

100 Miles Race 1897

AT THE ANFIELD 100 MILES ROAD RACE



The third Batch of Starters

AT THE ANFIELD 100 MILES ROAD RACE.



Banks, the Winner, Starting.

ANFIELD "100."

ANFIELD "100."



W. Turner, of the Manchester B.C.

Woodgiff, of the Wednesday C.C.

A. Spreckley, supported by Dag Ball.

AT THE ANFIELD 100 MILES ROAD RACE



W. E. Goe, Manchester Wednesday C.C. Supported by F. Leaming.



A Fair Rationalist.

ANFIELD "100."



W. A. Lowcock Starting.



T. T. Tripp (Dragonfly Cycle Co.)

1897

A GREAT ROAD RACE.

What an event the Anfield Hundred should prove this year. Will Bennett "snork" the Londoners as he has done on previous occasions, even including the great Shorland, who succumbed to the plucky little Lancashire rider? The London crowd have hitherto found their superiors in the Anfield ranks, so this year they will fight the battle on tandems, for no fewer than three tandem teams are expected from the South. "Bath Road" Smith and Saker, the Illsley brothers, and James and Lowe are pairs which should make things hum a little, and I am afraid no "single" will have a chance with these men.

THE NORTHERN TWENTY-FOUR HOURS RECORD BEATEN AGAIN.

J. R. Thompson's northern 24 hours safety record of 810 1/2 miles has not lasted very long. On Saturday last T. B. Conway, of the Anfield B.C., following the usual course, was successful in lifting it to 826 1/2 miles. He rode 175 miles in the first twelve hours, and reached Thompson's distance with twenty-eight minutes in hand, which enabled him to finish up as stated. He rode an R. & P. safety. In view of the fact that there was a certain amount of wind about, it seems likely that the record will have to be lifted yet higher—that is, provided a good man is happy enough to catch a suitable day. In the meantime Conway deserves all credit for a very capital performance.



W. A. LOWCOCK (The Well-known Manchester Rider).



Mr W. A. Lowcock, Winner of the Anfield Twenty-four Hours Road Race, with 826 1/2 miles to his credit, on July 17th, 1897.

Lawrence Fletcher has been elected a life member of the Anfield B.C. Do well deserves the honor. O.A.V.

Lawrence Fletcher has won the 100 mile road race. He has won it a few times before.



Our old friend Lawrence Fletcher has broken, or shall we say created, a record "The Unknown" is not a theological treatise, but a rattling good story of adventure in a hitherto undiscovered part of South Africa. There is plenty of fighting, and that swashbuckling which so delights readers of the more stirring sort, and there is, too, a tinge of the softer romance of love. We congratulate Mr. Fletcher on this, his first essay into the domains of literature, and would cordially recommend all our readers to invest in a copy of this new adventure book, price 4s. (Cassell and Co.). 72

LAWRENCE FLETCHER.



Walter Deacon, Anfield C.C., on his "Dragonfly."



Mr. T. T. Tripp.

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A big crowd of Antipodes assembled at the Patten Arms, Warrington, for the Saturday night, and it is a long time since I saw such an array of peak and present knights of the road as were then met together. The first "fifty" of the year was the attraction, a full report of which interesting event will be found in another part of the paper.

April 99

WONDERFUL BICYCLE RIDE.

The John O'Grat Journal gives the following account of Mr. Mills' journey from Land's End to John O'Grats.—Mr. O. P. Mills, of the Anfield (Liverpool) Bicycle Club, who left Land's End on Sunday night, the 4th inst., at midnight, on his bicycle, arrived at John O'Grats at 1.35 on Saturday morning, the 10th, thus accomplishing a marvellous performance by covering the distance in 6 days 1 hour and 35 minutes. From point to point the route is close upon 900 miles, and was recently covered by Mr. James Lennon, Dumfries, in 6 days 8 1/2 hours. Mr. Mills, who is only nineteen years of age, thus beats all former records by no less than 1 day of hours.

When Mills left Land's End he was accompanied by a young man named Gamble, of the same club, who rode part of the way, and then took train to get ahead of Mills and obtain some rest. At Carlisle the two riders were joined by Alfred Fletcher, also of the Anfield B.C. Both Gamble and Fletcher acted as time checkers to the other rider. From Land's End to Edinburgh a distance of nearly 500 miles, Mills only obtained an hour's sleep. Crossing the ferry from Granton to Burntisland, a well earned rest and "forty winks" were got during the short passage on the boat.

Mounting their steel horses again, the riders proceeded through Fife, and joined on to the Highland road leading northwards. Wick was reached about a quarter to eleven on Friday evening, Fletcher leading, who gave the information that Mills and his companion would arrive shortly thereafter. On dismounting in front of Ireland's Station Hotel, Mills was accorded a hearty cheer. After a short rest and some refreshment, both Mills and Fletcher proceeded to John O'Grats, where they arrived at 1.35. A few minutes were lost by the riders mistaking Europa Hotel for John O'Grats's House Hotel. Gamble stayed all night at the Station Hotel, Wick, and proceeded to John O'Grats's next morning. The three riders were a good deal exhausted, Mills particularly, for he accomplished the whole distance; but after a good sleep in the comfortable quarters provided by Mrs. Mackenzie the riders soon "recovered." They departed Monday, when they rode to the railway station, and proceeded south by rail.

On Saturday a party from Wick, consisting of Messrs. E. C. Bell, Herbert Bell, and James Caldwell, jun., Newcastle, dined with the bicyclists, and discussed the events of the journey. Mills informed them that he had only obtained about six hours' sleep during the whole distance. The weather was, however, favourable during the greater part of the ride. The Oathness roads, the bicyclists said, were very good—perhaps the next best in the country, the Dumfries roads being, in their opinion, slightly superior. It appears that in the course of the journey the riders used an embrocation, and also an elixir which they report aided largely in sustaining them during their long and trying ride.

THE ANFIELD TWENTY-FOUR HOURS' RIDE.

NORTHERN RECORDS PULVERISED.
The seventh annual 24 hours' jaunt of this long-distance club was held on Saturday, the 19th inst., and with the exception of an hour's rain in the early morning the weather and roads were all that could be desired. There were some dozen starters, all mounted on pneumatic safetyes, one pneumatic ordinary with A. J. Jack up, and one pneumatic tricycle. T. A. Edge dispatched the men, and from the outset the race was a fast one. J. A. Bennett and Lawrence Fletcher were locked together at 100 miles, done inside 6h. 40m., but at 12h. Bennett was over a mile to the good, doing close on 168 miles and beating Northern record by nearly 2 miles. Jack piled it all in for 12h., and succeeded in setting in 165 miles in half-time, beating the 12h. Northern ordinary record by 20 1/2 miles. The tricycle had been punctured and repaired, but again went hopelessly wrong, and S. H. Keeling had to give up when riding in fine form.

At Chester, 165 miles, Fletcher was leading by 3 1/2m., and at 21 1/2 miles he had increased this lead to 50m., and keeping ahead finally reached the 800 mile post in 22 1/4h. from the start. He contrived to squeeze in 800 miles in the 24h., finishing on Edge's back wheel, and beating Northern record by 84 miles. This is the first time 800 miles has been done in 24h. outside of Southern roads. Bennett came next with some 818 or 814 miles, whilst T. B. Conway would finish third, having followed the course, part of which the ordinary rider had cut out. Fletcher rode a Humber, Bennett a B. and P., and Jack a Farrington Rational.

A Correction.

In our issue of last week we stated that Mr. T. W. Naseby, of the Yorkshire Roads Club, was a starter in the Anfield "100." The name was given to us in error, as this rider informs us that he neither started nor even entered for this road race.

THE ANFIELD FIFTY MILES ROAD HANDICAP.

This well-known club brought off its fifty miles handicap on Saturday last with great success, upwards of twenty men taking part, including such names as N. Crooks, D. J. Bell, C. E. Stoker, H. J. Webb, H. Pedder, and E. A. Thompson, besides Lawrence and Alf. Fletcher. The result was as follows:—

NAME.	MACHINE.	START.	NET TIME.
1—E. A. Thompson.....	Bicycle.....	18 Mins.	3h. 49m.
2—N. Crooks.....	Safety.....	5 "	3h. 58m.
3—J. M. Thomson.....	Tricycle.....	59 "	4h. 34m.
4—Lawrence Fletcher.....	Safety.....	Seratch.....	3h. 49m.
5—H. Edwards.....	Tricycle.....	15 Mins.	4h. 5m.
6—A. H. Fletcher.....	Tricycle.....	15 "	4h. 18m.

The only absentees were a few limit men. The start was effected from the Red Lion Inn (11th milestone), Rainhill Stoops, and the course was Warrington, Knutsford, and turning four miles beyond Holmes Chapel, returning same route, and finishing at the seventh milestone beyond Knutsford on the Warrington Road.

After a capital race, E. A. Thompson, who rode a "Regent" ordinary bicycle, won a clever race by two minutes from Norman Crooks, who finished his fifty miles on a safety in 3h. 58m. without turning a hair—no mean performance, with twenty miles of head-wind, and a road which was in many places covered with slimy wet mud.

J. M. Thomson came third on a tricycle, having been delayed by his saddle breaking, and a couple of minutes later the scratch man turned up on his safety, having been delayed for seven minutes by an open canal bridge and railway crossing. Edwards finished fifth, having been embraced by a guardian of the law for riding without a lamp, and Alf. Fletcher arrived sixth, having done the fastest tricycle time, 4h. 18m., beating both Pedder and Webb, who seemed clean out of form.

The fixture was a great success, and the club desire to thank heartily Messrs. Brooks, Grace, and McD. Smith, of Manchester, who did much to assist the riders.

LIVERPOOL.

The Anfield 100 Miles Handicap on Whit Monday resulted as follows:—

Start.	Hcp. time.	Net time.
1. W. Corrie.....	95	7 15 0
2. H. Russell.....	15	7 35 0
3. J. P. Fletcher.....	75	7 43 0
4. G. B. Mercer.....	15	7 52 30
5. D. R. Fell.....	40	8 30 0
6. H. Pidder.....	50	8 35 0

Also competed: J. R. Hallal (55m.), E. Edwards (70m.), J. H. Jones (70m.), who each covered the distance in 10h. Messrs. A. H. Fletcher (scratch), D. J. Bell (10m.), N. Crooks

Anfielders were busy road racing on Saturday. They chose a new course, starting within a couple of miles from Chester, and riding on the Dæ peninsula. The distance was fifty miles, and that the course was a fairly fast one can be gleaned from the fact that Alec. Jack, who did the fastest time, rode the distance in 2hrs. 56min. 50 1/2 sec. with but indifferent picing. As Harry Saunders, the scratch man, Toft, and others also made times nearly as fast, and the men being but indifferently paced, the course, so far as a speedy one is concerned, cannot be considered anything but good. But it is

a very dangerous one. There are three turns in a village called Willaston, which will bring about a very bad accident some time, without the course is altered. Riding round right angle corners at 18 miles an hour through a village with a lot of children about will not do, ye Anfielders! You must find something better. The winner turned up in A. H. Cottle, 25min start, W. Adams, one of the Staffordshire representatives of the club, being second, and T. B. Conway, third. The following times, taken by H. P. Ellis, of British Sport, official timekeeper N. R. R. A., will give full particulars:—

Start.	Handicap	Net
A. H. Cottle.....	25	2 47 50
W. Adams.....	20	2 49 15
T. B. Conway.....	30	2 51 5
W. R. Toft.....	5	2 51 50
A. J. Jack.....	5	2 54 30
R. Thomas.....	30	2 58 30
H. B. Saunders.....	scratch.	2 58 10

H. B. Saunders rode grandly, considering the fact that he had but few pacemakers, and had no rider nearer than three minutes.

The Anfield Twenty-four Hours Race.

TRICYCLE RECORD SATTENED—TWICE WENT TO THE SKIN—LAWRENCE FLETCHER SCORES AGAIN—ARTHUR BENNETT DOES OVER 300 MILES.

The annual twenty-four hours ride of the Anfield B.C. was held last Friday and Saturday, when, after a high supper at the Ship at Rainhill, eight men were sent on their journey at 11 p.m. Unfortunately Alec Jack, who was expected to put in a good performance, was not able to leave business, and W. R. Toft, the popular Anfield captain, had to forego.

THE PLEASURES OF THE ODDY SCORCH, his tyre going flabby at the eleventh hour. Again, the night was by no means too brilliant a one. The moon, which ought to have been shining full on, was obscured by fleecy clouds, and was never seen until long after midnight, while most of all a perishing wind blew right in the riders' teeth from the south-west. This notwithstanding, paced by McLean of St. Helens, Bennett, Carlisle, Hood, and Keeling went off with a rush, so that the tricyclists were soon left. At Warrington

CARLISLE'S USUAL LUCK

overtook him, his tyre going once again, so that when Knutsford was reached the first division consisted only of three men and a pacer. Following them, H. C. Siddley, who on his Bolazia tricycle had got away from Fletcher, came up, but was caught by Fletcher as that worthy neared Congleton in the company of J. B. Warren, of St. Helens. At Holmes Chapel the local pacer, while at the Congleton turning Messrs. Holland, of the Congleton C.C., and Shatwell, of Macclesfield, kept watch and ward. Messrs. Woolridge, Towndley, and Sanders, of the flourishing Crewe B.C., were in waiting to time and check at Sandbach, and at 12:47 a.m. they performed their first duties, as Bennett, Hood, and Keeling came along. Herefrom Woolridge took the lead, lending kindly shelter as far as Congleton passed, and at 12:56 a.m., 9min. after the leaders, Fletcher led Hellier, Adams, and Cottle at a merry but that enabled him to catch up Siddley at Congleton, where Hellier, who had all along suffered through the chafing of his saddle, chucked it along with Cottle who likewise had had enough. The men were checked by Barlow, of the Congleton C.C., at the Waggon and Horses, near that place, while at Moreton Hall gates, C. Gent, the popular captain of the same good club, was in weary waiting. Sandbach (6 1/2 miles) was again struck by Bennett at 1:55 a.m., Keeling being checked a minute later. At one minute past two o'clock Hood came up, followed five minutes later by Fletcher, Adams, and Siddley in concert. At Whitchurch was neared Bennett drew away from Keeling, both men

ENCOUNTERING HEAVY RAIN,

which soaked them. The 100 miles was not officially timed, but Keeling was timed to do 7hrs. 16min., Bennett at that time doing probably 10min. ahead. At half-time Bennett was leading Keeling by about three miles, the former having traversed 164 miles—three short of record. A second heavy storm had been run through short of this, and the wind veering round to the north,

MORE TROUBLE WAS IN STORE.

However, Bennett plodded on and on, with a result that at 11 p.m. he was stopped by the fourth milestone from Holmes Chapel on the Knutsford road by Mr. Official Timekeeper Berry, with 305 miles or thereabouts to his credit. Keeling in the meantime was sticking to his guns right gamely, and eventually finished with about 267 miles knocked off—a good performance, all things considered. Harking back to the trikes, Fletcher and Siddley were together at midday, and after twelve hours' riding they had each covered 146 miles. At Newport the

"Doctor" Carlisle was an interested spectator at New Brighton on Saturday. He does not look quite so ruddy as when he resided on the banks of the Mersey. He evidently misses the Anfield runs and those invigorating little jaunts from Land's End to John O'Grats he lived occasionally to indulge in when he resided there.

PUN GREW EASTER AND MORE FURIOUS

for Siddley, whose tyre went ping with a noise that fetched all the town out. In 40 minutes he had patched it up, and was on his way again, if not rejoicing at least fairly contented. At Whitchurch he changed on to Keeling's tricycle, which Corrie had been riding, but again his

BAD STAR WAS IN THE ASCENDANT,

as at Holmes Chapel one of the tyres of the borrowed mount gave way. Thanks, however, to "Captain" Toft, who dismantled about every five minutes to pump away at the refractory tyre, he was able to finish with the eminently respectable total of 260 miles. Nor was Fletcher any too lucky, as between Whitchurch and Nantwich his front wheel tyre went, and he had to change wheels with Toft. In the end, Fletcher put his own tricycle record up 37 miles, doing 27 1/2 in all—a good performance under any circumstances, but

PARTICULARLY MERITORIOUS

when the day and accidents are taken into account. It should be noted that Siddley also best Fletcher's old "twenty-four" tricycle record by fifty miles. Bennett, the winner of the race, rode a New Howe, and Fletcher, too, was mounted on a New Howe tricycle.

August 1892

NORTHERN TWENTY-FOUR.

Record Cons. A Magnificent Ride.

Liverpool has not allowed Manchester to retain possession of the 24 hours' Northern record for long, and to W. J. Neason, of the Anfield B.C., belongs the credit of raising the figure another ten miles. The course was the usual Anfield 24 hours' one, starting from Stockton Heath, near Warrington, and ending in Congleton, Sandbach, Middlewich, Holmes Chapel, Whitchurch, Newport, Wellington, Wem, Knutsford, Rainhill, and Warrington. Neason started at ten o'clock on Friday night, in bitterly cold weather, and before forty miles had been covered a collision commenced, two bad spills, and a collision with a gate—the latter bending his other forks back considerably—following each other in quick succession; these mishaps being brought about by a dense fog which came on suddenly. Later on, at the Wellington triangle, he was left to ride 15 miles alone, owing to his pacemakers' punctures. Punctures, by the way, were very prevalent throughout the ride, Neason suffering four times himself, and strange to relate, as in the last Anfield fifty, it was in almost every instance the front tyre which collapsed. The distance ridden in 24 hours was 184 1/2 miles, and Lancelotti's 800 miles time was beaten by something like 25 minutes.

The Full-Distance covered

by Neason was 857 1/2 miles, against Lancelotti's 847 1/2 miles, northern record thus being beaten by over ten miles. Taking into consideration the intense cold, and the fact that he was lastly for several hours—the thick fog which prevailed during the night and early morning, Neason's three falls, one on to a heap of stones, one into a hedge, and the collision with the gate, to say nothing of the four punctures, the ride is merit to world's record. In fact, had the night been clear and warm, it is more than probable world's record would have gone, and that on northern roads, too, he it remembered. Neason's pacemakers were nearly all fellow-clubmen, the following being the principal ones: Toft—Siddley, W. Deakin—Strother, A. N. Deakin—Owen, Buckley—Watson, Hood—White, Hallier—Rowatt, McVie Bros., J. A. Bennett—A. E. Bennett, Saunders—Jones; and on singles, Beardwood, Carlisle, and many others. Neason was up as fresh as a lark at half past eight on Sunday morning, and when seen by the writer in the evening, was apparently totally unaffected by his exertions of the day before. W. F. Collier, N.R.R.A., took the times.

W. J. NEASON
3 SEPT. 1894

Bob Thomas is a good plucked 'un, pacing 80 miles on and for Neason in the 12 hours record.

1894

TRIP TO BRIGHTON AND BACK RECORD.

For some time past W. B. Toft, the Anfield captain, has been intent on securing the London to Brighton and back tricycle record, and has been putting in some strong training with that object in view. On Monday morning he started for F. T. Bowen's figure, and completed the full journey in 6h. 22m. 30s., beating previous best by 1h. 2m., and being less than half an hour short of safety record. Toft was paced by several clubmates and others, and rode a Dunlopshod Humber tricycle.

To Brighton and Back.

W. R. Toft, the Anfield tricyclist, has been training for some time on the Brighton road, with a view to cutting the classic record, and on Monday he succeeded in doing so, wheeling his machine there and back in 6h. 21m. 30s., and beating the previous best by 1/2 min. There is not a great deal of interest taken in these tricycle rides, but it is a good performance, all the same.

NORTHERN 24 HOURS' RECORD.

W. J. NEASON, OF THE ANFIELD, DOES A SPLENDID RIDE.

It was not to be expected that the Anfield were going to stand by quietly, and allow all the Northern records to be annexed by Manchester men and others, so on Saturday last W. J. Neason decided to make an attempt to regain his lost record. He started at 10 o'clock from Stockton Heath, timed off by W. F. Collier, of the Northern Road Record Association. A very heavy fog made matters extremely unpleasant during the night and early morning. Calamities commenced soon after the start, owing to the blackness of the night. The pacemakers could scarcely see ten yards ahead, which rendered it absolutely impossible to go at any speed, and soon after midnight the

Fog became so intense

that in turning a corner the leaders ran full tilt into a closed gate, bringing Neason down very heavily, cutting his face, and shaking him considerably. In addition to the fog, the night was piercing cold, and the men suffered very much in this respect. At 70 miles Neason was half an hour behind his time table, but was riding pluckily and strong, despite the dispiriting experiences he had gone through.

At twelve hours he had totalled up 184 1/2 miles, to which point he had not suffered from the pacemakers' feed, but soon after 10 o'clock he began to pick up thorns and other puncturing materials, having four separate punctures during the second twelve hours. He rode most consistently throughout the day, never once suffering from what is commonly known as "a bad time." Three hundred miles were registered in twenty hours six minutes, and eventually he finished strong and fresh with the

Magnificent Total of 357 1/2 miles

to his credit, beating record by some ten miles. His ride must be reckoned as a really splendid exhibition of steady, consistent pedalling. Very few men would have gone on and finished the ride after having such a fearful night to go through. His fellow clubmen turned out as one man to help, and there is no doubt he was splendidly paced and looked after. Neason is a very neat and effective rider, sitting up straight in his saddle, and using his ankles in a way few road men affect. He is very unassuming, and has always been looked upon as one of Anfield's best, but this, his latest performance, has put him right to the top of the tree, our only regret being that he could not get away from business to compete in the North Road race. He used a Rover safety, with Dunlop tyres, the identical machine which Saunders rode from Edinburgh to Liverpool.

SEPT 1894

HULLIER AND SPENCE

Are a good pair on a tandem bicycle, as their performance of 2hrs 47min for the 50 miles in the Anfield road race indicates. Spence rode the last three miles with only one shoe on, but this little matter did not prevent him putting in plenty of work, although he was using rat-traps.

MAY 1894

Ed. Buckley on the Sick List.

Edwin Buckley, the well-known long-distance rider, has recently had the misfortune to fall from his cycle and fracture his shoulder. We met him the other day with his shoulder bound up, but otherwise looking quite cheerful—and very stout.

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ANFIELD'S FIRST "FIFTY."

ONLY ONE RECORD BROKEN.
Very gloomy was the outlook on Saturday, when the band of Anfield speed men were gathered at the starting point of their classic fifty-mile course awaiting the orders of timekeeper Berry. Rain began to fall heavily, and the clouds gathered threateningly, but, fortunately, the elements, seeing that they could not deter the hardy Anfielders, changed their minds, and let the sun shine out quite cheerfully. It was hoped that the safety record would run a risk of being lowered, but the heavy state of the roads over a considerable portion of the course effectually put an end to any expectations in that direction. Eighteen speed amateurs were sent off their marks mounted on 17 cycles, i.e., 16 rear driving safeties and a tandem tricycle. The ten minutes men were

A VERY WARM LOT, including W. Neason, W. H. Kerr (a genuine importation from Ireland), the Rear Admiral, Wood, and Hellier and Spence on the tandem cycle. Alf Deakin went off alone from five cycles, while J. A. Bennett figured in solitary style on scratch. Very few accidents of any nature marred the progress of the race. Neason was the unlucky one on this occasion. He was going very strong, had plenty of pacers, and a chance second to none of winning the race. But he

CAME A FURBER at Tabley corner on the grease, and damaged his knees so severely that he was unable to proceed. Hood punctured near Knutsford. At the latter place, on the homeward journey, Deakin led, and riding strongly to the finish, passed the timekeeper, a popular winner, in the splendid time of 2 hrs 31 mins 57 secs. W. H. Kerr, who had been shaken off just before Knutsford, came in about 3 mins later, having done 2 hrs 39 mins 50 secs. The arrival of Bennett was now anxiously awaited, as there was

LITTLE TIME TO SPARE if he was to make the fastest. He presently appeared over the brow of the hill, and dashed up, securing 3rd place and fastest time medal with only 37 secs to spare. The following is a detailed result of the handicap:

Start.	Time.
I.-A. N. Deakin... 5 mins... 2 hrs 31 mins 57 secs	
II.-W. H. Kerr... 10 mins... 2 hrs 39 mins 50 secs	
III.-J. A. Bennett scratch... 2 hrs 31 mins 30 secs	
J. R. Thompson (22 min), 3 hr 0 min 32 sec;	
W. Owen (14 min), 2 hr 47 min 43 sec; R. Thomas (10 min), 2 hr 49 min 5 sec; H. Hellier and H. Spence, tandem tricycle (10 min), 2 hr 47 min 21 sec (record); F. del Strother (14 min), 2 hr 51 min 38 sec; C. J. Decker (14 min), 2 hr 56 min 28 sec; A. H. Cottle, 8 hr 5 min 9 sec; and S. H. Keeling (14 min), 3 hr 8 min 40 sec, also finished. Alf Deakin gave a display of riding.	

WORTHY OF HIS BEST DAYS, and had he been better paced, and not ceased up somewhat when he had the race in hand, would probably have made the fastest time. He rode a Peregrine, fitted with Dunlop road-racing tyres. W. H. Kerr made a most promising debut, and looks like developing into a first-class man. He was riding a machine fitted with the Board gear, speeded up to 76. Had he used a less ambitious gear, he would doubtless have put in an even better performance. J. A. Bennett, on a Raleigh, had a hard struggle to gain fastest time, and there is evidently not much to choose between him and the winner. The performances of both men fall little, if anything, short of Schaffer's record ride, when

THE IMPERFECT PACING, heavy state of the roads for ten or fifteen miles, and the fact of the course being 1,200 yards longer than that traversed by Schaffer, are taken into consideration. Hellier and Spence did a good ride on an Olympia Seddon-tyred tandem, doing the distance in 2 hr 47 min 21 sec, beating record by some 17 min. A number of pacemakers were out assisting the "men in black" including the Macfiefield pair, Towley and Steeg, Harold Carlisle and Arthur Stilleffe, C. Davies and Feay, Walker Wright, George McNish (who came from Nottingham to assist his partner, Kerr), and many others. Altogether the race was one of the most successful the Anfield have ever held.

MAY 1894

ANFIELD NOVICES AT PLAY.

The Anfield men were favoured with fine weather for the running off their fifty-mile novice handicap on Saturday. The route taken was that known as the Lostock course, starting at Wilderpool, thence to Mere, Tabley, Lostock-Gralam, Rudheath, Knutsford, and home to the eighth milestone on the Warrington Road, and then again traversing the Lostock, Rudheath, and Knutsford triangle. The roads in better condition than to Rudheath were in better condition than we ever have known them to be, in consequence of which the Anfielders were at little disadvantage in having to use this course instead of the usual "record" course, this latter being unavailable on account of this year's day celebrations at Holmes Chapel. Ten men faced the starter (W. A. Thompson occupying the position of honour) out of an entry of 28. F. Watkins (5 min) was the one most fancied, he having given himself over to a very assiduous course of training for the event. The men had a very strong wind to contend with for the greater portion of the distance, and this accounted, no doubt, for several of the competitors retiring before the half distance had been covered. At 18 miles the 3-minute men (Watkins and Parry) had caught A. S. Neason (10 min), and at 19 miles Thompson had overhauled the 5-minute men. It was as much as ever Thompson's pacemakers (Saunders and Owen, on a tandem) could do to make the pace wavy enough for him, so well was he riding; but this told its tale, as, when having passed the field, Parry and Watkins hanging on, he had a bad time, for the two latter riders leaving him, with Davies and Feay and Bellian and another, on tandems, passing. Here Saunders and Owen took Thompson in hand, but were unable to pull him up again to the leaders, who were going in very fine style indeed. At 43 miles, Watkins got about a hundred yards less than Parry, whilst the latter maintained for some 31 miles. At this stage Watkins looked as if over-stage. He had a critical fast smote him, and his back tyre puncturing. Parry straight away passed, being paced by Feay and Davis on a tandem, and although another machine was at hand for Watkins, his back had not been overcome, as before he had gone another mile, he ran into the back wheel of his pacer's machine. He was, however, able to remount and continue, running into second place, 24 minutes behind Parry. Result:—

Start.	Net.	H. exp.
1. E. M. Parry, 5 min. 2:45	2:45	2:52
2. F. Watkins, 5 2:54	2:54	3:00
3. A. G. White, 5 2:54	2:54	3:00
4. A. S. Neason, 10 2:59:45	2:59:45	3:06:45

Parry also takes fastest time medal. Considering the wind to be encountered, his performance is a very creditable one, and is another score to the new Seddon Speed tyres, which were fitted to the machine he bestrode.

JULY 18, 1894

THE ANFIELD 24 HOURS.

This well-known club held their annual 24 hours' road ride, starting from Stockton Heath at 10 p.m. on Friday, when 16 competitors lined the starting, amongst which number, unfortunately, were not to be seen such known stayers as J. A. Bennett, R. H. Carlisle, T. B. Conway, A. N. Deakin, H. Hellier, and W. R. Toft. The usual course was followed. At Withchurch (32) the first batch consisted of seven men. J. A. Bennett, changing in here with the pacer put in some very fast work up to Gayton. Returning to Chester, N. Thomas took his partner, and F. O. Thompson, a start was made at ten p.m. The riders had to be kept out of the running. The leaders at Withchurch (117) had divided into three—viz., Lawrence Fletcher, W. J. Neason, and J. R. Thompson. The first hundred miles was ridden in 6 hrs. 7 mins. Crossing Preece Heath, Thompson was put "hors de combat" by cropping in a rut, damaging both himself and machine—thus losing much interest to the race. Fletcher and Neason completed the 12 hours with a total of 237 1/2 miles, beating record by eight miles. Neason was next. The remaining distance were A. G. White, 159 miles; A. H. Cottle, 157; W. H. Cottle and S. H. Keeling (tricycle), 154. White and Keeling here retired. In the second 12 hrs.

Topped the Record. In the Anfield B.C. 50 miles race on May 11th Mr. R. Leigh Knipe, who was riding Reflex-Clipper tyres, won the first prize. He made the fastest time and beat the unbroken record for the course, completing paced record for the course, completing in 2 hours 38 minutes 16 seconds, which was more than 8 1/2 minutes faster than his previous best.

the leaders were delayed considerably by a succession of punctures, spare machine use being plentiful on the Shropshire circuit, as they are between Hereford and Wrexham. At Holmes Chapel (320 miles) were seen by Carlisle, managed to leave Fletcher and Watkins behind, and after a long and tiring ride, he was seen to retire, and he was the Northern record, previously held by T. B. Conway, his total distance of 335 miles being an excellent performance on Northern roads. Fletcher, whose idea in starting was to put in some training for the John O'Grada's ride, completed 244 miles. The third man, the veteran W. R. Hood finished at Croxall with 260 1/2 miles to his credit. The other finishers were A. H. Cottle, 74 1/2 miles; R. Thomas (who lost five hours by mishaps to his machine), 271 miles; F. H. Cottle, 264 miles; W. M. Owen, 245 miles; F. Watkins, 240 miles. Neason had never riding his performance the more vertiginous. He, the eighth Anfielder to ride over 300 miles in 24 hours. Mr. W. F. Collier, N.R.R.A., timed.

ANFIELD FIFTY.

A Chapter of Accidents. The Anfield B.C.'s last fifty miles handicap of the season, held on Saturday, was somewhat marred by tyre troubles, no less than seven out of the fourteen starters being visited by the puncture demon, and, strange to relate, in almost every instance, it was the front tyre which collapsed. The race was run over a new and exceedingly quiet course in Shropshire and Cheshire, which proved, however, to be a considerably slower one than the old Anfield course. Pacemakers were not allowed, and coupled with this the fact that a very strong and cold wind prevailed, the accounts for the times running slow. The scratch division consisted of J. A. Bennett, A. N. Deakin, R. H. Carlisle, and H. B. Saunders. Carlisle punctured just before the start, and Deakin followed suit shortly afterwards, whilst Saunders gave up the race remaining as follows:

Start.	Net.	H. exp.
W. J. Neason, 5 min. 2:45	2:45	2:52
E. M. Parry, 5 2:54	2:54	3:00
F. O. Thompson, 10 2:59:45	2:59:45	3:06:45

Neason rode very strongly throughout, and in addition to winning the handicap, made fastest time; Beardwood, the second man, punctured seven miles from home and finished on the rim, whilst W. Owen, who ran fourth, punctured twice. Watkins and Keizer were compelled to retire owing to mishaps with their tyres. With this fact puncturing three times; Hugh Fraser broke his handle-bar, and J. Lisle ran into a cow. Apart from the numerous tyre accidents, the race—the first un-paced one held by the club—was considered a success, and it is highly probable that any road-races that may be held by the Anfield B.C. in the future will be un-paced ones. The times on Saturday were taken by T. B. Conway.

AUGUST 1894

A NORTHERN RECORD BEATEN.

On Saturday, Messrs. Hellier and Spence, of the Anfield Bicycle Club, succeeded in breaking the northern 50 mile tandem tricycle record by 17 mins., riding the full distance in 2h. 47m. 21s. They were mounted on an Olympia tandem, geared 66, and abrad with Seddon's new speed tyres. The previous record was held by Messrs. Gastall and Reilly, of Manchester. The time was certified by J. R. Berry, N.R.R.A.

MAY 1894

The First Road Race.

A BIKE RACE fixture was the Anfield B.C. 50 miles handicap, run over Cheshire roads on Saturday last. The weather and roads were all that could be desired, and there was no trouble whatever with the authorities. Out of 14 starters 8 finished, and the four scratch men, J. A. Bennett, A. N. Deakin, W. J. Neason, and E. Buckley, came within but a second or two of beating Northern record; Bennett's time being 2h. 35m. 15s., with Deakin a wheel behind. The handicap was won by W. M. Owen. In the net time of 2h. 35m. 15s., with J. R. Thompson second; and the quartette of scratch men coming next, in the order given above, and all close together.

END TO END.

Lawrence Fletcher beats record with a time of 40 minutes, 40 seconds, 40 seconds, 40 seconds. The record from Land's End to John O'Grada comes back to the Anfield B.C. Lawrence Fletcher left Land's End at midnight on Sunday last on a safety for John O'Grada's. The weather was fine, but "Fletcher's Luck," as it is called round Liverpool, was at once in evidence as he lost his way, and took an hour to reach Penzance 10 miles from the end. Here, however, he was picked up by W. R. Toft, the captain of the Anfield, and checked by W. J. Adams at St. Michael's. Bodmin, 58 miles from the start, was reached at 4 a.m., and being here taken in hand by J. A. Bennett, the record breaker, made Launceston (80 miles) at 6.15 a.m., only to find the hotel shut up, and the breakfast, so long looked forward to, now at. Proceeding on, however, Okehampton (98) was reached at 5 a.m., and a big bowl of bread and milk, which was soon demolished. Fletcher then going on with W. Adams, Anfield B.C. pacemaker, and reaching Exeter (120) at 6.15 a.m., and Collymouth (133) at 7.30 a.m. Here the record breaker was taken in hand by W. Shaw, Anfield B.C., and the pair together



LAWRENCE FLETCHER.

with T. G. Cramp, reached Taunton (134) at 1 p.m., and Bridgwater at 2 p.m. (check A. E. Best) At Bridgwater, Bennett again chipped in and took Fletcher to Bristol (168) at 5.5 p.m. Mr. J. Bond kindly meeting the record breaker two miles south of Bristol, and not leaving him until 10 miles into the Gloucester Road, where he was met by Fletcher at 5.15 p.m. and was reached at 8.55 p.m., and a few minutes later, Fletcher again set out with S. H. Keeling, and W. Adams, both of the Anfield, putting out the running at a fast pace Worcester (204) was reached at 10.15 p.m., and C. W. Ashton and other local men chipped in, the party reached Kidderminster (217) at 11.15 p.m. (this being the longest day's ride from the end ever accomplished. Turning into bed at the Lion Hotel, Fletcher slept for 25 hours and set out again at 3 a.m., accompanied by Toft, Shaw, and Keeling, by Austin and another local rider, the last two named going through to Bridgnorth (280), whilst the Anfield men pulled the record breaker on to Wellington Salop (300), at 5.25 a.m., where he was taken in hand by W. Tomlin, who paced

APR 1892

NORTHERN 24 HOURS' RECORD.

On Saturday, T. B. Conway, of the Anfield B.C. held the 24 hours' Northern record, with 1,665 1/2 miles on his clubmate, J. R. Thompson. A start was made at ten p.m. on Friday night, from Stockton Heath, from whence the usual course was followed through Clunton, Whitechurch, Gayton, Newport, Wellington, Shrewsbury, and Wem. At 12 hours 175 miles had been done. Thompson's figure of 31 1/2 were passed with 28 minutes to spare, and going on Conway finished at Litchford with a total of 1,665 1/2 miles, beating record by eight miles. Conway is one of the old brigade of Anfielders, and had previously done several excellent 24 hours' rides. He rode an H. and P. Safety. Conway was paced by W. H. Toft, H. B. Saunders, Neason, Keeling, Owen, Beardwood, Hellier, Deakin, Jones, Hood, Tomlin, and Adams, all of the Anfield B.C. The weather was showery, and not at all favourable.

Hugh Fraser was one of the merry party of Anfielders at Preece; but where were G.O.M.'s, Dave Bell and Norman Crooks?

FLETCHER'S GREAT RIDE.

THE ONE THOUSAND MILES RECORD BEATEN. One more splendid performance against adverse circumstances has to be registered to the name of Lawrence Fletcher, Anfield Bicycle Club, by his recent pley attempt on the Land's End to John O'Grada record, an attempt which, from stress of weather, had to be abandoned, but not to be outdone altogether Fletcher plucked on through wind and rain, and eventually succeeded in completing one thousand and seven miles in 4 days 23 hours and 30 minutes. It is now past history how Fletcher had previously started on three different occasions, but Fate had intervened each time to prevent him going through. On the first start Hodnet (about 315 miles) was reached, when the time of his machine was 11.10, between Launceston and Okehampton, saw the conclusion of the second from the same cause, and the wind stopped him at Redruth. On the third occasion truly a string of disasters (except in the direction of a loss about heart and determined character than man, naturally a very great deal of the success of the ride to this record depends on the wind. Mills had a strong sou'-wester behind him when he started, and the help of such a wind over the trying hills from Land's End to Exeter is much to be desired. Fletcher

Waited a Week for such a wind, but without avail, and finally he decided to make his fourth attempt on Monday, 4th September, starting at two a.m., and struggling against a regular "shorter" (registered phrase from E.S.E. He was timed off by W. R. Hood (the "Admiral"), Northern Road Records Association, who paced in fine style. Fletcher (45) from here to Launceston, H. Kerr, of the Oriol C.C., Dublin, took him in hand, assisted by Adams, of St. Austel. Launceston was reached at 8.29, where Shaw and Saunders were waiting with a "good" of bread and milk, porridge, tea, and pears, of which fruit Fletcher ate very considerably on his journey. Getting under weigh again at 8.35 he was cheered along by Jack Pike of the Calton C.C., and Frank Shaw and his brother, both of whom were spending a holiday in Cornwall. Okehampton, 101 miles from the start, was sighted at 10.7, ten minutes inside the time table. From here a fine pace was kept up to Exeter, where W. Adams took Fletcher in hand to Taunton assisted by Chick and Trump, two local men. Taunton to Bristol found Admiral Hood at the head of affairs. Messrs. Keeling and Mitchell kindly assisting. Bristol was reached at 6.47, and Lord Kerr dragged from his retreat to pace as far as Gloucester (9.40 p.m.), Trimmado over this stretch, Fletcher taking in between the tyre wheels and making good time into Gloucester, from which city to Worcester W. Shaw was responsible for the speed rate, assisted by Cugley and others, and the Bell Hotel, Worcester, entered at 12 p.m., 258 miles in 22 hours, Fletcher riding splendidly and

Looking Fit as a Fiddle (original remark). With W. J. Neason and Saunders pacing a point eight miles past Kidderminster was reached at 2 a.m. Tuesday, making 221 miles from the start, the longest distance ever accomplished in 24 hours over this course, and it was very hard riding from our own personal experience, 281 miles in 24 hours, being in fact a record in Devonshire. It was a wonderful performance. Fletcher's remarkably strong rider on hills, and he surmounted many a pinnacle that the local men never attempted to ride. To return to W. H. Austin had kindly chipped in at five miles on the Worcester to Wellington pipe, and the latter place, 300 miles from the start, was made at 4.5, and after a short stoppage for food Fletcher over this stretch, accompanied by Adams, Peckars, and Neason. Sailing into Whitechurch Skipper Toft and Bos'n Rowatt were sighted both aboard speed crafts, and a steady 17 knots an hour set into Warrington 9.18. Fletcher led the Norton Arm shortly after, accompanied by Adams, Peckars, and Walter Deakin. A local hero came down from Wigan to show the party a "short cut," and took them five miles out of their way over some fine and large specimens of Lancashire cobbles, for which smart piece of work he earned the athletes' one and all. We did not discover the warrior's me, but it was not our good friend Walscroft, who unfortunately was unable to get away from the first 12.25 with the time at Preston from Messrs. Mason paced to Kendal, Walter Deakin (continuing with his valuable assistance. From Kendal over Shap Falls to Penrith J. Butterwith piloted Fletcher, Messrs. Hood (the "Admiral") and Saunders also accompanying. A short stop was made at the Greyhound Hotel at Shap after the severe climb and Penrith reached at 8.15, the party, now augmented by the four local men, finding a great difficulty in getting through.

The Tremendous Crowd of People who had assembled to catch a glimpse of the record man. Here Fletcher indulged in his first sleep after having a hot bath and good rub down with Hippocrene. Leaving Penrith 9.15. Carlisle (8 miles).

A merry crowd of Anfielders assembled at Broxton last Saturday to the number of 33. Johnny Kelly made his penultimate appearance with the club prior to his departure for South America on April 29. As a hard worker devoted to the interests of the club, J. B. will be greatly missed, and his personal gain will no longer add to the merit of club runs and social functions.

Neason's Intention.

Neason, who has been lost sight of lately, appears likely to be heard of again, for it is said he has intentions on the London and Liverpool record. It is rumored that he may make the attempt speed, in defiance of W.G.F. regulations, and it is to be assumed he is aware of the consequences thereof.

MAY 1894

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was done in 1 hour 15 minutes. Butterwith, Hood, and Saunders still pacing, assisted by a crowd of local men. At Corbridge it commenced to rain and continued to do so until Beeston Bridge was reached with Adams Lennox and Brooks pacing, the foreigner from Ireland Lord Kerr chipping in here and continuing with the others to Biggar 6.20 a.m., from whence Shaw paced to Edinburgh



assisted by Grandson, Inglis, and others, including Brooks. The Granton Ferry was hailed at 9.30 a.m. and from this point W. Tomlin paced right away to Freeburn, picking up on the route, D. Swan and Meason at Perth, L. E. W. Shaw at Blair Athole, S. S. and W. Adams at Kingussie, 11 p.m. The rain again came on the scene at Pitlochry, and continued almost incessantly to Freeburn (728 miles) when, after taking 2 1/2 hours to do the thirteen miles, owing to the heavy going, Fletcher wisely decided to give up his attempt to reach Groats, as the roads were simply impassable, and he had to walk several miles without his shoes, he finding it impossible to keep them on, so holding was the clayey soil. He had a good sleep at Freeburn Inn, and continued on to Inverness, where it was decided to turn back and

Go for the 1,000 Miles Record.
Leaving Inverness at 3.5 on Thursday afternoon, paced by Kerr and Saunders, Fletcher made for Kingussie, via Nairn, Forres, Grantown-on-Spey, and Aviemore, this stretch of 77 miles taking twelve hours to cover, the rain coming down in torrents on leaving Forres, making six miles an hour a perfect labour, added to which the roads being quite strange to the riders frequent discussions had to be made to examine milestones and finger-posts to ensure the correct route being followed. Kingussie was reached soon after three, both riders and pacers being well through. Fletcher left Kingussie at 4 a.m. with Shaw and Adams piling through the storm of wind and rain, not at all a pleasant ride through the dangerous Garry Pass to Blair Athole 9.40 a.m., Pitlochry 11.20, and Perth 3 p.m. From Perth Tomlin and Neason paced to Stirling, D. Hodge, a local man, and J. D. Siddley led the way. Stirling was left for the final detour at 8.25 p.m., and a point two miles beyond Beckley reached at 11.30, from whence a fast pace was set home to Stirling, Fletcher finishing at 1.30 a.m. on Saturday half an hour inside five days for 1,007 miles. Shaw, Tomlin, Adams, Neason, and a local man named Stephens paced the last fifty miles. All throughout the ride Fletcher showed what pluck and determination he possessed by continuing to struggle on despite the fearful odds against him, and only those who accompanied him (as the writer did) can have any idea of what a fight it was. Fletcher used a

Raleigh Standard Pattern Road Racer, fitted with Dunlop, 1893, detachable tyres, and it is a noteworthy fact that the same machine was ridden right through from start to finish, and beyond having the chain adjusted never required any attention whatever, a grand record when the awful weather is taken into consideration. Not the least remarkable feature was the fact that he did not use a gear case, his machine being fitted with one of Perry's new pattern roller chains. It was geared to 60, and with rubber pedals, toe clips, and saddle weighed 30 lbs. He always uses Smith's Suspension Spring to his saddle, an old hand trusted friend, a long-distance Langmuir, which has been through eight seasons' hard wear, including three times over the End to End course, a record unequalled in the saddle line we should imagine. The pacers were all mounted on Raleighs geared to 60, and the machines used on the last and successful ride were fitted with Balls Nottingham Machinist Co's rims; and it is a pleasing fact to record that not a single machine went wrong in the slightest degree and, marvellous to relate, no one punctured. In fact, Fletcher's tyres were not pumped once during the ride. "Give the drum a omer, and score it to the Dunlop tyre." Fletcher desires to return thanks to those of his fellow-clubmen and others who so willingly assisted him in his various dealings. The local men all along the route gave their services in a very pleasing manner, their knowledge of the roads being extremely useful. J. D. Siddley looked after the feeding arrangements and generally bossed the ride, his previous experiences in End to End records proving very useful. H. B. S.

LAND'S END TO JOHN O' GROATS. WITH FLETCHER, THE UNLUCKY.

When the veteran Anfielder asked me to do some pacing for him in his attempt to beat Mills' latest, I must say I thought he was unwise to take on the ride, for when I remembered that it was in 1879 that he first beat record by getting inside Britten at 24 hours record, and that 1879 was a long 15 years back, I felt that Mills was quite safe, to say the least of it. However, rather than disoblige my old friend I went, and I must say I got a fair eye for myself. At Penzance, on Saturday, I found a little colony of speed merchants, including Arthur Bennett on a single, Alec Jack (Anfield) and Joey Williamson on a Humber tandem, and, of course, Fletcher himself. Fletcher and Bennett later on departed for Land's End, whilst the tandems waited at Penzance. On Monday morning all was ready, including a fine morning and a southerly gale, but the Land's End pair wisely stopped where they were. At 6.55, on Tuesday, both arrived in a hurry ten miles, wind behind, sunny weather, and both

unrecognizable with mud and soaked to the skins. From Penzance to Redruth the roads were dry, and Taylor, of Penzance, chipping in with the tandem and Bennett, 18 miles went in the first hour, and Mitchell, 41 miles from the start (six a.m.) was reached over saturated roads at 8.25. Bread and milk was the order of the day, and by 9.30, all wet through, and up to the eyes in filth, the tandem slogging down heavily on the greasy road through Bolmin, having, however, completed his initial task with vigour, as, needless to say, did Bennett. Fletcher went right on with Conway (Anfield) and Jack Butterwith (Kendal) over heavy, filthy roads to Launceston, 20 miles. Half-way through, Butterwith came a nasty cropper over a flock of sheep, and a few miles from Launceston was put hors de combat by a local policeman, who brought him to the station and packed him in a wheelbarrow. Fletcher and Bennett, however, were not deterred, and they reached Launceston at 11.11 a.m. 24 minutes past 3. The tandem then proceeded northwards, and in the evening they were at Exeter, 120 miles, and at 11.15 p.m. half-past-four in front of Mills, and a few minutes later Fletcher went on with Tomlin (Anfield) and Chick, of Kester, four miles south of Wellington (Somerset) Tomlin

had a nasty smash over a big dog. Fletcher got to Wellington alone at 4.30 a.m., going on at once with Will Howitt and J. D. Slope (Northampton County) on a Humber tandem. Driving the tandem along to Taunton, Thomas of the Anfield, was picked up on a single, and with Crump and Kitching, of Taunton, chipping in, Bridgewater, 185, was reached at 5.40 p.m., food taken on board, and 120 covered in the first twelve hours. Near Bristol H. B. Clayton chipped in, and the hotel was reached at 8.15 p.m. in spite of a nasty cross wind from Bridgewater, leaving 20 minutes later, paced by the Jack-Williamson tandem, with W. H. Kerr and Conway (Anfield) on singles, and Clay and Conington of Bristol. It was soon the men's turn to take the cross wind behind the tandem, and only leaving the saddle once for about a couple of minutes, the 34 miles to Gloucester was reeled off in exactly 2 hours, and the Standard, 222 miles, reached at 10.40 p.m., exactly 12 hours

ahead of Mills' time, a fact which caused 20 minutes' loss of time, as neither the food nor the local pacers were in readiness. Getting away at 11 p.m., with the tandem still making the running, along with Conway and Kerr, Worcester, 258, was reached at 12.50 a.m., and Fletcher left 10 minutes later with Butterwith, supported by H. Bell, of Wolverhampton, and by Messrs. Griffiths and Ingram, Kidderminster. 15 miles, was made in 55 minutes, and then the pace was slowed down over the rough and hilly roads to Wellington, 300, which Fletcher reached at 4.25 a.m., still 14 hours ahead. Here, a most unfortunate delay occurred, as by some carelessness the hotel had not been wired, and neither food nor pacing was in readiness. Getting away at 6.15 a.m., with D. A. C. Griffiths and Ingram, reported by H. Bell, and Tomlin for some miles the pace was again piled on, and when the first 24 hours was completed, Fletcher had covered 320 miles, as against Mills' 300, this being by 20 miles the longest first day's ride from Land's End. Another delay occurred over the Whitchurch feeding arrangements owing to Fletcher being

so much ahead of his time-table, and owing to the rain, which was falling in torrents, and when Fletcher reached Warrington with Fell, 350 miles, at 8.40 a.m., he was only 45 minutes ahead of time, the roads for 30 miles having been like rivers, and as all

the Northern pacers wired that the weather was simply hopeless, Fletcher decided to stop and have another shot late in the day, but he was simply unable to get going until the rain came on, and he is confident of his ability to complete it in 1 day if the weather will, say that he is a H. B. S. (Anfield) (London) (Lumber path racer, 664 years (ordinary chain year). Fitted with Appleby's chain, which he has a decided preference for, and used Dunlop 4 path racing tyres with thickened tread, and these came right through, he did all the racing practically both tandems and singles, without requiring the slightest attention. He wishes to thank all the men who so kindly assisted him, and hope to be favoured by them again.

AUGUST 22, 1894.

THE ANFIELD B.C.'S 50 MILES ROAD RACE.

Saturday was by no means a favourable day for fast times, as a strong wind was blowing and the roads were heavy in places from the recent rains. Nevertheless, though many of the "cracks," such as J. A. Hennett, A. N. Deakin, C. W. Schafer, and others were non-starters, some good performances were accomplished. E. Buckley, a recent and valuable acquisition to the club, did a fine performance in running through the handicap and making the fastest time from the five minutes mark. H. B. Saunders rode through from scratch, but his time was more than two minutes slower than that of Buckley's. There were 18 starters and 5 finishers. Punctures were accountable for the non-appearance of some of the competitors at the finishing-post, and we are sorry to say that others were interfered with by a policeman in plain clothes at one of the quietest and most unfrequented spots on the course. The following is the result of the race:

Start.	Time.
1. E. Buckley..... 5 ... 3 34 31 fastest time.	
2. R. B. Jones..... 25 ... 2 57 25	
3. C. Keizer..... 30 ... 3 3 3	

J. R. Thompson (17min), 2hr 51min 5sec; H. B. Saunders (scratch), 2hr 36min 53sec; A. H. Cottle (20min), 3hr 5min 13sec; P. C. Beardwood (5min), 2hr 48min 8sec; H. P. Spence (30min), 3hr 17min 51sec, also finished.

THE WINNER, E. BUCKLEY, is possibly the most recent recruit to the Anfield B.C., must be looked upon as a coming man. In fact, he has already come on very considerably in the past few months. From being a potterer about the roads, with an occasional indulgence in a little mild racing with a small local club, he has become a speed (and stamina) merchant of the first order. His first record performance was accomplished between the cities of Manchester and London, a distance of some 187 miles, which he traversed in 13hr 8 min, in spite of unfavourable circumstances. His next success was his runaway win in the 12 hours path race at Leeds, in which he compiled the very respectable total of 231 1/2 miles. In the Once Cup he proved somewhat of a disappointment to his friends, but was no doubt a trifle stale in consequence of his 12 hours ride, and felt the vibration of the batters terribly. His return to his old love, the road, he has signalled, as above notice, by accomplishing the fastest time in the Anfield "fifty," doing the distance in 2 hr 84 min 61 sec, in spite of a strong wind and heavy roads. He has compiled a list of tourists' routes, from Manchester, for "The Cycler's Holiday Number," with such success as to call for a compliment from the Manchester Evening News.

AUGUST 1894

An Old Stager.
Among the fifty members of the Anfield B.C. who assisted at the annual "100," was J. K. Conway, one of the old-timers, who had just returned from the Western States. Conway, who was one of the crack men of his time—1885-88—was one of the few men to cover 250 miles in 24 hours, on a solid-tired ordinary bicycle. Four hundred miles on an air-tyred safety, and with the excellent pacing and feeding arrangements which obtain nowadays, does not seem such a big undertaking after all, when compared with rides such as Conway's.



The End to End Record. Fletcher beaten by the weather at Warrington.

August 1894.

THE ANFIELD FIFTY MILES ROAD HANDICAP.

THIS crack road-riding club brought off its annual Fifty Miles Handicap on Saturday last with phenomenal success, and had the weather been a little more favourable some fine performances would have been registered. The course was from the 11th milestone on the Warrington road to four miles beyond Holmes Chapel, where the riders turned and finished four miles from Warrington, on the Knutsford road, thus making the out journey 30 and the return 20 miles. Unfortunately, the roads were very "dead," and in many places thick with mud, which was a stiff breeze blow against the men for the first 20 miles. A capital entry had been obtained, and the handicap was framed as follows:

- Lawrence Fletcher, Safety, scratch; D. J. Bell, bicycle, 5m; N. Crooke, Safety, 5m; G. B. Mercer, Safety, 5m; G. S. Stoker, Safety, 5m; F. W. Mayor, Safety, 12m; E. Edwards, Safety, 15m; A. H. Fletcher, tricycle, 15m; H. Pedder, tricycle, 15m; H. J. Webb, tricycle, 15m; J. C. Robinson, Safety, 15m; E. A. Thompson, bicycle, 18m; D. R. Fell, bicycle, 25m; T. B. Conway, bicycle, 25m; W. Corrie, Safety, 30m; J. H. Cook, Safety, 30m; J. Ashcroft, Safety, 30m; J. P. Fletcher, tricycle, 30m; S. A. Chalk, tricycle, 30m; W. H. Dutton, Safety, 32m; E. Harrison, bicycle, 32m; J. H. Jones, bicycle, 32m; W. H. Ashley, bicycle, 35m; J. R. Halsall, bicycle, 35m; R. H. J. Dyas, bicycle, 35m; W. H. Walker, 35m; J. M. Thomson, tricycle, 50m.

The only absentees were a few of the long mark men, and some 20 riders were got away in good time, including N. Crooke, Mercer, and Lawrence Fletcher on Safeties; D. J. Bell, D. R. Fell-Conway and Thomson on ordinaries; and Alf Fletcher, Pedder, and Henry J. Webb (holder of the 100 miles record) on tricycles. D. J. Bell lost his back-wheel tyre five miles from the start, thus allowing Mercer and Crooke to get away. Pedder and A. H. Fletcher ran away from Webb, who was dead out of form, and handicapped by not knowing the road. Pedder, indeed, got away from Fletcher at Warrington, but the latter repassed him in Holmes Chapel.

THE SCRATCH MAN, WHO WAS RIDING AN IVEL SAFETY, HAD ALL THE LUCK AGAINST HIM, AS AFTER DOING THE FIRST 5 1/2 MILES IN 18 MINUTES HE HAD TO WAIT FIVE MINUTES AT THE WARRINGTON CANAL BRIDGE, WITH BELL AND HALSALL, AND 2 1/2 MINUTES AT THE KNUTSFORD ROAD RAILWAY CROSSING.

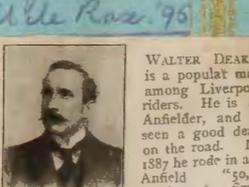
Travelling at a big pace, he passed Webb and Jones before Hoo Green, and being then led by T. W. Grace, of Manchester, he caught Crooke and Mercer in Knutsford, having covered 18 1/2 miles in 1h. 11m. Fletcher and Crooke then covered eight miles at high pressure, led by Grace, and soon ran past Conway, J. P. Fletcher, and Corrie, but Crooke, with his low gear, shook off Fletcher (who was driving a 63in.), going up the hill into Holmes Chapel, and was never again caught; Fletcher stayed 2m. at the turning point, thus letting Mercer to again, and the pair went off in company, Mercer rushing at a big pace. Grace however took his man in hand again a few miles back, and, passing through Holmes Chapel they caught Alf Fletcher four miles out, and, keeping a steady pace, collared Mercer two miles beyond Knutsford, and passing Ashcroft about the same time went on to a rattling finish, catching Edwards about five minutes from home. E. A. Thomson won cleverly on a Regent ordinary bicycle, Norman Crooke riding in second on an R. and P. Safety two minutes later, followed directly after by J. M. Thomson on an R. and P. Tricycle, behind whom, one minute too late, came Lawrence Fletcher. A Cooke also takes the fastest time medal, his net time being 3h. 38m. The club desires to return very hearty thanks to Messrs. F. W. Grace, Carlton, Mr. D. Smith, and particularly C. S. Brook, all of Manchester, for their indefatigable efforts on behalf of the members in running up, procuring refreshments, &c.

OGT: 1887

Friends of W. R. Toft, the well-known captain of the Anfield B.C.—and they are many—will learn with deep regret that he is seriously ill, typhoid fever having claimed him for a victim. On Saturday his life was almost despaired of, but I sincerely trust that by now he has got the worst over.

IN CONNECTION WITH THE APPROACHING ANFIELD "HUNDRED," MR. SAM ROBINSON, OF THE BIRKENHEAD RANGERS, WHO WAS HELD TO HAVE A VERY GOOD CHANCE OF COMING IN FIRST, HAS BEEN EMPHATICALLY REFUSED AN INVITATION TO RIDE, AS THE FOLLOWING LETTER, ADDRESSED TO MR. ROBINSON BY THE SECRETARY OF THE ANFIELD CLUB, WILL SHOW:—"DEAR SIR,—I AM INSTRUCTED BY MY COMMITTEE TO INFORM YOU THAT IN CONSEQUENCE OF THE LARGE NUMBER OF OFFERS, AND THE LACK OF SPACE FOR APPLICATION, THEY CANNOT SEE THEIR WAY TO GIVE YOU AN INVITATION TO RIDE."

Now, as a matter of fact, Mr. Norman Crooke, through Mr. Cooke, of the Anfield C.C., brought Mr. Robinson's name before the committee some considerable time ago, and the consideration of it was postponed. Thus No. 1 reason (of excuse it perhaps the better word) falls to the ground. In regard to the large number of entries (1), excuse No. 2 is perfectly ridiculous on the face of it. The fifty starters in a hundred miles—how many? Who ever heard of such a thing? No, no; there must be some other reason. Is it that the Anfield champions are afraid of being beaten? It certainly looks like it. A refusal to such a sterling rider on such paltry grounds is unworthy of an organisation which is acknowledged to be one of the leading cycling clubs in England. We hope wisest counsels will prevail, and that Mr. Robinson's name will be added to the list of competitors.



WALTER DEAKIN is a popular man among Liverpool riders. He is an Anfielder, and is seen a good deal on the road. In 1887 he rode in an Anfield "50," coming in first and doing fastest time. He has not done much racing since, but he is a member of the Liverpool Cycle Traders' Association. Always willing to assist in pacing, in the past, his popularity is easily understood.

Tokeley, of the Anfield, is riding a machine, on the road, geared to 105, and—he uses his...

W. R. Toft, the Anfield captain, who, as stated last week, is suffering from typhoid fever, still lies in a critical condition.

AT THE ANFIELD "HUNDRED."



Cross (the winner) finishing.

THE ANFIELD 100.

FINE PERFORMANCE BY W. OWEN, OF THE ANFIELD B.C.

The Anfielders seem to have a happy knack of carrying out their road races, in spite of the police interference score, and carrying them out very successfully, too. Their annual White-Monday event is always looked forward to by local clubs as one of the most enjoyable sporting functions of the year, and the present occasion was no exception to the rule. The Anfield committee deserve every credit for the quiet and yet thorough way in which they carried out the fixture, and the cyclists of Liverpool and Manchester and district owe them a debt of gratitude for providing a day's splendid sport.

The weather was on its best behaviour, the atmosphere being warm and still. The roads were perfect after Saturday's rain, and consequently the times ruled very fast. There were only four absentees out of an entry of 32, the principal non-starters being J. A. Bennett, who is certainly the best man the Anfield have for 100 miles, and C. W. Schafer. The former was licenseeless yet, although he applied a month ago for his "brief." A very warm crowd started from the 18-minute mark, including W. Owen, H. W. Smith, R. Thomas, and J. R. Thompson, and one of these was rightly expected to furnish

AT THE ANFIELD "HUNDRED."



On a tandem, Wood and Owen rode 100 miles in this annual 24-hour race of the Anfield B.C.

Bidlake paced by Cooker and Cawood.

The result of the Anfield Invitation Hundred did not reach me in time for last week. The performance of W. M. Owen, who finished first and fairly fresh, is a credit to the club as well as the man. The veteran, F. T. Bidlake, managed to capture the 100 miles Northern record for tricycles. It is astonishing how the Anfield B.C. manufactures long distance riders of the first water.

W. M. Owen speaks very highly of his new Crypto. He only received it on Friday, yet in the Anfield 50 on Saturday he did the best time of his life.

W. M. Owen, of the Anfield, promises to be the roadman of the season on the North. Already he has won the Anfield 100 miles road race, first place and fastest time in his club's history.

Wheeler.

The winner, Owen rode in splendid style, and came in first in the competition record time of 5 hr 23 min 18 sec, thus beating times done on faster courses over the North Road and in the Midlands. W. Turner, of Manchester, rode very finely, and came in a good second. Geo. of the Wednesday C.C., being a plucky third. Of the three scratch men, Arthur Halsey, Buckley, and Carlisle, the last-named, who was a bit of colour, had enough at the half distance; while Buckley punctured when going well. Halsey also had his share of illness, as, after doing the first 60 miles in even time, he had to ride a tandem tricycle single-

AT THE ANFIELD "HUNDRED."



Repairing a machine.

handed for four miles, and then finished on an unsuitable machine. Otherwise he would have done fastest time, and broken the Northern record. Bidlake, on his three-wheeler, although his caress was nearly cut short by a cropper, and he had to travel alone for forty miles, broke the Northern record for tricycles lately set up by Spreckley. H. W. Smith was delayed by a puncture, Thompson had to give up through the same cause, and Thomas struggled gamely to the finish hampered by severe attacks of cramp. Waddington had a bad spill, and punctures were accountable for others not finishing. Among those who were energetic in pacing, and thus helped towards the success of the race, were Toft and Decker, W. Tomlin and Arthur Davies, Watkins and Saunders, the Brothers Neason, J. H. Cocker and Cawood, and many others. The following men finished in the order named:-

Table with 3 columns: Name, Club, Time. Lists winners and their times for the 100-mile race.

W. M. Owen rode splendidly in the Anfield 100, winning in fastest time, and beating competition record.

The Imperial Rover scored first and fastest time in the Anfield 100.

Arthur Halsey rode in grand form, but had bad luck, in the Anfield 100.

Bidlake broke the Northern 100 miles tricycle record by 3 min 25 sec.

Smith had very hard lines in the wester of punctures in the Anfield 100.

The Anfield invitation 100 miles race was a great success. Forest, Anfield B.C.

W. M. Owen speaks very highly of his new Crypto. He only received it on Friday, yet in the Anfield 50 on Saturday he did the best time of his life.

The Anfield 100 Miles Road Race, which is run annually on White-Monday, has come to be regarded in the light of a national event, and not only are the cyclists of the district, but those of the surrounding counties, who are attracted to it, and who are not only spectators, but also competitors.

The result of the race was not lacking in interest, however, W. Owen (Imperial) getting home two minutes ahead of the runner-up, H. W. Smith (W. E. (the Ghai)) made into three sets of tricycles later. Owen, who is one of the most promising men the Anfield have, did the journey in 5 hours 23 min 18 sec, which is a best of record in competition, while it is interesting to note that E. T. Bidlake, the crack tricyclist on the North Road Club, though he failed to get a place, rode the course in 6 hours 10 min 25 sec, thus making him off A. Spreckley's record for the road on the Northern road.

ATHLETICITY

Quite the classic road event of the season, now that the North-road lot have dropped the road work, is the invitation hundred of the Anfield B.C., and this annual institution was duly brought off by the premier road club of the kingdom on Monday. A point close to the old spot near Whitechurch was utilised as the starting-place, and a crowd fairly representative of England's best-known road scorers were out away in good time.

The most prominent absentees were Artie Bennett and C. W. Schafer, both members of the promoting club. As 100 miles of one-and-a-half mile road, Bennett is probably the best man in the North of England, and it is a pity that he did not turn out. Schafer seems always to shun competition, more's the pity, for he has the appearance of a man who would shine in a gruelling dash. W. M. Owen, of the Anfield, got a start of 18 min., and he got away from his co-marksmen, won the race, and did better time than any of the competitors. There's a prize for the 100 miles. Owen is now richer by two handsome gold medals, one for fastest time, and the other for first place. Owen has scored heavily in Anfield road events this year, and will have to be reckoned with the club cracks. F. T. Bidlake, who finished ninth, broke Spreckley's recently-established tricycle record by three minutes, but the new figures won't stand long. I believe it is the only occasion on which Bidlake has gone right through an Anfield hundred. The following was the order of the finish, with the net times:-

Table with 3 columns: Name, Club, Time. Lists winners and their times for the 100-mile race.

I must congratulate the Anfield on the success of that famous club's recent 100 miles road race, and also the winner, Mr. Owen, on his excellent performance; 5 hr 23 min is very good, and just beats our Midland time by a matter of a few minutes. I can hardly agree, however, with the Northern authority, who tells his readers that Owen's time beats that done on the "Ladder course" in the Midlands. Our course, though good as regards surface, is not hilly to the very least, and it is not as if Petersen pull up at Goggett in the Speedwell 100 last year and absolutely refuse to go down it, will remember what an impression our roads had on some of the competitors from the flat countries on that occasion. There is nothing so trying in a long road race as a real hill.

We have at least five severe hills on our Midland 100 course and several other minor ones. I have seen some of these walked up by good riders in road races. This sort of thing is bound to spoil the time. I may say that these remarks are penned in a purely friendly spirit. The Anfield is a club I have always admired, and I like the Anfield men for sticking to a fair out-and-home course instead of striving after sensational times on straightway courses with the wind behind.

ANFIELD 24-HOURS ROAD RACE.

FOUR NORTHERN RECORDS BROKEN.

The Anfielders were favoured with glorious weather and good roads on the occasion of their annual 24 hours road race, held on Friday and Saturday last. The start took place at 10 p.m. on Friday from Stockton Heath, near Warrington and the course was mapped out for 94 1/2 miles, which distance, within 4 1/2 miles, was covered by the ultimate winner. The starters were J. R. Thompson, F. Watkins, W. M. Owen, J. D. Siddley, C. Keizer, P. C. Beardwood, H. Cottle, H. B. Saunders, R. Thomas, J. F. German, and H. Helliher, the last-named mounted on a tricycle.

A BAD SPILL.

The Anfielders had a muster of 16 for the run to Hunt's Cross on Saturday. The occasion being New Year's Eve, the proceedings were more festive than usual, and what with punch bowls and things the old year went out with great relish. Helliher, Worth, Beardwood, and Strother went on to Knotty Ash, where they spent the night. Certain mysterious proceedings connected with the letting in of the New Year began about 12 o'clock, and Helliher with much pomp admitted the new comer. So far he has seen on his best behaviour, and to-day (Sunday) is an ideal cyclist's day—roads fresh and dry, with beautiful sunshine and bracing air. The writer took a short ride in the morning, and met numbers of men out riding. Verily, the new year starts well.



H. Helliher.

at the start, which compelled him to retire, the next man to go being Cottle at 62 miles, German, Beardwood, at 103 miles, and Owen, through a puncture, at 110 miles. The first thing of importance was the breaking of the tricycle 100 miles Northern record by Helliher, who knocked 11 minutes off the old record.

BEATS NORTHERN RECORD

(his own) by 1 1/2 miles and Keizer, who rode through, practically alone, finished fourth, having covered 366 miles, with half an hour to go. There were no bad accidents, but most of the men had a puncture or two, whilst the winner had three falls. W. F. Collier, N.R.R.A., timed Watkins, and T. E. Foster, N.R.R.A., timed Helliher.

The Anfield B.C. successfully ran off a 50 miles members' road handicap on Saturday, over Cheshire roads. The weather was beautifully fine and the roads in good condition, consequently the times ruled fast. Fourteen men started, and the following is the order of the finish.

Table with 3 columns: Name, Club, Time. Lists winners and their times for the 50-mile race.

The scratch men finished in a bunch, and Bennett, who beat Deakin by less than the length of a machine, was but a couple of seconds outside northern record. W. F. Collier, N.R.R.A., acted as timekeeper. Much interest was centred in the race, as it is the only one the club intends holding at the distance this year.

Fletcher managed to snatch a few moments from business to hob-nob with the "friends of his youth." G. B. Mercer, D. R. Fall, the Brothers Conway, and Norman Crooks, among other old stagers, were in evidence, whilst the evergreen Alf. Deakin, the speedy W. J. Neason, the lengthy Toft, the encyclopaedia Worth, and the youthful Spence were among the celebrities present. Saturday was mostly given over to cleaning machines, and on Sunday picnicking at Lake Elsie was the order of the day. The return ride was very enjoyable until Chester was reached, when it began to veer again, and the men got a little drenching.

front of Northern record (Toft's). Thompson got away from Helliher and Watkins soon after half time, Keizer, the only remaining competitor, being some little distance behind, and at 267 miles had obtained an hour's lead of Watkins. The last-named began to

FILE ON FACE

at Broken Cross (297 miles), and leaving Helliher, he commenced to gain rapidly on Thompson, being but 40 minutes to the bad at Knutsford (816 miles). At Warrington (925 miles), Thompson was leading by 20 minutes, but stopping to feed at Prescott, he was caught by Watkins, who was now going in magnificent style, and the last-named going all out, rode out time with Timekeeper Collier, eventually covering the good distance

The Anfield "Fifty."

Beautiful weather and good roads favoured the "Black Anfielders" on Saturday, and their first and only fifty miles road handicap of the season was run through without the slightest interference on the part of the authorities and with an utter absence of serious accidents (although many minor ones) either to men or machines. A fresh breeze from the south-east somewhat hampered the men on the outward journey, but this fact notwithstanding, the scratch division came within an ace of wiping out Schafer's northern record of 2h 25m 15s, although they suffered from lack of pace-makers. Mr. W. F. Collier, N.R.R.A., took the times. There were 14 starters, out of which number eight finished. Spills and machine troubles accounted for the retirement of H. W. Smith, P. W. Beardwood, F. Watkins, and R. B. Jones; whilst of the men to finish R. Thomas was the only man really handicapped by accidents, no less than four spills falling to his lot. Neason, one of the scratch men, came off as if he were through Deakin's wheel, but the latter's fall did him, and he was quickly up again. The start took place near Warrington, and the following is the order of the eight men who finished.

Table with 3 columns: Name, Club, Time. Lists winners and their times for the 50-mile race.

The four scratch men were well up together at the finish, Deakin being but a wheel behind Bennett, with Neason thirteen yards away, and Buckley about 100 yards behind, last. It will be seen that Bennett's time is but two seconds outside northern record, and it is certain that, better looked after in the way of paces, all the scratch men would have well beaten the existing record.

The Anfield 12 Hours.

The Anfield 12 hours race, held on Saturday over Shropshire and Cheshire roads, attracted but four starters, viz., W. R. Toft, H. Smith, F. Watkins, and R. B. Jones. H. B. Saunders and W. Neason, on pace-making intent, went for 100 miles tandem safety northern record en route, which they succeeded in breaking by several minutes, doing the distance in 5 hr 14 min. W. B. Toft finished first in the race, with 104 miles to his credit; H. Smith second, 184 miles; F. Watkins third, 150 miles; and R. B. Jones fourth, 155 miles. Toft and Smith were fairly well paced, but Watkins and Jones went through entirely "on their own." W. F. Collier took the times.

I am sorry to learn that while the Anfield Manchester club have decided to run a race on the road this season, the Anfielders were last ed in a "Fifty" on Saturday last. True, it may be that they will not run another this season, but the fact remains that a club of light and leading such as we have been brought to regard the Anfield, has set a bad example to organisations of lesser standing. The main street of Knutsford was, of course, avoided, but I am told that the pace of the four scratchmen, who were bunched almost throughout the journey, was a sound twenty-two miles an hour which they swept up the Toft-road into the outskirts of the Mid-Cheshire town. The battle between J. Bennett, W. J. Neason, A. N. Deakin, and E. Buckley, all of whom were on scratch, was a fierce one. They finished in the order named, and so close up that a sheet 1 yard long would have covered the lot. I heard that one Owen ran on the handicap, and that a party smash up occurred between Conzelton and Holt's Chapel. Further details I did not ascertain.

W. R. Toft, the Anfield captain, is on the mend, and we are pleased to hear.

R. H. Carlisle and E. Buckley were out with the Anfielders on Boxing Day, 1894.

Twenty-two Anfielders visited Knutsford on Boxing Day. "Brave arts!"

Anyone found a cycle chain? Anfield Keizer lost his when returning from Knutsford on Boxing Day.

The "Black Anfielders" on Tour.

A tour to Bettwery-Cood has been undertaken every Easter by the members of the Anfield B.C. since the formation of the club, fair weather or foul, and it is therefore not very surprising to learn that the hailstorms and rough weather of Good Friday did not prevent at least 35 members putting in an appearance at the Dan Aber. The "Doctor," who was in the van, and the "Lorrie" who

Large watermark text 'Anfield Bicycle Club' repeated across the entire page.

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From Edinburgh to London on Record Bent.

R. H. CARLISLE SCORES HANDSOMELY.

The "Doctor's" tyre did not burst or puncture for once in a way last Tuesday-Wednesday, and as a consequence he put the Edinburgh-London record to a rather safer place than it has hitherto occupied, since not only did he beat R. A. Ramsome's record of 43h. 25 min., but T. A. Edge's time of 38h. 44 min. has also been eclipsed of close on half-a-dozen hours. It was last Tuesday, in a westerly that was dull and cloudy, and in a westerly wind, that Mr. M'Gormack started the record-breaker on his long journey before a large concourse of people, including Messrs. H. M. Scott, of the North British Rubber Company, W. Flint and Dryborough, of Edinburgh, and H. Chapman, of Leicester. He was paced to Danbar by Younger, of the Waverley Roads Club, and then was taken in hand by W. Duncan as far as Berwick, which he reached at 5-40. At Danbar rain had commenced to fall, and still continuing, the roads by this time were saturated, as also was the rider. From Berwick he was paced by



R. H. CARLISLE.

reaching Doncaster at 10-30 a.m. After a slight stoppage at Lanchashire, of Sheffield, took him along to Grantham, a distance of 52 miles, which place was reached at 9-30 p.m. When he reached here Carlisle was riding strongly and reeled off the 31 miles to Stamford in 1h. 20 min., Whipple, captain of the Grantham C.C., being the pilot. At Stamford H. T. Arnot was in waiting, and no time was lost, that "scorchers" taking him on at an increased pace to Eaton Socon. Except for saddle sores, Carlisle's condition was splendid, the pacemaker and record-breaker indulging in many lively sprints. A halt was made at the North Road Club's house for food, and after a stoppage of five minutes, Messrs. H. J. Howard and Todd, of the North Road C.C., took him on to Hitchin—a journey of 20 miles, which cost only 1h. 5 min. H. D. Wall, P. Nix, P. C. Wilson, and many other cyclists of note were waiting at Hitchin—and

AN UNKNOWN SAMARITAN

as far as Altwick, where A. N. Deakin was in waiting with food, which, partaken of, Carlisle plugged on through rain—that by this time was coming down heavily—and mud. Near Morpeth an accident befell, as Deakin's chain going wrong, the record-breaker was deprived of a companion, and he

HAD TO CONTINUE HIS RIDE ALONE

to Newcastle, which place was reached at 10-55. Here he was met by several local riders, including Messrs. W. Smith, W. Warnesford, C. Richardson, and last, but not least, Mr. H. Chapman, who had journeyed by train to meet him. His condition was now deplorable, his features not being recognizable until he was cleaned of the mud which was plastering him from head to foot. In spite of the advice of his friends, however, he continued his journey after a bath and a change of clothes, Smith taking the lead for Darlington amid cheers. Between Newcastle and Darlington the riders

R. H. CARLISLE'S LATEST RIDE.

When R. H. Carlisle started from Leam's End last Tuesday morning everything appeared favourable to a successful ride to John O. Groats. With a slight wind in his favour he made rapid progress until Worcester was reached, passing Exeter (122 miles) in 3h. 25 min., Bristol (198 miles) in 12h. 25 min., and Warrington (253 miles) in 19h. 35 min., against a Mills time 19h. 45 min. After leaving Worcester his pacemakers took him a wrong road, whereby he rode nearly half an hour. The roads, through rain, were in bad condition, and during the night caused saddle sores which lost Carlisle a couple of hours before Lancaster was reached. With the hope of finding matters improved he pushed on to Carlisle (474 miles) and arrived in 37h. 22 min., half-an-hour in

LOST THEIR WAY.

and were wandering about in the pouring rain at Durham in the hopes of finding someone to put them in the right track; they at last found two genial gentlemen, who evidently had been diluting the water. Their speech was so thick that they could not tell them the way, but showed it them instead. Darlington was reached at 4 a.m. on Wednesday morning, the rain coming down in torrents. Fortunately Chapman, who had again journeyed by train, was in readiness with welcome food, and a not less enjoyable bath. Again an attempt was made to dissuade Carlisle from continuing, but,

IN SPITE OF REPEATED PROTESTS,

he persisted in going forward, his remark being, "I am inside the time and the weather will eventually clear." A difficulty was here found, no clothes being obtainable, but, as a last resource, Mr. Harrison, of Stockton, who was here to pace him, took off his breeks, and cutting them off at the knee, Carlisle again went manfully forth on his weary grind. Boroughbridge was reached at 7-15 a.m., and here it was found that the roads were much improved. The rain ceased, and the wind veering round became favourable, which made matters easier. Messrs. Cocker, of Sheffield, and Monkhouse, of Knaresborough, gave the rider a rub down, the host of the Grantham Arms providing him with a clean pair of stockings, and then in company with Cocker and Monkhouse Carlisle rapidly

MADE UP FOR LOST TIME.

reaching Doncaster at 10-30 a.m. After a slight stoppage at Lanchashire, of Sheffield, took him along to Grantham, a distance of 52 miles, which place was reached at 9-30 p.m. When he reached here Carlisle was riding strongly and reeled off the 31 miles to Stamford in 1h. 20 min., Whipple, captain of the Grantham C.C., being the pilot. At Stamford H. T. Arnot was in waiting, and no time was lost, that "scorchers" taking him on at an increased pace to Eaton Socon. Except for saddle sores, Carlisle's condition was splendid, the pacemaker and record-breaker indulging in many lively sprints. A halt was made at the North Road Club's house for food, and after a stoppage of five minutes, Messrs. H. J. Howard and Todd, of the North Road C.C., took him on to Hitchin—a journey of 20 miles, which cost only 1h. 5 min. H. D. Wall, P. Nix, P. C. Wilson, and many other cyclists of note were waiting at Hitchin—and

A SENSATION WAS CREATED

amongst them all by the arrival of Carlisle's wet clothes, which Chapman had carefully treasured all the way from Newcastle. Hence Carlisle started on his last stage at 5-57, and St. Martin's was ultimately reached exactly as the clock tolled eleven, the journey occupying 32h. 55 min. H. T. Arnot, of the Roads Records Association, took the time.

An interesting and exciting race was the Anfield B.C.'s first fifty miles handicap of the season, which was decided on Saturday last over Cheshire roads. H. R. Fell (24 min) finished first, and made the fastest time, viz., 2 hr 33 min 20 sec. C. J. A. Decker (tricycle) (24 min) second, 2 hr 43 min 30 sec; A. H. Cottle (30 min) third, 2 hr 50 min. Of the scratch men, A. N. Deakin did not finish, whilst H. Simpson ran sixth, in 2 hr 55 min, and H. B. Saunders seventh, in 2 hr 55 min 5 sec. C. G. Gray, the Coventry member, rode grandly, during the second fastest time, and Decker, the tricycle rider, exhibited unbounded pluck.

W. M. Owen punctured at the start, and after hanging on to the scratch men for 10 miles, he was forced to retire. The great surprise of the race was, of course, the wonderful riding of the veteran, Dave Fell, whose old timers will remember as the rider who established a record between Liverpool and London in 1884. Fell finished strong, and fell of going. Good old veteran!

APRIL 1896

Pancy Harry Saunders growing a beard so that the police would not recognize him in the Anfield 50. What a sight he looked!

A Hot Novice.

Parry, who is better known in the Anfield as the club photographer, romped away with the 50 miles novice handicap, which was run on the roads in Cheshire. He beat the scratch man's time by over four minutes, doing 2 hours 40 minutes all the way, which is rather a smart performance. Poole, the scratch man, finished second, with Allan Tooth, who did a lot of his own pushing, third. Each of the three men got inside 2 hours 10 minutes.

Parry, the Anfield photographer, won the novice 50 miles handicap. Time, 2 hr 40 min. How hot.

JUNE 1896

ANFIELD CLUB HUNDRED MILES HANDICAP.

The Liverpool Anfield Club ran off their invitation hundred miles handicap last Saturday, a start being made from Whitechurch Heath at 10-40. Fourteen clubs were represented. The weather was perfect. W. E. Gee (Manchester Wednesday), with 12 min start, came in first, completing the distance in 4 h 59 min 30 sec, beating the record by 44 sec. After going 53 miles, Gee, who was third last year, went head first into a ditch, and cut his face badly. This lost him fully two minutes. The position of the other riders was as follows: 2, Buckley (Anfield), scratch, time 5 h 1 min 20 sec.; 3, W. M. Owen (Anfield), 10 min start, time 5 h 24 min 45 sec.; 4, Leete (Liverpool Wheelers), 30 min start, time 6 h 5 min.; 5, J. Waddington (Warrington), scratch, time 6 h 8 min 40 sec.; 6, D. R. Fell (Anfield), 8 min start, time 6 h 56 min 15 sec.; 7, Wilson (Sutton and Dingle), 40 min start, time 6 h 25 min 45 sec.; 8, Simpson and F. H. Koenen (tandem) completed 50 miles in 2 h 14 min 41 sec, beating the record by over 6 min, and the 100 miles in 4 h 58 min 45 sec, the previous record being 5 h 14 min 24 sec.

THE N.R.R.A. which held a meeting in Manchester, on Thursday last, has accepted the following performances as bests on record for Northern roads:—50 miles safety, a hours 24 min 45 sec.; 100 miles safety, 4 hours 58 min 45 sec.; by Edwin Buckley, Anfield B.C.; 100 miles tandem safety, 2 hours 14 min 45 sec.; by F. H. Koenen and D. H. Simpson, accomplished in the Anfield B.C. 100 mile race, held on May 25th, 50 miles tri-cycle, by J. Fowler, of Macclesfield, on June 13th, 2 hours 10 min 45 sec, which is believed to be world record; 50 miles tandem tri-cycle, by H. Heiler and C. J. A. Decker, Anfield B.C., on the same occasion, the time being the same, viz., 2 hours 10 min 45 sec.

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The St. Helens C.C.'s 100 miles time trial, held on Thursday last, over quiet Cheshire roads, resulted in a win for H. H. Heiler, who covered the distance in 2 hr 50 min 15 sec, Mr. H. H. Chesterton being second, in 2 hr 56 min 15 sec. The other clubs who rode Glover's machines.

APRIL 1896

JULY 1896

ANFIELD B.C. 100 MILES RACE.

The Anfield Bicycle Club on Monday last ran off their 100 miles invitation road race. The day was a grand one, and the roads in perfect condition. This event is regarded as the most important road contest of the year, and the fight for first place and fastest time is always a hard one. The list of entries numbered 34, and 15 clubs were represented. The handicap ran out to 40 minutes, and the limit man was sent away at 10-50. Of the 34 names on the card 20 started, and of these seven finished. Accidents to machines stopped H. Ford and H. W. Smith, and saddle sores setting in caused the retirement of E. B. Jones. The race eventually ended in a win for W. E. Gee, of the Manchester Wednesday C.C., who, starting from the 12 minute mark, not only gained first place but took fastest time, and also beat the 100 miles Northern Record. The times were taken by Mr. W. F. Collier, official timekeeper to the Northern Roads Association, and were as follows:—

- W. E. Gee, Manchester Wednesday (12 min) 4 hr 59 30
- E. Buckley, Anfield (scratch) 5 1 20
- W. M. Owen, Anfield (10 min) 5 24 45
- P. G. A. Leete, Liverpool Wheelers (30 min) 6 5 0
- J. Waddington, Warrington C.C. (scratch) 6 8 40
- D. R. Fell, Anfield (8 min) 6 56 15
- R. A. Wilson, Bolton and Dingle (60 min) 6 25 45

Messrs. F. H. Koenen and D. Simpson, both of the Anfield B.C., though not competing in the race, started with the scratch men on a tandem bicycle, with the intention of going for the fifty and hundred miles tandem records. Their attempt was altogether successful, they covered the first fifty miles in 2hr 14min 45sec—beating Lascelles and Woodruff's recently-made record by 6min 12sec—and completed the century in 4hr 58min 45sec, which beats Messrs. Saunders and Neeson's record of 5hr 14min 24sec, made last August by no less than 15min 39sec.

W. E. Gee's ride of 4hr 59min 30sec was a grand performance, beating by 44sec the record of 5hr 5min 14sec standing to the credit of J. Waddington. Gee beat Buckley for fastest time by 1min 50sec.

The race between Messrs Buckley, Waddington, and Lascelles, the three scratch men, was expected to be very fierce, but on the day's riding the Anfield proved himself to be immeasurably superior to his competitors. At a very early part of the race Lascelles was dropped, whilst before half the distance had been covered Waddington was hopelessly out of it.

At the fifty miles point excitement ran high when Gee flashed passed in 2hr. 17min., a beating of Waddington's record by 2min. 25sec. Gee's record, however, had a very short life, as Buckley was a few miles later and brought the time down to 2hr. 14min. 45sec.

W. M. OWEN, who will be remembered won the race and also made fastest time last year, hardly performed so well on Monday. He finished third, but his time of 5hr 24min. 45sec. does not compare favourably with his 5hr. 25min. 18sec. last year, over a course which afterwards proved to be nearly three miles above the distance. In last year's race Owen gave Gee a start of two minutes and a good beating.

BZZZZ beaten for fastest time was not at all related by the members of the Anfield B.C. Monday was the first time for some years, that actually the first time in the annual 100 miles race, that an Anfielder failed to make the best time. This result was no doubt brought about by the absence of some ten or twelve of the Anfield's speediest riders having gone over to France to assist W. J. Neeson in the Bordeaux to Paris race. But although defeated for first place and fastest time, the Anfield B.C. was by no means disgraced, as three records, viz., the fifty miles safety and fifty and hundred tandem were placed to its credit, whilst out of seven men who finished, its members filled the second, third, and sixth places.

A REMARKABLE PERFORMANCE.

A. Fowler, of Macclesfield, on a single tri-cycle, and Messrs. Heiler and Decker, all of whom are members of the Anfield B.C., succeeded in doing a remarkable performance on Saturday for 50 miles on roads in the North of England. Fowler rode a single tri-cycle the distance in 2 hr 14 min 45 sec, which is a world's record. Messrs. Heiler and Decker, who were on a tandem tri-cycle, accompanied him all the way, and thus gained the Northern Road record. All the riders were splendidly paced by clubmates. Both machines were "Mohawks," fitted with Dunlop tyres.

APRIL 1896

At Ten o'clock last Friday night the word to go

for four hours race—the only road twenty-four of the year—was commenced. The crowd was a particularly warm one, and given fair conditions of weather it was confidently expected that Neeson's long standing record of 328 miles would be beaten. The night, although fairly calm, was not a little warm, and some of the slower pace had to be adhered to, as it would have been the case had the night been a light one. Heiler started on the tri-cycles with the intention of beating world's record, but the slow pace in the early stages of the race caused him to fall behind his rivals, and on arriving at Warrington at 9-40 on Saturday morning he decided to retire, after having ridden 123 miles. Meanwhile the other ten riders on their singles were getting divided, and Deakin and Buckley were putting miles between themselves and their nearest antagonists. In the early morning Deakin succeeded in getting away from Buckley, and riding in splendid form he not only maintained his advantage throughout the day, but actually added to it, and it was not until the last two or three hours that Buckley, who was now riding splendidly whilst Deakin was getting worse, managed to get on level terms again. Deakin covered 196 miles in the twelve hours, and Buckley 394. Waddles and Owen had 184 miles to their credit for four hours (the clock and Cottill and White 180). These six, which the only men who were now left in—Baudens having been put out of the race by punctures in each wheel, Tooth having had an accident with his machine, while Hood and Parry lost interest and wandered why they had left their happy homes. Between Deakin and Shawbury Waddles managed to leave Deakin when he was not going particularly well about this time. Leaving Warrington for the last time Deakin had a lead of Buckley of eight minutes and of Waddles of about 1 hour 40 minutes. As already stated above Buckley eventually succeeded in catching Deakin and going fifty fresh he put a few miles lead on him at the call of time and not only won the race but had beaten the Northern Record by 15 miles. The following are the positions and miles covered by the men who finished—J. Buckley, 375 miles; 2, Deakin, 338 miles; 3, Waddles, 325 miles; 4, Owen, 308 miles; 5, White, 6, Cottill, 302 miles; As will be seen from above totals Deakin also managed to beat Neeson's old figures by five miles. Buckley's performance was without doubt a magnificent one.

MIRAGE.

JUL 1896

In the Anfield 24 hours road race, on Saturday last, Deakin (375 miles), Deakin (363), Waddles (352), Owen (308), Cottle and White (302) finished, and three out of the first four rode "Mehawk" tyres.

The Anfield 24. The Black Anfielders had a rather poor entry for their 24 hours road race last week, only five men competing. However E. Buckley put in a fine performance, riding 363 miles. A. N. Deakin being second with 338, and K. White third with 291. Deakin got away in the first hour, and was only caught by Buckley after a stern chase of some hours. Meanwhile Waddles had been riding extremely well, but could not make up the lead won on Deakin by some dozen miles. Heiler, who went for tri-cycle records gave up after riding ten hours, being considerably behind, but when he was overtaken had had back and was forced to "chuck it". The record of Neeson, 324 miles, was just beaten, but the record of first tri-cycle was not broken. Deakin, who probably Buckley gave it a handsome beating, then half a mile. Needless to say the arrangements were excellent, and the day was a sporting success.

Warrington News July 1896

In days of old the name of the Anfield B.C. was one to conjure with. Ere the formation of the North Road Club the Anfielders had achieved a world-wide reputation on long-distance road riding, and for several years after they managed to keep their end up, as instance the well-known performances of such men as G. P. Mills, Lawrence and Alf Fletcher, and for years Crooke, Dave Bell, the G. O. M. of Liverpool evening, R. H. Carlisle, W. J. Neeson, H. Heiler, W. R. Tott, and others. Of late, however, the Anfield B.C. has not quite so many supporters in the world of wheels as formerly. The club still possesses a few men who are able to go the pace, however, as instance the performances of E. Buckley, Alf Deakin, and F. Waddles. In the Twenty-four Hours Road Race, which was run off on North of England roads on Friday and Saturday last. Whether it was wise to run the race in question is, however, another matter. One of the suggestions of the Anfield men in not liking to break the sequence of their annual all-day races is one with which every sportsman can sympathize. The race dates back to the early eighties, and for years was regarded as one of the most important among cycling fixtures. At the same time the wisdom of the "man in black" is no persistently sticking to their guns is to be wondered at. It matters not that the road race promoted by the Anfield B.C. are invariably conducted as carefully as possible. To so argue is begging the question, which is: If the Anfield are to run more on the roads, why not other clubs? The other clubs who have many of them answered the question "on their own"—agreed that in these days of hot pace and police persecution the same C.C. has not to be taken. One cannot avoid the suggestion that if, for once in a way, the Anfield B.C. would fall in line with the others it would be no bad thing. If a club like the North Road Club can force its road races, surely the Anfield can make a virtue of necessity.

APRIL 1896

SEPTEMBER 1, 1897.

LIVERPOOL CENTRE N.C.U. FIFTY MILES CHAMPIONSHIP.

The race of the year in Liverpool is the fifty miles championship of the Liverpool Centre of the N.C.U., and despite wet weather fairly 3,000 spectators gathered together at the New Brighton cement track, on Saturday, to witness this race. Birwistle (Southport), and Astill and Waddington (Warrington) soon showed in front, and the recognised records for the Liverpool district commenced falling at five miles, new times being established up to fifty. At thirty miles Birwistle's machine went, and he lost a lap in getting another machine, but he speedily "chucked it", the machine being unusable. Eventually "Tommy" Astill ran out a popular winner in 1hr. 57min. 51sec., the men finishing being as follows:—

	Time.
1. T. Astill (Warrington)	1 hr. 57 min. 51 sec.
2. J. Waddington (Warrington)	1 58 59
3. W. Watson (Liverpool)	1 59 59
4. W. E. Fell (Anfield B.C.)	2 0

The results of the other fifty miles were:

Miles.	H. H. S.	H. H. S.	
5. Birwistle (Southport)	1 20 48	Waddington (20 miles)	2 04 38
6. Astill (Liverpool)	1 20 58	Waddington (30 miles)	2 07 58
7. Birwistle (Southport)	1 21 45	Waddington (40 miles)	2 13 50
8. Waddington (Warrington)	1 22 00	Waddington (50 miles)	2 17 51

There were seventeen starters.

The R.C.U. and Road Racing.

(To the Editor of "Sports.") Sir,—As there appears to be some misapprehension as to the wording of the new rule on road-racing and the date upon which it comes into force will kindly allow me to state that—The rule as passed reads:—No licensed rider may take part in any race or paced record attempt upon the road. The rule comes into force at once.

Yours truly, S. R. NOBLE, Secretary.

November 6th, 1897.

TOPICAL TABLEAU.



DEL

The Road Club will fight the N.C.U. on the question of road racing.

The Anfield B.C. keep road-racing going.

The fact that the Anfield B.C. ran a five miles road handicap on Saturday last was not high as if road-racing were quite so low in Cheshire and district as many would have us believe. But although this club has the temerity to continue this class of sport, the less experienced clubs must not take their persecution of this class of offenders; but it may be said for the club in question that such races as it promotes are conducted in a manner which leaves nothing to be desired, and few besides the actual competitors know the venue of the race before the event is a thing of the past.

Neeson Chucks It

Neeson went at the "twenty-four" last Thursday, but was unsuccessful. With the usual fine pacing arrangements, under the charge of Bob Merry, everything was in his hands, weather being perfect. He was out-at-side by three miles when the race was over, and at 13 o'clock midday chucked it. His machine was not in his best form, and the awaiting spectators may have had something to do with it.

Brighton Record Registered. W. J. NEESON, of the Anfield, who had been waiting for a decent road to attempt the regaining of the Brighton and back record, made a successful essay on Saturday. He improved the time by 3 mins. 3 sec., doing the distance in 5 hrs. 6 mins. 45 sec., thus beating R. Palmer's previous best, of 5 hrs. 9 mins. 45 sec., which he accomplished last July. Mr. F. T. Bishop, clerk.

SEP 1897

Mr. J. D. Siddoley, the managing director of the Clipper Tyre Company, Ltd., has forwarded the Finchley Harriers, and now a member of the famous club, showing that nothing but the very best materials are used in their construction. A very handsome testimonial is used in the manner in which this testimonial is being pushed.

Mr. E. Allan Tooth, at one time a prominent member of sections of the Clipper-Rubber, is very popular in Liverpool and district and is used in their construction. A very handsome testimonial is used in the manner in which this testimonial is being pushed.

FEB. 1898

21 SEP. 1898

JULY 1896

© Anfield Bicycle Club

The annual general meeting of the Anfield, the pioneer club in road racing, was held at Laurence's Hotel, Liverpool, on Monday, the 5th inst., when upwards of fifty members attended. The club was shown to be in a capital position, with upwards of 190 active members and a nice round sum in the bank, after presenting its members with some £70 worth of prizes during the year. Mr. J. A. Bennett, figured as the winner of a splendid gold keyless hunting watch, value £25, and Mr. A. N. Deakin, was the recipient of a valuable diamond ring. The club fixtures for 1891, are four 50 miles handicaps; four guinea first prizes and fastest (gold) time medals. A 100 miles invitation handicap, and a 12 hours and also 24 hours scratch road ride. All these will be open to any member of the club without restriction as to attendance at runs, as will the prizes offered for records; but members wishing to take local record prizes or standard medals, must attend 12 club runs. The club holds, with one exception, every northern record in existence, as well as the Land's End to John O'Groat's records for bicycles and tricycle, the 24 hours ordinary bicycle, the 24 hours tandem tricycle, and 24 hours Irish road records, as well as the Liverpool to Edinburgh, and Liverpool to London records. Bettw-y-coed and Snowdonia at Easter, as usual. The average attendance has been 18 men per run; 49 runs. All the usual 12 and 24 hours standard medals will be offered and also special local record medals for performances on the ordinary bicycle. The officers for 1891 are, president, David J. Bell; vice-presidents, D. C. Rowatt, J. and E. Edwards; captain, David B. Fell; sub-captains, J. A. Bennett, F. D. Cox, and W. Corrie (Wiral division); hon. treasurer, J. B. Beasley; hon. sec. Lawrence Fletcher, 17, South Castle-street, Liverpool. The annual dinner will be held on Monday, 19th inst. The club has adopted a button badge, bearing the club colours, blue and black, with the word Anfield in silver letters; record holders, gold letters.

Annual Meeting
Jan'y 1891

The Anfield B.C.A.G.M. was held at Laurence's Hotel, Liverpool, on Monday last. D. J. Bell presided, and the agenda paper was run through in double quick time. The officers and committee for the ensuing year elected are as follows: President, D. J. Bell, Esq.; vice-presidents, E. Edwards and D. Fell; captain, W. R. Toft; sub-captains, E. Buckley and C. Keizer; hon. treasurer, A. G. White; hon. sec., H. P. Spence; committee, T. B. Conway, E. G. Worth, H. Hillier, W. M. Owen, S. H. Keeling, H. B. Saunders, G. B. Mercer, and A. N. Deakin. The club finishes up the year with a good balance in hand, after providing for £115 worth of prizes. Fifty-three club runs have been carried out during '94, the average attendance being 22. W. R. Toft attended the greatest number of runs, with C. Keizer second, and E. G. Worth third. The annual dinner will be held at the Adelphi Hotel on Wednesday next. At Easter-tide the club will, as usual, tour to Bettw-y-Coed.

February 1896

From an advance copy of the Anfield B.C.'s annual report to hand, I gather that the club is in a highly flourishing condition. The list of active members totals up to 81, whilst there is a balance of over £64 standing to the club's credit in the bank. Fifty-four club runs were carried out last year, the average attendance being 17.13. H. P. Spence, the club's scribe, attended the greatest number of runs, viz. 46. H. Hillier coming next with 42 attendances, and T. B. Conway next with 40. The club will tour to Bettw-y-Coed, as usual, at Easter.

January 1896

The Anfield B.C.
The Liverpool organisation is so full of road-riding cracks that one is apt to look upon the club as a purely road-scorching body. This, however, is a very erroneous view, as few clubmen know how to enjoy a tour and make it successful to all members as the Anfielders do. On these easy jaunts speed is absolutely tabooed, the pace being regulated by a time table suited to each and every rider. We are reminded of this by a list of fixtures which show a few of their forthcoming outings. On Good Friday circular tours are arranged from Bettw-y-Coed, that town being the club's head-quarters for Easter. In June a quiet all night ride to Worcester takes place, and in August a Saturday to Monday in the Ingleton district.

Cyclists' News
February 15, 1896

Carlisle in Paris.
R. H. CARR has started active training in Paris, with the brothers Linton, and under the care of "Choppy". The "doctor" has his eye set on the Bordeaux-Paris race, and ought to do well in the big event.

Cycling
March 1896
Cyclists' News

Mr. E. Buckley, of Manchester and Anfield B.C., has been appointed travelling representative of the Pneumatic Brake Company, Ltd., of Cornbrook Road, Manchester, and is on the point of leaving Manchester to call on all the agents in the Southern and Western Counties, taking with him several distinctly new designs of brakes, the metal attachments of which are manufactured entirely of aluminium.

February 1896
Over 1,000 cyclists have already signed the petition praying for a reduction of the ferry rates, and Mr. G. R. Lichtenberg is very jubilant in consequence. He writes me that he will be much obliged if cycle agents and others will send their shares to him immediately they are filled up with names. His address is 66, Pallner Street, Liverpool.

February 1896

Toft, of the Anfield.
Toft, the Anfield captain, has at last quite recovered from his recent attacks of rheumatism and scarlet fever, and on Saturday last, mounted on his "Giraffe," he was as "peert" as any other of the sixteen Anfielders out. He has put on a lot of flesh, and looks better in health than ever he did. "A grand thing for pulling you together is scarlet fever," says the lengthy skipper.

March 1896
Cyclists' News

Unlucky F. H. Koenig. Thrown out again in an Anfield "titty" through punctures.

Mr. G. A. Townley, the well-known Anfielder, has resigned his position as Liverpool and District representative of the New Howe Company, Ltd., and has accepted an important appointment with the Scottish Manufacturing Company, of Bridgeton, Glasgow, whom he will represent in Lancashire and North Wales. Mr. Townley will have a warehouse and office in Liverpool.

The "Black Anfielders" Tour.
During the recent holidays a baker's dozen of Anfielders ventured "into the unknown" in the country between Shrewsbury and Montgomery and around Ludlow is described by Hon. Sec. Worth. The party met at Shrewsbury on the Saturday afternoon, and, after tea, Montgomery, 21 miles away, was headed for, the villages of Yeckleton, Westbury, Worthen, and Cherbury being passed through en route. At Montgomery a halt for the night was made, the party putting up at the Dragon Hotel, and the next day the following places were visited: Bishop's Castle (Castle Hotel), Clun (Buffalo Hotel), Knuston (Chandos Arms), Leintwardine (Lion Hotel), Bromfield, and Ludlow, the distance covered

The Anfield Club roeth unto York.
(By —)

Dropping in at Laurence's Hotel on Friday last week, after closing time, I found some score Anfielders busy discussing a good solid supper, prior to departing for York to meet the North Road, Speedwell, and Waverley men; and looking at the well-known faces I felt assured that whatever might happen to other clubs, Liverpool might rest assured that with such representatives the good old Anfield would be there or thereabouts as usual.

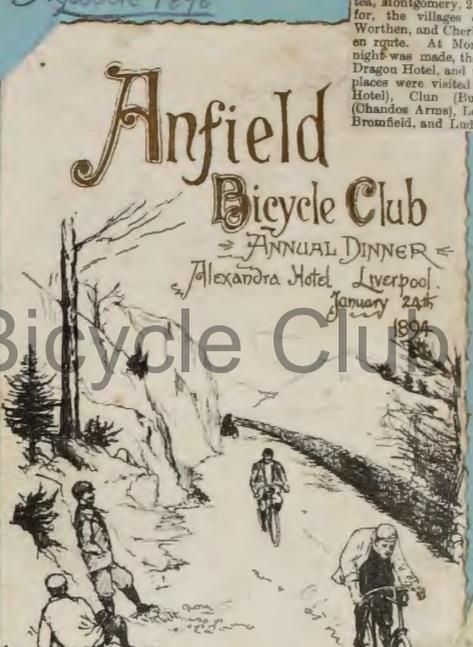
At a quarter to twelve the men started down to the G.P.O., where a small crowd had assembled to see them off, amongst them Dr. Carlisle, habited in a specially fine and large Edinburgh to Liverpool influenza, and E. H. R. del Strother, en route for Moscow, in a full-length Land's End to John O'Groat's silk hat. Punctually at midnight the crowd and away over the sets, made beautifully greasy by a thunderstorm two hours before, and led by Captain Toft, who chuckled to himself on three wheels, disappeared from view. To follow the men, Preston was reached without serious accident, the only casualty being a trifling mishap to Teddy Worth, who sat down in the middle of Walton-road whilst trying, en passant, to read a prayer book under the light of a street lamp. At Preston a big feed was waiting at the Bull and Royal Hotel. The men were in to the minute, and so was the food, which was much appreciated; at least, so Johnny Beasley said, and he ought to know. Preston was left at a quarter to four, and a few miles out happened the first and only puncture. Dave Rowatt discovering a big nail in his front tyre. A halt was called, and in 30 minutes S. H. Keeling, repairer in ordinary (vice R. W. Lloyd, of Chicago and elsewhere, resigned) to the club, assisted by Bert Siddley, had put the tyre to rights, and the string was again on its way Yorkwards. The roads were all this time muddy and slightly heavy, but after picking up A. Leigh at Clitheroe, matters grew very thick. Easy alime was everywhere, and slipping and sliding was the order of the day, Lawrence Fletcher being finally discovered with his arms round a gate post, into which he had slid bodily. Then a halt was called to wait for Toft, whose trike had gone wrong in the chain, and meantime one member (no, you shan't know who) discussed bananas out of his speed food and rum and milk out of a bottle. Skipton (70 miles) was reached exact to time table, and 2 min. later Toft arrived on Rowatt's safety, the latter having carted the trike to the train. A capital breakfast was waiting at the Black Horse, and (I'm) was pleasantly spent in discussing this, when a start was again made for York. Through the lovely Wharfedale riding was very pleasant; the sun was out, and the roads were drying fast; but when a mile from Harewood, and 23 from York, a thunderstorm broke, and after sheltering under trees for half-an-hour, a scorch was made for the pub at Harewood, in which another hour was profitably whiled away (ask Beasley), the while the secretary sought out the telegraph office and wired to York to postpone dinner. A fresh start was made under happier auspices as regards weather, but, alas! in 20 minutes the men were sheltering anywhere and everywhere from a thunderstorm; the rain streamed down, and the lightning did ditto and killed a black cow in an adjacent field, which so upset Mawr Conway and Sid Keeling that they betook themselves to bed at the Blue Moon and Six Stars Hotel and had their clothes dried.

At 4 p.m. York at last—a string of moving manouring mudheaps—hot baths—dry lothes—and all's well that ends well.

British Sport
June 1892

Their Boxing-Day Run.
Twenty-four hardy Anfielders sat down to dinner at the "Royal George," Knutsford, on Boxing Day. As last year, the roads from Liverpool were heavy going, owing to the rapid thaw. Buckley, Carlisle, Hillier, and other well-known riders, were among the numbers. Regret at the absence of Toft, the esteemed captain, who is down with typhoid, was heard of a hands.

Anfield Bicycle Club
ANNUAL DINNER
Alexandra Hotel, Liverpool.
January 24th 1891



Mr. W. W. Iveson has the name of the Anfield cyclists on his fingers, which, though not Anfield "titties," is many of us in the vicinity of Liverpool, or as much as his "little brother," A. N. Deakin.

Koenig as a reciter, and Lowcock as a comic singer, were great successes at the Anfield dinner.

ROSELL TANDER
Annual Dinner
ANFIELD BICYCLE CLUB.



Mr. G. A. Townley, late hon. sec. of the Yorkshire Roads Club, is managing the depot in Berry Street, Liverpool, recently opened by the New Howe Company. We dropped in at the depot on Saturday, and found him with a nice stock of machines on view. The Anfield B.C. will probably claim Mr. Townley as a member, shortly. APRIL 1894.

Adelphi Hotel
LIVERPOOL
JAN: 16th
1895

With the exception of an unfortunate accident to the unlucky E. B. James, who fell in the ten miles race, the Liverpool Wheelers' race meeting, held at New Brighton on Tuesday, passed off well. The final of the lap (1 1/2 mile) scratch race fell to G. H. Wivell, with H. Chester Jones second, and the club scribe, W. W. Jarvis, third; time 45 1/2 sec. The ten miles novice handicap resulted as follows: 1, J. K. E. Callender (3 min), 24 min 48sec; 2, H. S. Loddington (2 min), 24 min 19sec; 3, P. K. MacLeod (1 min), 24 min 18sec. Burton and Hamilton (local) rode a quarter mile on a tandem in 31 sec. Mr. J. Wivell, G. B. Mercer.

Mr. G. A. Townley, late hon. sec. of the Yorkshire Roads Club, is managing the depot in Berry Street, Liverpool, recently opened by the New Howe Company. We dropped in at the depot on Saturday, and found him with a nice stock of machines on view. The Anfield B.C. will probably claim Mr. Townley as a member, shortly. APRIL 1894.

© Anfield Bicycle Club

Experience teaches.
 Many of our well-known riders, especially the long distance brigade, have little fads and fancies which are often indicated upon their machines. Although strictly up-to-date, as regards the machine, as it will frequently be noticed how conservative are their ideas concerning accessories, and they certainly cannot be blamed. Saddles, when they have reached a certain state of comfort, are priceless in their eyes. One notices an old battered hatched, and mutilated specimen passed on from one "jigger" to another becoming so precious, that few riders would, Aladdin-like, exchange for the latest on the market. A well-known road rider sports a huge lamp, made at least three seasons ago, and which his friends have entitled the "Lighthouse," but, having proved a trusty friend during twelve and twenty-four hour stunts, the owner is naturally loath to part with it. Yet another uses an old Facile stop-valve, a pattern which, it is safe to assert, a large number of cyclists have never heard of, let alone seen. When comfort or safety is concerned, it is surely wise to stick to old friends, until they absolutely become useless through old age, and regret is manifested when that time arrives.

The Anfielders at Bettws.
 High jinks as usual were indulged in by the "Black Anfielders" at Easter, and the thirty and odd men in residence at the Glan Aber spent a real good time. On Saturday night a bumper social was held, at which "black" Cottle gave an exhibition of wrestling in the Graeco-Roman-catch-as-can-style. Sunday morning—after church—the usual picnic was held at Lake Elsie, and, despite the coldness of the water, H. W. Smith, of Manchester, and the aforementioned ubiquitous Cottle, persisted in having their annual bath. Monday morning found the men arrayed in their speed clothes, and the fast division, admirably paced by Alf Deakin, accomplished the homeward journey at an average speed of 16 miles an hour. Several Liverpool wheelers chipping in at Llan-gollen, the line of speed men was of considerable length.

The "Black Anfielders."
 As merry and as lively as ever are the members of the famous Anfield B.C., and Saturday last found 30 of them on the road, amongst the number being Carlisle, Bennett, Koenan, and other notabilities. Rainhill was the goal, and the roads being in fine condition a fast spin was indulged in, after which tea, old English sports, and a social served to make the time pass pleasantly. The A.G.M. will be held on the 7th prox., and the annual dinner—the Anfielders' only festivity—will take place at the Grand Hotel on the 21st prox.

BOURDEAUX-PARIS, 1897.
 Entries have already been received for the 1897 Bordeaux-Paris race, although the big event does not come off until May 1 No. 1 belongs to an English rider, W. J. Neason, of Liverpool, who finished fourth in this year's contest.

Another "Vietin."
 Norman Crooke, whom old timers will remember as once captain of the Anfield B.C., committed matrimony last week, and as a mark of their esteem for the "good-looking Anfielder"—as press men were wont to dub him in his racing days—his club made him a handsome wedding present. Crooke is a genial soul and a universal favourite, and his hearty join issue with his fellow clubmen, and his numerous other friends, in wishing him much happiness in his new state.

Owing to pressure of business, Mr. J. H. Percy Spence has been compelled to resign his position of hon. sec. to the Anfield B.C. much to his own regret, and also, he is said, to the great regret of Anfielders generally. Mr. H. Bellier, of 6, Kimberley Street, Liverpool, is now the Anfield scribe, and Mr. Percy C. Beardwood will assist him in his secretarial duties.

Although the Anfield B.C. Liverpool fosters one of the finest cycling organizations in the kingdom, the public is but poorly versed in the private matters of the club, owing chiefly to the fact that it is a body which attracts more important active services than reflected glory in a newspaper column. Mr. W. H. Stonier, however, contributed a very readable article in the *Cycling World* of last week, and the illustrations include some really excellent photos of leading Anfielders. We find that the club entered upon its career in 1879, and from a very small beginning it has progressed until now it stands second to none in size and importance as a purely road club. We are reminded that the club can boast such members as Lawrence Fletcher, G. P. Mills, Dave Bell, H. H. Carlyle, J. A. Bennett, W. J. Mason, A. N. Deakin, H. B. Saunders, and W. R. Toft. Space is devoted to the records held by these men, and we find that the "club in black" is quite up to date on going one better on a regular figure. A feature of the Anfield is the winter runs, which in contradistinction to other club runs are better attended than summer fixtures. In one respect the Anfielders emulate the laws of the Medes and Persians, in that they change not. Every Easter since 1880 their headquarters is the Glan Aber Hotel at Bettws-y-Coed, and this spring outing is as dear to every Anfielder's heart as his first love. Although holding such a good position, the Anfield's attitude toward other local clubs and organizations is not regarded by many as benignant, and some of the principles on which the club is managed are not, it is said, calculated to promote camaraderie outside their own well-defined circle.

A big crowd was present at the Liverpool Wheelers' monstre social, held on Wednesday at the Alexandra Hotel, and with Mr. T. B. Conway, of the Anfield B.C., in the chair, everything worked smoothly. Amongst the visitors, I noticed H. Hellier, G. Townley, "Billy" Owen, W. H. Cottle, R. Butterwith, J. Thompson, F. Watkins, and other prominent Anfielders; whilst the promoting club was present to a man. The Wheelers' Band, consisting of nine violins and a cello, was in great demand, and the contributions of "Bert" Monck (skirt dance), W. Barker (showman), Evans (recitation), Williams and Brown (humorists, from the Tivoli), and Joseph, amongst others, were enthusiastically received. Messrs. H. S. Lodington (hon. sec.) and A. Riordan (hon. treasurer) looked well after the company, whilst as accompanists Messrs. C. Leete and W. Watson were indefatigable.

Twenty-four Anfielders carried out the week-end run to Worcester, fifteen taking part in the night ride. With the exception of a strong head-wind, both ways, the weather was all that could be desired, and the outing proved most enjoyable.

Harry Saunders will in future travel for Messrs. Robinson & Price.

E. A. Worth, of 49, Connaught Road, Liverpool, has been appointed hon. sec. of the Anfield B.C.

P. C. Beardwood, of the Anfield B.C., has been appointed Liverpool and District representative for the John Griffiths Co. and Warwick Tyre.

J. Fowler, of Maudslough, whose photo we give below, is a member of the Anfield B.C. has been known as an excellent road rider for some time, and has previously figured amongst the holders of Northern records. His recent 60 miles on a tricycle on Northern roads in 2 hr 19 min 46 sec is by far his best effort. He is of tall, spare build, a gentlemanly and reserved companion, but withal exceedingly popular.

It will come somewhat as a surprise to many to know that Lawrence Fletcher, late of Liverpool, has gone into the trade, and accepts a responsible position in the Danlop Cycle Company at Cork. Fletcher is a man whom any firm would be glad to get hold of, and we congratulate the Danlop people on having secured his services.

A rare good old 'un.
 What a remarkable man Dave Fell is, to be sure! Last Saturday he won the Anfield fifty miles road-race, and not only so, but did fastest time in the race, 2 hrs 38 min, as against 2 hrs 55 min of the fastest amongst the scratch division. This is not so dusty for a man who was supposed to be in his heyday when we were to bestride the good old ordinary. Dave Fell was one of the old school that lifted the Anfield B.C., Liverpool, to the proud position of the most famous road club in existence. He was in the habit of doing long distance work on the road early in the "daytime," before Mills had been heard of, and unless our memory plays us false, he held the Liverpool to London record in 1884 or 1885. He, like his old club mate, Dave Bell, is a grand old man of Liverpool cycling.

The Anfielders have returned from their Easter tour full of speed, and their run to Tarporely on Saturday was warm, "very warm indeed!" Twenty-three turned out, and the way they "alove" the gale on the homeward journey was a eye-opener. "Black" Cottle especially is showing remarkably improved form, whilst Alf Deakin, despite his long rest, is proving that he still retains his speed 'gait.

How was it at Southern's 100? In former years this event has been well patronised by Londoners, whilst on more than one occasion Irish and Scottish clubs have sent representatives to do battle with the "flying Anfielders." This year, however, the competitors were mostly Lancashire men. There were 19 starters, representing 14 clubs, and despite the fact that many of the promoting club's best men were in Paris, the Anfielders managed to run second, third, and sixth, and to annex three northern records. W. E. Collier, N.R.R.A., timed the race.

Anfield Officers.
 At the A.G.M. of the Anfield B.C. (Liverpool), held last week, A. G. White was chosen president; D. R. Fell and E. Edwards, vice-presidents; W. R. Toft, captain; F. H. Koenan and H. Poole, vice-captains; O. J. Conway, hon. treasurer; E. G. Worth, hon. secretary; and the following gentlemen were selected to serve on the committee: D. J. Bell, G. B. Merceat, A. H. Cottle, T. B. Conway, W. M. Owen, P. C. Rowatt, E. A. Tooth, and C. Keizer.

NATIONAL CYCLISTS' UNION.

License to Race as an Amateur under A.C.U. Rules.
 FOR YEAR ENDING DECEMBER 31st, 1895.

No. A 1257.
 Mr. William M. Owen of Liverpool
 in the County of Lancashire
 Anfield Cycling Club is hereby entitled to compete in Races held under N.C.U. Rules from 1st January until December 31st, 1895.
 This License is granted on the faith of the statements made in the application form. It may be revoked at any time by the Committee granting it, or by the General Committee of the Union, for any reason that may seem to them sufficient.
 The Fee of Half-a-Crown is hereby acknowledged.
 Signed Thomas Audley Address 25 Castlereagh St. Liverpool
 On behalf of the Liverpool Centre N.C.U. Date 14/19 May/95
 In force 31/5/95

The Black Anfielders.
 The Anfield B.C. maintain their excellent musters during the winter months, although from time to time they lose some of their good men. Their sub-captain, H. Tothell, who was a big favourite, has gone to the Argentine Republic, Grundy has gone to the West Coast of Africa, and the Brothers Ellis, a smart tandem pair, have left Liverpool for London. The Anfielders are running their usual billiard handicaps just now.



NATIONAL CYCLISTS' UNION.

License to Race as an Amateur under A.C.U. Rules.
 FOR YEAR ENDING DECEMBER 31st, 1896.

No. 1820
 Mr. William M. Owen of Liverpool
 in the County of Lancashire
 Anfield Cycling Club is hereby entitled to compete in Races held under N.C.U. Rules from 1st January until December 31st, 1896.
 This License is granted on the faith of the statements made in the application form. It may be revoked at any time by the Committee granting it, or by the General Committee of the Union, for any reason that may seem to them sufficient.
 The Fee of Half-a-Crown is hereby acknowledged.
 Signed Thomas Audley Address 11 Miriam Road
 On behalf of the Liverpool Centre N.C.U. Date 27 March 1896.



NATIONAL CYCLISTS' UNION.

License to Race as an Amateur under A.C.U. Rules.
 FOR YEAR ENDING DECEMBER 31st, 1897.

No. 1194
 Mr. W. M. Owen of Liverpool
 in the County of Lancashire
 Anfield Cycling Club is hereby entitled to compete in Races held under N.C.U. Rules from 1st January until December 31st, 1897.
 This License is granted on the faith of the statements made in the application form. It may be revoked at any time by the Committee granting it, or by the General Committee of the Union, for any reason that may seem to them sufficient.
 The Fee of Half-a-Crown is hereby acknowledged.
 Signed Thomas Audley Address 11 Miriam Road
 On behalf of the Liverpool Centre N.C.U. Date 14 April 1897.

In the Birkenhead County Magistrates' Court this week we had the sequel to the recent raid on cyclists at Eastham village. According to their own version of the proceedings, on the memorable occasion in question the county constables acted with a fairness and impartiality very far removed from the methods adopted by what are opprobriously called sneak-detectives. It is not suggested that the police intimidated publicly by advertisement or otherwise that they intended to visit Eastham on such and such a day in order to waylay "scoorchers." There would have been no "bag" at all had such a course been followed. The rendezvous was made secretly and quietly, but the captured wheelers were not pounced upon altogether without warning, though several of the newspaper reports fail to disclose this very important point.

According to the evidence as given in our columns, Superintendent Macdonald's explanation of the police *modus operandi* came to this:—The summonses all referred to a portion of the Chester road in Eastham village where there is a slight decline. A constable was posted in the village on the Saturday and Sunday in question to warn cyclist not to go too quickly, and further on there was another constable. If the riders seemed to be going too rapidly, this man would signal to a third policeman down the road, 110 yards distant, and the latter would time the riders with a stop-watch from the moment of receiving the signal till they passed him. It will thus be seen that due warning was given, and that the wheelers declined to take it or failed to realise its importance. Having safely passed constable No. 1 they would conclude from previous knowledge of the road and its watching that they would not see another boy in blue for several miles, most probably not until Chester was reached. The cyclist who, under such circumstances, attempts to reason and conclude may find himself delivered over to the tender mercies of the minions of the law.

So it proved on this occasion. The cautioned cyclists—one of them himself a constable in the Birkenhead borough force—sped on their way rejoicing, and "smiling audibly" at the innocence of officer No. 1 in supposing that his simple word of advice could rob of its joy the whirling flight down the decline and through Eastham village. Matters must have looked a little more serious for the wildly careering wheelers as constable No. 2 was not only espied, but seen to ominously pass on a signal to someone in the distance, presumably an officer No. 3. Even then the rapidly-traveling cyclists, by a judicious use of the brake, and a little back-pedalling, might have brought themselves within the regulation speed allowance, as indicated by the stop-watch of the official timekeeper. But whom the gods wish to destroy—we need not finish the quotation. The cyclists puzzled their way to their doom—a summons, a police-court appearance, and 5s and costs. Inglorious sequel to a spin from Birkenhead to Chester! Cyclists who have been denouncing the action of the police and co-called amateurlike efforts to time the speed of the wheelers, should reflect that this recent raid has had the cordial approval of nearly all non-cyclists, and also of a great number of those who are devoted to the pastime. On a straight and level country road, with no obstacles in sight, a speed of over twelve miles an hour may be indulged in by the cyclist without endangering the safety of others. In the cases under notice the wheelers were passing through a well-peopled village, and travel-

ling upon a road of a winding character, and with some smart twists and turns. Scoorching of this kind, and indeed, scoorching in all its objectionable forms, is anathema, and the Cyclists' Touring Club, and all reputable cycling organisations truly concerned for the popularity of this means of locomotion, strongly condemn and reprobate those who practise it.

L'POOL ECHO
June 12 1896

Interest in the Anfield B.C. is world-wide, and although the reports of the doings of every local club will not find a place in this column, I think it is the more desirable to give the particulars of the "premier road club" at the 7th A.G.M., held on Monday last, will not be begrudged by very many readers. Since its inauguration in 1879 the Anfield B.C. has always been extremely popular in the selection of the officers, and it is, in my opinion, chiefly owing to the care exercised in this department that the club has had such a successful career. The president has always been a man after the members' own hearts—useful as well as entertaining—and it is therefore curious in the order of things that good old Dave Hill, locally known as the "Grand Old Man," should have been chosen president of the Anfield B.C., whilst no better man for the position could have been selected than those two old warblers, D. H. Fell and H. Edwards. W. R. Toft, an supporter, and F. H. Koenen and H. Poole, as whipper-in, could not be improved upon, and A. G. White, the club law officer and treasury-keeper. The secretaryship of a big club like the A.B.C. is no sinecure, and the club must be heartily congratulated upon having secured a thoroughly competent and conscientious man, and a hard worker to boot, in E. G. Worth to see to its affairs in 1896, and an able man in P. C. Headwood as assistant hon. sec. H. Heller, G. H. Mearns, H. P. Spencer, W. M. Owen, E. N. Deskin, J. H. Gardner, W. H. Horn, and H. B. Cooper are the members of the committee.

The Anfield B.C. has a long and successful history, and its membership is still increasing. Also that, with one exception, every Northern record is held by the club, whilst a big proportion of the "classic" road records registered by the Humber Record Association are held by Anfielders. The time-honoured Easter tour to Bettws-y-Coed will form part of this year's programme, and it has been resolved to continue the monthly week-end tours which proved so successful during the last two years. In June an eight-day ride to Nottingham will be undertaken, whilst in August the club will tour to Aberystwyth and through Mid-Wales. Much more important business was transacted at the meeting, but I have said enough to show that the good old Anfield B.C. is still the pride of the North, is as flourishing and as active as ever. The annual dinner, the club's only social feature, will be given on Thursday next at the Grand Hotel, Limestone.

Though his fame is chiefly local at present, there are chances that F. C. Lowcock will this year be heard of beyond the North of England. So true as it may, it is certain that he is one of the most improving riders in the Manchester district. Lowcock took to cycling almost as naturally as a fish takes to water. He began riding when only eleven years of age, and racing at the age of fourteen. His first event was a club "fifty" on the road, in which he took third prize on an "ordinary," doing 5hrs. 20min. After that he won several road races promoted by his club, the Cheadle C.C.; but he relates, "I was not until my friend, F. H. Koenen, took me in hand that I essayed to try my luck on the path. He lent me one of his old racing machines, and suggested a trip in a twelve hours' race at Fallowfield, which the Manchester Wheelers promoted last year, but one." For once in a way the puns were justified by the end, for though Lowcock had to take up with third place behind Rosser, of Swansea, and Jack Hunt, of Nottingham, he nevertheless did the then respectable distance of 231 miles, showing rare pluck and a good fund of endurance. This performance was followed by another third place in the 250-mile race at Fallowfield, and still later he took second to Elijah Scott in a 100-mile scratch race at Llandudno. In this last event he went the distance in 13hrs. 30min., and was beaten



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ATHLETIC NEWS
Jan 1894



T. AEDGE
Apr 1896

JANUARY 12, 1896. "SPORTS"

The Anfield Bicycle Club.

No Alteration in its Road-Racing Policy.

At the 20th annual general meeting of the famous Anfield B.C., held on Thursday last, it was decided to hold the usual number of road events in 1896, and to offer record and standard medals as in previous years. The time-honoured Easter tour to Bettws-y-Coed, North Wales, which has not once been absent from the club's programme since its formation in 1879, will take place this year as usual. The election of officers resulted as follows:—President, A. G. White; vice-presidents, E. Edwards and W. R. Fell; captain, W. R. Toft; sub-captains, F. H. Koenen and H. Poole; hon. treasurer, C. J. Conway; hon. secretary, E. G. Worth. The committee consists of the following well-known riders:—D. J. Bell, T. B. Conway, A. H. Cattle, C. Keizer, G. B. Mercer, W. M. Owen, D. C. Rowatt, and E. Allen Toft. On the 20th inst. the annual dinner—the only social function held by the club—will take place. This is always an enjoyable fixture, formality and speechifying being relegated to a very back seat. The Exchange Station Hotel is the venue, and the newly-elected president, Mr. A. G. White, will preside.

N.O.U. AND ROAD RACING.

Sir,—I see by your issue of the 11th inst. that Mr. Koenen objects to being called "an outcast from the fold of the N.O.U." on the grounds of "not creating misconception." Mr. Koenen argues that, not being desirous of racing under N.O.U. rules, he will not apply for a licence, therefore cannot be refused one. The fact that he has not applied for a licence does not alter the case in the least. He has undoubtedly by competing in a road race broken the N.O.U. rules, and therefore he cannot apply in any race under such rules, as I take it, the spirit of the rule affording road racing is that any rider who takes part in a road race is deemed to be competing in any race under N.O.U. rules.—Yours, &c.,

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the same machine, and covered 295 miles. He would have put up a much better mileage had not his machine broken a quarter of an hour before time was run out.

THE CYCLE.

CYCLERS OF RENOWN

KLIX—GEO. PILKINGTON MILLS

NEW men are better entitled to a place in this album of cycling celebrities than G. P. Mills, the hero of numerous Land's End to John O'Grates rides, and the man who, until recently, was responsible for the design of the world-famous Humber bicycles. His cycling career is full of interest, though far from complete, and a biography of this intrepid rider has been missing.

G. P. Mills is by birth a Londoner, having first seen the light of day in the aristocratic district of Bayswater in the year 1867. In 1880 he first took to cycling, and in three years later took part in his first competition at the sports of the Liverpool College, at which school he received his education, and won the two miles event.

In 1885 he first competed on the road for a standard medal, the mean distance being 150 miles, but having plenty of time to spare, he put in 180 before the time was up. In May that year he rode 156 miles in company with his father, and then went on from Coventry to Gloucester to meet Laurence Fletcher, who was going for tricycle record from Land's End to John O'Grates. Mills had only intended to travel as far as Edinburgh, but, one of the pace-makers falling, he rode all the way to the finish, doing 650 miles with Fletcher. Having taken a fancy to Fletcher's tricycle, he borrowed it, and after five days' practice went for the Northern twenty-four hours tricycle record, which then stood at 161 miles, and to his own astonishment he covered 202 1/2 miles. In July he covered 224 miles on an ordinary bicycle in twenty-four hours, breaking the existing northern record, and then rode 23 miles home alone. A few days later he lifted the record still further by riding 252 miles over the same route, and in August won the Anfield 24 hours race, riding 259 miles, Liverpool to Weedon and back, 259 miles, Liverpool's record, and beating the second man by 50 miles. At Easter, 1886, he rode 231 miles in 24 hours as a trial spin, and in June, though lame from a spill, he again won the Anfield 24 hours race with 235 miles in 22 1/2 hours. In July he went for the ordinary tricycle record from Land's End to John O'Grates, riding 876 miles in five days one month and forty-five minutes, beating the previous best by upwards of 30 hours. Next month he lifted the ordinary 24 hours record to 273 miles, and a few days later started for the tricycle record from Land's End to John O'Grates, finishing, notwithstanding shocking weather, which put some competitors who started with him out of the race, in five days and 10 hours, and beating record by 29 h. 30 min. On September 4th he won the first North Road 24 hours race, doing 228 miles on an ordinary bicycle. He made several attempts with A. J. Wilson at the 24 hours tandem record, but their machine broke every time. However, on the 24th of September they managed to cover 50 miles in 2h. 45m., beating record. Mills then borrowed a safety, and on the 2nd October brought the 50 miles record down to 2h. 47m. 45s., at which it remained until the introduction of pneumatic tyres. On the 5th October attempted to break the 24 hours record on



G. P. Mills.

to 6h. 58m. 54s., and lifted the 12 hours to 147 miles. In 1889 he again competed in the North Road 50 miles handicap on a tricycle, and finished third, doing 20 minutes faster time than any other tricycle.

After this he retired from active racing until 1891, when he competed in the famous Bordeaux to Paris international race, which he won, covering the 363 miles in 26h. 34m. 57s., in exceptionally bad weather. He and the late Arthur Linton are the only two Englishmen who have been successful in this race. At the end of September he again started from Land's End to John O'Grates on a safety, and rode the full distance in 4d. 11h. 17m., after enduring 40 hours' persistent rain, and lying upwards of 6 hours insensible from the effects of a strong dose of cocaine given him by a well-meaning pace-maker long miles from the finish. Owing to a serious illness early in the year, which prostrated him for several months and left him very weak, he did little of any note in 1892 beyond breaking record from Nottingham to Skegness. This race, it should be stated, was ridden when Mills was so lame that he could not walk without a stick, but even in this condition he gave such a good account of himself that he was able to state that the popular captain of the club, W. R. Toft, who is laid up with typhoid fever, took a slight turn for the better last week, and that there is now a good chance of his recovery.



beating the safety record by 7h. 8m., and the tricycle record by 1 day 17h. 13m. In May, 1894, he lowered the Edinburgh to London record to 29h. 28m., and in June of same year again rode from Land's End to John O'Grates, doing the distance in 3 days 5h. 49m.

Last year, in the month of June, he, in company with T. A. Edge, went for the 24 hours tandem record, accomplishing 377 miles in the time, and, in June, with the same rider, rode from Land's End to John O'Grates in 3 days 4h. 46m., at which time the record was set. During the same month he went for the London to York record, bringing it down to 12h. 33m. On the path Mills has several times competed, but he is pre-eminently a road rider. In 1886 an English cycling paper took the opinion of its readers as to the six best road riders, either past or present, with the result that Mills headed the list. In 1891 another paper took the opinion of its readers as to the best twelve present road riders, and Mills again headed the list. None of his five competitors in the 1886 list appeared in the 1891 list at all. This is a record in itself.

His business career is quite as interesting. Early in the eighties he was apprenticed to Messrs. David Rollo & Sons, marine engineers, at Liverpool, and after serving his time as a mechanical engineer became a pupil of his uncle Woodford Pilkington, Esq., C.E., who admitted him an associate member of the Institute of Civil Engineers early in 1894. As already stated, he was until quite recently responsible for the design, construction, and many improvements in Beeston-Humbers, and to him is mainly due the present high rating of these celebrated machines. After he resigned his position with the Humber Company, he took up the works management of the Raleigh Cycle Company, Limited, his latest achievement being the designing and fitting up the new Raleigh factory, which is, as far as we can ascertain, the largest single cycle factory in the world, covering 54 acres of floor space, giving employment for 4,000 workmen, with a capacity of 1,000 machines per week. He is at present engaged in designing special labour-saving machinery for the production from the raw material of every component part in a modern cycle. Mills's designs are the envy of the trade, his lines being at once graceful, light, and strong. His experience as a road rider makes him if anything over-careful on the score of rigidity. We believe we are correct in stating that since Mills commenced designing cycles for the Humber Company his judgment has not once played him false.

Mills is a consistent all the year round rider, invariably riding to and from business in all conditions of weather, so that he is always in pretty fit condition. Whether he will make another attack on the Land's End to John O'Grates record is hard to say, but if he should it is almost a foregone conclusion that he will cover the distance inside three days. Few cyclists can boast such a splendid certificate, and his career is surely a severe blow to the opponents of long-distance racing.

Boxing Day found a merry crowd of Anfielders on the road, despite the dreadfully unpleasant conditions of sun and weather. The destination was Knutsford, and it speaks well for the enthusiasm of the members when we state that no fewer than 92 braved the elements to be present at the annual gathering at the George. Amongst the number were such well-known riders and old stagers as the Brothers Conway, Fell, E. and W. H. Cottle, Koenen, H. W. Smith, A. G. White, Rowatt, R. H. Carlisle, and Buckley, E. G. Worth, Heller, and others. Theaistone (whose rendering of "My Grandfather's Socks" at the club's annual dinner last year I shall never forget) was in particularly good form after dinner, and his lively sayings kept the company in the best of humours. The only accidents throughout the ride fell to the lot of Charlie Keizer, who side-slipped on the outward journey, and broke and lost his chain when returning. It gives me real pleasure to be able to state that the popular captain of the club, W. R. Toft, who is laid up with typhoid fever, took a slight turn for the better last week, and that there is now a good chance of his recovery.

The Anfielders turned up in force at New Brighton, on Saturday, to cheer their man (J. E. Green) on to victory in the Centare "50," but which event, for reasons stated elsewhere, did not come off.

THE FIRST ROAD RACE.

The Anfield B.C. opened the ball on Saturday with an unopposed 60 miles handicap, and as is usual with this club's racing fixtures, everything passed off without hitch or accident.

That old war-horse, F. R. Goodwin, of the Anfield club, was hampered by a bad cold on Saturday, and he was unable to start in the race on Saturday.

ANFIELD HUNDRED.

A LONDONER DOES FASTEST TIME.

Full particulars of the Anfield Invitation "100," to which we briefly referred last week, are now to hand.

Table with columns: Start, Mins., Hr. Mn. Sec. for various riders in the Anfield Hundred race.

ANFIELD B.C.

HUNDRED MILES INVITATION ROAD HANDICAP.—LIMIT MEN STARTED AT 4.35 A.M.

Interest in England's premier road riding club's racing fixtures continues keen, and the annual hundred miles race, held on Whit-Monday, attracted seventeen starters, despite the fact that the weather was dreary and cold.

The limit men were sent off at 4.35 a.m., and the following is a complete list of the "brave beasts" who went through:

Table listing riders and their times for the Anfield B.C. Hundred Miles race.

The first seven men finished within eleven minutes—a very fair result, when the difficulties of the road are considered.

A MISSING PUMP.

Sir,—On Whit-Monday the Anfield "Hundred" was held in our neighbourhood.

The Anfield Twenty-four.

That old stager, T. B. Conway, won the Anfield B.C.'s 24 hours annual road race, some particulars of which appeared in our last issue.

ANFIELD TWENTY-FOUR HOURS ROAD RACE.

DISTANCES AT HALF-TIME.

The Anfielders were favoured with glorious weather for their annual 24 hours grind, which started at 10.5 on Friday night.

Bicycle Record Beaten.

On Saturday last, Mr. H. B. Saunders, of the Anfield Bicycle Club, made a successful attempt on the northern twelve hours' record of 201 miles.

CYCLING. 1898

THE ANFIELD TWENTY-FOUR HOURS' RACE.

In the Anfield Bicycle Club's 24 hours' race on Saturday the result was as follows:—T. B. Conway, 353 miles; B. H. Glover, 340 miles.

The Anfield Twenty-four Hours.

The Black Anfielders indulged in their annual twenty-four hours ride, starting on Friday night, ten riders taking part—nine singles and one tandem.

The 24 hours race of the Anfield C.C.

was won by Mr. T. B. Conway, who covered 353 miles. The first part of his journey was accomplished on the new spring frame Triumph, but owing to a collision with his pacemakers, he was obliged to discard this machine.

Anfield Fifty.

On Saturday the "Black Anfielders" decided to fill a fifty miles unopposed handicap on the road, which resulted in the accomplishment of some excellent performances on the part of the long start men.

FAVOURED BY glorious weather and good roads, the famous road race on Saturday.

successfully carried out their fifty miles unopposed road race on Saturday. Nineteen men started, but only about half that number finished.

August 1898

The Anfield B.C. have unearthed a lot of new talent, the only old stager to finish in the first ten, on Saturday, being W. M. Owen.

August 1898

H. Roskell accomplished splendid performance in the Anfield B.C.'s unopposed road "50," on Saturday, which he won in 2 hr 47 min 30 sec (fastest time).

August 1898

The back-marks in the Anfield "50" (Koenen, Buckley, and Saunders) all had to retire through tyre troubles.

ANFIELD CLUB FIFTY MILES RACE.

The Anfield Bicycle Club held a fifty-mile road race on Saturday, open to tandems and various types of machines.

ANFIELD BICYCLE CLUB.

The City miles unopposed road race of the Anfield Bicycle Club was held on Saturday last, and was won by H. Roskell.

APRIL 1900



H. Roskell (8 min) won the Anfield B.C.'s 50 mile unopposed road handicap on Saturday.

Anfield Bicycle Club



Annual Dinner Exchange Station Hotel. 26th Jan. 1898.

Return of a Wanderer.

"All" Deakin, the old Anfield crack, who broke again in Liverpool, he having left Coventry to take up the position of manager of the Cycle and Motor Company's Bold Street shop.

Who on May 4th broke the London-to-Brighton-and-Back Record on his Dunlop bicycle, fitted with Durotyr tyres, and who will make an attempt upon the world's twenty-four hours record in June.

On Saturday the Anfield B.C. concluded their racing programme with a fifty miles unopposed road handicap, run over a new and, as it proved, considerably slower course.

SEPT 1898

The St. Helens C.C. had a very rough night for their first track fifty, decided at Stanley on Thursday, and which was won by that promising young rider, B. H. Glover.

MAY 1898

On Stanley Athletic Ground, Liverpool, Monday, June 15. Results:—100 Yards Handicap—J. Keen, Liverpool, 30.1; W. O. Bevan, 30.2; W. H. Hain, Liverpool P.A.S., 30.3; six inches; same yards (obstacle)—W. Hill, 35.1; J. T. Cadie, 35.2; A. Poole, 35.3; three yards: half weight.

The Beaconsford C.C. captained by W. Berry, has gone for work on a picnic at Ormskirk, followed by sports, was Thursday's fixture, and it is very unfortunate the night should not have been so wet.

The Anfield clubbers were seen to the west at New Brighton, on Bank Holiday, by Green, with 40 yards start, romping first in the lap (third of a mile) handicap in 4.4.8 sec.

LONDON TO LIVERPOOL RECORD BROKEN.

W. J. Neeson's ride from London to Liverpool on Wednesday, in which he broke the record for the distance between the two great commercial centres, marks an epoch in the history of road record-breaking.

ANFIELD REVELS AT BETWY-COED.

The Anfielders' tour to Betwya-Coed appears to have been as lively as of yore. Some of the old familiar faces were missing, however, notably "Johnny" Beazley, who is shortly off to America.

BEAUCONSFORD HARBERS.

On Stanley Athletic Ground, Liverpool, Monday, June 15. Results:—100 Yards Handicap—J. Keen, Liverpool, 30.1; W. O. Bevan, 30.2; W. H. Hain, Liverpool P.A.S., 30.3; six inches; same yards (obstacle)—W. Hill, 35.1; J. T. Cadie, 35.2; A. Poole, 35.3; three yards: half weight.

1898

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1898

can be understood by those of our readers who are acquainted with the roadway through the City and North London, he not only must have had an uncomfortable start off, but the machine which he rode must have been put to a very severe test indeed.

EASTON 1898

"It is not generally known," says the Irish Cyclist, "that the crack Anfielder, R. H. Carlisle—the 'Doctor' of the Anfielders, and 'The Office Novice' of British Sport at one time resided in Dublin, while he studied medicine at the Coombe Hospital.

Anfield Bicycle Club