top – not a pub – was 37 km from the nearest village and 22 km from the hotel, where we had stayed the previous night, and which was used mainly by walkers enjoying the hills and scenery in this desolate country.

I have to confess that we were not as fit as we were back in the old days when a bike looked like a bike and beating the hour was still a novelty, when we had only 5 gears to play with (or even a thing called a fixed wheel), when aerodynamics was a short haircut, when we'd ride a local '100' and then go on a run to Bala. Anyway, we were not too fit so we planned taking the car the first 10 kms. The aim was to make an early start. But that was not to be as breakfast didn't begin until 0730 and my young companion insisted on eating first. Then, when loading his bike he thought he had a puncture so, after putting in his spare tube – also punctured – and then changing back to the original as that seemed to go down the slowest we finally got away at 0930. The 10 km took an hour even though the car had FWD and a dual high / low drive axle. That should give some idea of the terrain.

We parked at a control hut where people signed in to check who was loose on the mountain. Unsuitable vehicles were also stopped here. Should we wear cycling shoes and have problems walking, or trainers and have difficulty riding? Decisions, decisions!

We were off at last, lowest gears straight away and already having difficulty keeping front wheels on the ground. Remember that puncture that he did or didn't have? Well he did and we had to stop after only a few yards riding. Of course the only spare tube was mine so I had to hand it over. By this time it was getting on for midday – so much for the early start – and the temperature was quickly rising. The road, never easy, varied from rough gravel to large boulders and from steep to practically precipitous. We were constantly on and off the bikes. At times it was impossible to ride and almost impossible to walk in cycling shoes so it was very slow going. Wrong decision with footwear!

Occasionally open topped tour buses crept slowly by, their gears grinding and their undersides dragging on the boulders in spite of their high ground

clearance. On and on it went, seldom easing. One hour, two hours – where would it end? Our bottles were almost empty and we rapidly became more tired as it got hotter. A car coming down stopped and the driver gave us a large bottle of purple coloured liquid assuring us it was an energy drink. He said just round the next bend we would see the top. With that news, combined with the drink, our spirits lifted. It's easy to talk like that when you're in an air-conditioned car but for us, it was not quite so easy. As promised the summit appeared but actually getting there took another hour. I had memories of when we were lads Dave Birchall had got us hopelessly lost on some wild mountain in the middle of winter and said 'it wasn't this like by car'.

The road was incredibly steep but there was no way that we were going to bottle out after coming so far. The final two kilometres were definitely the hardest, because of fatigue, and also the surface was very fine gravel which gave no grip at all. It was literally one step forward and two back. We gradually inched our way upwards, legs aching and beginning to cramp. Slowly we crept closer and finally, after numerous rests, we were there.

The relief was tremendous but short lived. We hadn't noticed the black clouds approaching and it suddenly started to rain. We were soaked with sweat and had inadequate protective clothing so with the sun now gone we were rapidly getting cold. There was no time for the café (can we still claim a club run?) – just a few quick photos and we were off on the return.

This was certainly not as easy as it should have been. It was dangerous to let the speed build up too much because of the slippery surface and difficulties in manoeuvring around rocks and potholes. The only consolation was that the pain now transferred from legs to arms. I'm not the world's best at descending and the youngster soon pulled away and was quickly out of sight. The next time I saw him he was coming out of the wash room at the control hut with blood dripping down him. He'd gone a bit too fast at one point, had hit a large boulder and ended up going over the bars. It's a good job he landed on his head or he might have hurt himself.

Footnote: The Sani Pass is the only access from the eastern side of the Drakensberg mountains into Lesotho. The summit is 2873 metres (9433 feet). The 'control hut' was actually the border crossing out of South Africa but the passport control into Lesotho was at the top of the climb. The intervening 8 km was a sort of no-man's-land rising 1000 metres which took us exactly 3 hours. The gradient was 1 in 8 average with the last 2 km at 1 in 3 or 1 in 4. Lesotho is a very mountainous country with few roads and is unique in that its lowest point is at a higher altitude higher than that of any other country in the world.

Interested? Contact Moss Travel on 'johnm@dhsa.co.za'



Dave Bettaney's young companion: John Moss in safari mode, 2003



Vyrnwy rides: Adam Birchall setting the pace for Mary Birchall, with Keith and Pippa Orum in 1984 (left), and still setting the pace in 2004 with Liz and Mary.

With best wishes for Christmas and safe cycling in 2005