

Chapter 3. From The Ashes

May 1946

“...the boys are coming back to what we hope will be a brighter and happier world”. So read the first post-war Journal (aside) and then the second paragraph.....

“A Club Run!

Our first for many a long year will be held on Sunday June 2nd. Meet White Lion, Withington at 10.30am and proceed to Mrs Cooper’s, Brook Cottage, Mottram St Andrews. Very short and very gentle, drag out that old iron of yours and let’s be seeing you”.

The next Journal in June 1946 included the report of the first post-war club run; “The First Run Not really the first by a long way, for the club is now 15 years old but the first of a new series; may it be long and unbroken”.

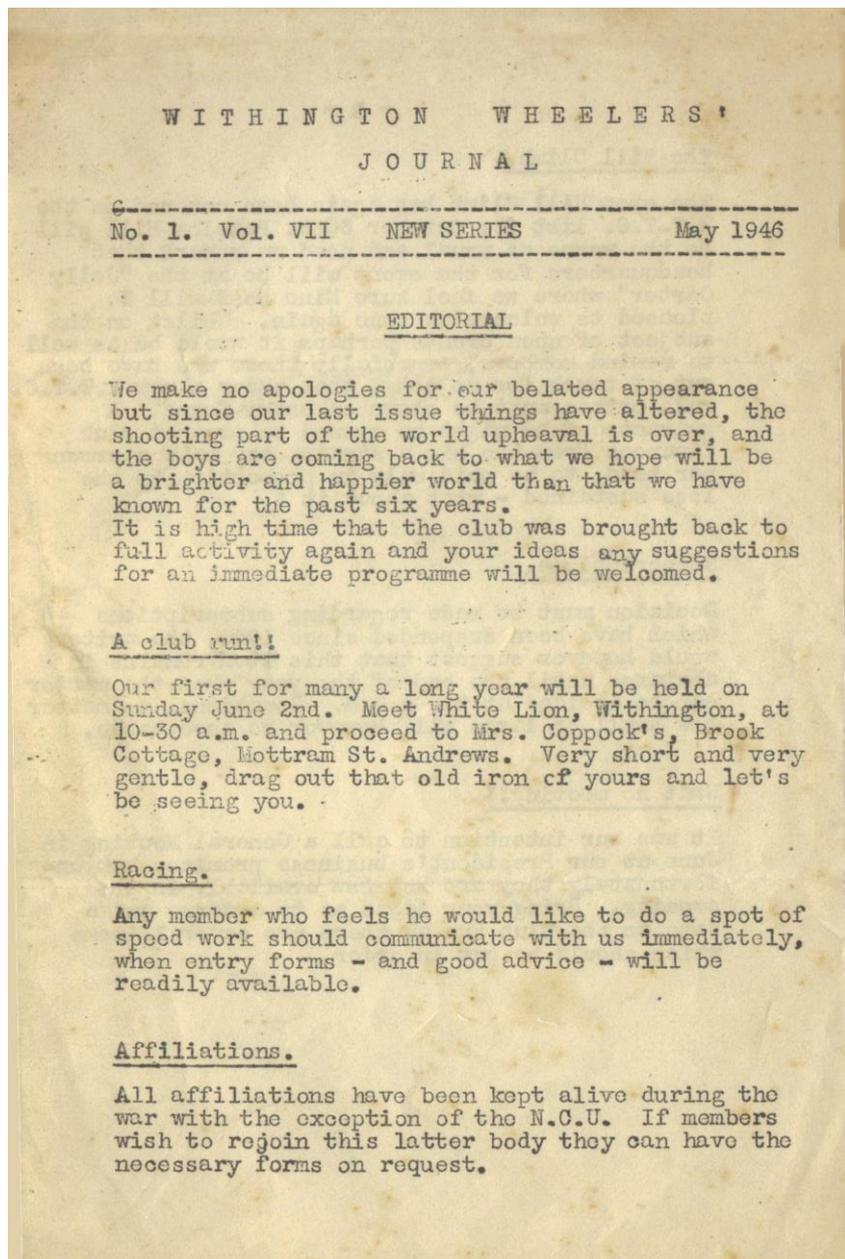
..... a final total of six lunched together on this first official club run since 1940. The names of those

who assembled outside the White Lion at 10am on 2nd June were recorded; CD Haines, W Hall, AJ Pennill, PAA Jones, R McQueen, G Watson, A Bates, Herbert Burton and K Perrins. The last three turned up to say hello and good morning and W Williamson joined the group at Mottram St Andrews for lunch.

“It was a momentous occasion in the life of the club for it proved for the doubters and confirmed for the faithful that the spirit of the Withington has lived throughout the trying years and the old club is still ALIVE!”

The first post-war general meeting convened on 22nd August with 14 members attending at the Wellington Hotel, opposite the Didsbury clock on the corner of Barlow Moor Road and Wilmslow Road. A hot pot supper was laid on and it was decided that the serving officers in the club should continue until November when the AGM would be called.

Later in the year, on 22nd September, there were various members who were once again feeling the urge to race and in the first post-war Club 25 run by the M&DTTA, entrance fee 6d (sixpence). The photo below was taken at Gawsworth after the race. “There were nine entries in our first post war venture, five starting and all finished”. The day was not ideal for speed, as a matter of fact some competitors had harsher words to say on the subject but they were too dead to even murmur them. The special medal goes to Phil Jones and we can only



say he deserves it but Lance Tulip was a very good second and should do much better next season. The full result as follows”

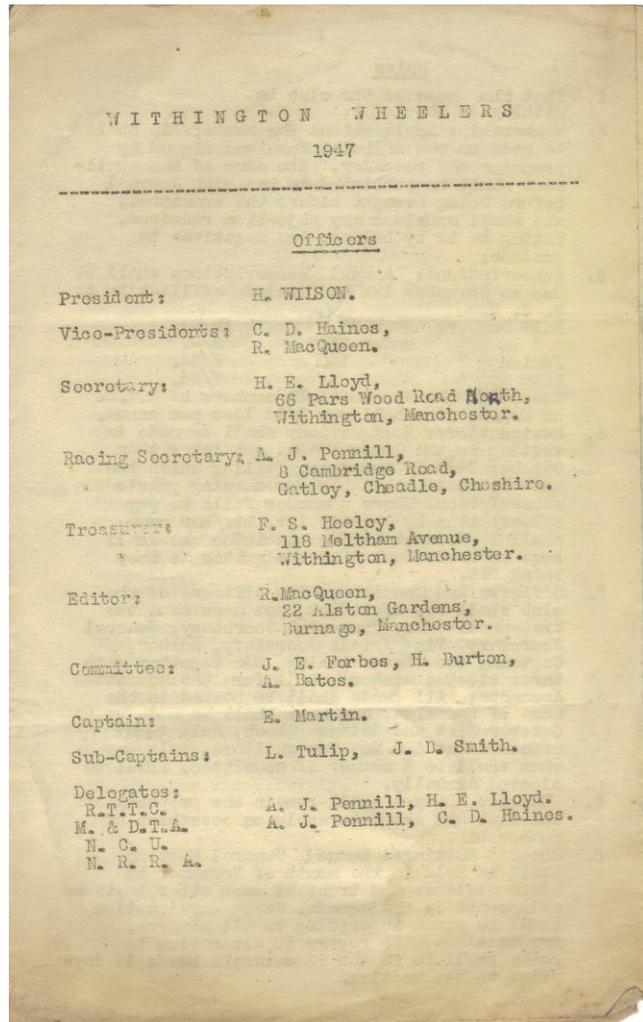
1. PAA Jones 1.14.14
2. L Tulip 1.15.09
3. AJ Pennill 1.16.07
4. HE Lloyd 1.17.05
5. FS Heeley 1.17.35



The Open Hill Climb resumed in October 1946 and this covered in Chapter 8 “The Grimpeurs and the Open Hill Climb”

At the end of 1946 a small club Handbook was produced showing the serving officers of the club (shown aside).

RJ Austin stood down as Editor of the club Journal and the vacant seat was taken by Ron McQueen who produced the Journal for the next three years. It is also worthwhile noting that Arnold Pennill was elected as Secretary of the Manchester District Committee of the RTTC, replacing our other member “Tommy Barlow who now thinks he has put in years enough at this type of job”.



1947

On 31st January 1947 a re-union supper took place at the Southern Hotel in Chorlton, cost 5 shillings.

Our President Harry Wilson could not attend owing to a bereavement and in his absence Ron McQueen presided over a happy gathering of 50 or so members and friends which included members of the Cheshire RC, Altrincham Ravens and Manchester Wheelers.

The visitors were toasted and Stan Wild, President of the Cheshire RC and M&DTTA replied. Jim Forbes congratulated the Ravens on being the first winners of the Tom Frith Shield presented by the late Mr Frith Senior. Cliff Farebrother replied on behalf of the prizewinners and received a great ovation on being presented with the trophy by Nan Forbes.

To quote the Journal report by Jim Forbes;

“Club Champion of 1940, Stan Heeley, received the Harry Wilson Cup, Lance Tulip the special medal for his ride in the Club 25 and Arnold Pennill his 12 Hour Standard.

With beer flowing freely we were regaled with monologues by Jim Hartley and JB Smith. Miss Joyce Annable delighted everyone with her clever dancing act, Jim Forbes served a song and Mr Harold James had us in tucks of laughter, his versatility becoming especially apparent when leading the community singing. The evening was voted by all as a grand family re-union which we hope will become a regular feature of the club’s programme.”

March 1947. The Open 25

The last Sunday in March, after a lapse of five years saw the welcome revival of our Open 25. The event was run as a second-class (middle markers) event and with a limit of 1.08.00 it still received a total of 130 entries. As usual the Journal told the full story.....

3.

The Open "25". by the Racing Sec.

The last Sunday in March, after a lapse of five years, saw the welcome revival of our Open "25" mile trial. This time it was decided to run the event as a second-class confined to riders who had not beaten 1-8-0, but retaining the novice flavour by awarding a special prize for those competitors who had not previously beaten evens.

Our fears that we would not obtain a full card proved unfounded, a total of 130 entries being received, of these the number who had not beaten evens was seventy and we shall have to consider whether next year's Open shall be promoted as a Second-class, Third-class, or purely novices event.

We were favoured with decent weather. The morning was calm with just a trace of rain which gave promise of fast times. This was confirmed when John Smith, the first man off returned 1-11-45, a four minute improvement on his personal best. Lance Tulip, our main hope, did not disappoint and his excellent 1-10-50 was tenth fastest and gained him the Novice award. Later we found that he was also third in the handicap, moving up from fourth place when it was discovered that one apparent winner, (though no fault of ours it should be added) had cut out a portion of the course. Our own members, mostly the new ones, returned quite creditable times and we look forward to some fast performances when they have had a little more experience of the racing game.

All in all we can definitely consider the event to have been a success. We give our very best thanks to good friend Arthur Wood who assisted Mac in manipulating the tickers and to all members who co-operated in ensuring the tricky course was checked and marshaled.

One feature of the trial which must go on record is that Lance Tulip was very lucky to finish at all. At the start his front tyre was not looking too good and he was able to effect a change and actually rode on Ken Perrin's front wheel, his own tyre blowing out later whilst in Ken's possession.

At the time of writing the exact method of sharing the prize money is still under dispute. The leading times and those of our own members were:

1. A. Hadfield, Clarion.	1	9	36.
2. N. Jenkins, Abbotsford	1	9	45.
3. G. A. Horn, Manchester Wh.	1	10	9.

Handicap:

1. J.P. Thomas, Rhos	..	1	3	27.
2. F. Sumner, Ravens	..	1	4	30.
3. L. Tulip, Withington		1	4	50.

Ours:

10. L. Tulip	1	10	50.
16. J. B. Smith	1	11	45.
42. A. Welch	1	16	10.
63. R. B. Poole	1	22	29.
65. H. S. Stevens	1	24	44.

A. J. P.

By April 1947 the club was beginning to return to normal and the 1947 Easter Tour was a great success. Stan Heeley, Lance Tulip, Eric Moore, Arnold Pennill headed off to Bala.....

EASTER TOUR. by the Treasurer.

Easter Tour this year was notable for the many unprecedented occurrences, among them being, foul weather, small number of participants, following wind both to and from our centre and the colossal amount of Cider sank by our Racing Secretary.

Shortly after 9 a.m. on Good Friday morning in bright sunshine the tour commenced, present being Arnold, Lance and the Whiskered one. The strong North-East wind blew us out of Manchester, through Lymm and Frodsham to Chester for an early lunch. A stroll on the river bank helped with digestion and then on to Wrexham. At Ruabon we regained the river Dee and said good-bye to the coal-fields, the road becoming more hilly with every mile. At Corwon, feeling in need of a refresher after the long climb from Llangollen we obtained tea at a "Most Peculiar Dive" and wasted no time in pedalling on via the side road

to Bala. Along this road we had our first glimpse of the lake then into the town to receive a noble welcome from the motherly person of Mrs. Lucas. After supper, a stroll by the lake, cider-sinking and crossword puzzles.

Saturday morning - an overcast sky and thin drizzle not deterring us, we started the hard climb over the mountains (up Frydan Roccod look you). The wet became wetter, a strong wind stronger, the ride becoming a battle with no quarter given and many a poor bike rider was passed expiring by the wayside. At last the summit, but with little respite for we had to pedal down the other side and it was very wet: tourists who stopped at Pfestiniog for lunch.

Our restart barely a quarter mile when a hofty gust of wind blew Lance's cape to shreds and after using a hundreds of safetypins we decided to give the weather best and return to Bala. A spot of fun being had by all when the Treasurer's back wheel locked on the descent of the mountain to Bala - most unfortunately he lived. At the digs we were awaited by Eric Moore who having arrived by train was dry, clean and comfortable. Mrs. Lucas's supper however worked wonders and so to more cider and cross-words.

Although Sunday morning was dry, our cycling activity was nil, the morning being devoted to repairs by two of our party. The other two indulged - yes, that's right - in crossword puzzles.

Sunday lunch, what a feed in these rationed days and we had to aid digestion somehow, so out came the bicycles and meandered along the Lakeside between photographing waterfalls and playing "tick" we took three hours to reach Dolgelly, so we toad there. The southwest wind got to work again and the eighteen miles back were ridden inside the hour. Sunday evening - as before but NO cider.

Monday morning we reluctantly said goodbye to Mrs. Lucas and our fellow guests and made for home. A blind to Llangollen where we took more photographs (and drank more Cider) and Wrexham for lunch. Here we changed direction and continued via Holt and Nantwich. The going was fast and the boys got down to it, the only sounds to be heard being from the Treasurer as he took a parcel and the ghoulish chuckles of the other three as they handed the parcel out. Dodging around Nantwich we reached Church Minshall for tea, having unfortunately lost Eric in the blind. Home then at a somewhat easier pace - so ended the 1947 Easter Tour. May there be many more.

F. S. H.

On the racing front there were five club events on the Withington Wheelers calendar in 1947; one Club 25 and two Club 50s, these were run in conjunction with the Combined Clubs M&DTTA events. The Club 100 was run along with the Cheshire RC and the Club 12 Hour was included with the association open.

See below for the Journal reports on the Club 25, 50 and 100. The early season Club 25 had thirteen entries on 20th April 1947, fastest was JB Smith in a time of 1.12.16 and he also won

first handicap. Arnold Pennill recorded fastest in the 50 with a time of 2.28.41 and Harry Lloyd was best of four Withys with a time of 5.19.10 in the 100.

Club "25"
 Thirteen entries, nine starters, seven finishers. On the authority of one who did stay the course we may state that the day was lowy and the wind at its blow. How manner Welch is reported to have lost about a minute by crashing into a hedge - will someone please explain to him that this trials are held on the road and that it is against rules to take short cuts over fields. J.H.S. surprises us, frankly we never thought he had it in him. We classed him with the Treasurer, but now we know and the handicappers will remember.

The result was:	H.	M.	S.	Heap
1. J. H. Smith,	1	12	15.	1.
2. L. Tulip,	1	14	24.	2.
3. A. J. Pennill,	1	15	42.	3.
4. A. Welch,	1	15	2.	2.
5. P. A. Jones,	1	15	24.	5.
6. H. H. Poole,	1	20	29.	8.
7. H. S. Stevens,	1	28	41.	7.

Perrins and Webber started but D. H. F. Lloyd (too fat), Hall (too tired), Barker (too hurt), and Heeley (too ??) D. H. S.

R. MacG.

Club "50" There were eight entries for the 50 mile handicap, Webber being a non-starter and Heeley being out before 22 miles. Welch took an early lead and at 23 miles was a minute up on Smith with Pennill a further minute down, a few miles after this point Hall gave up. By 35 miles the leader was slipping back, Tulip and Pennill being but one minute slower, Smith had slowed considerably and was another 2 minutes behind. Lloyd continued slowly. The final miles saw Tulip and Smith take large parcels whilst Pennill just raised the final gallop to beat Welch who, however, took the handicap. A good race.

1. A. J. Pennill	2.28.41	2nd handicap.
2. A. Welch	2.29.57	1st "
3. J. H. Smith	2.35.16	
4. L. Tulip	2.35.33	
5. H. E. Lloyd	2.40.18	

Club "100"
 Six entered for the "100" and four finished. Pennill was leading at 77 miles but soon after collected a couple of punctures which put him out of the running and what might have been a tight finish was spoilt. Lloyd rode a very good race and although below pre-war form his recent improvements are distinctly encouraging. Tulip lost a little time with mechanical trouble whilst Smith's early display of speed told the tale before the end.

1. H. E. Lloyd	5.19.10.	1st handicap.
2. L. Tulip	5.26.31.	2nd handicap.
3. A. J. Pennill	5.30.40.	
4. J. H. Smith	5.32.20.	

Five members entered The Club 12 Hour which was run within the M&DTTA event. The Journal reports "Three suffered unto the end. The two others fell by the wayside, Stan Heeley and Harry Lloyd. Arnold Pennill was our hero for he plodded on for 207miles and 4 furlongs, seventh in the race. Lance Tulip managed 194 and 5 furlongs – he should do better – whilst Eric Moore contented himself with 183 and 3 furlongs, not too bad an effort for a very first attempt at riding against the watch. He also would have done better but for making sure he was getting his monies worth at the feeding station. The club mustered in strength at Middlewich where we did the checking and seventeen sat down to lunch".

The second Club 50 saw Lance Tulip improve to 2.27.48 and was fastest on the day. Arnold Pennill struck an unlucky patch after a trouble free season, he arrived late at the start and then added a couple of punctures, one in each wheel and finished in 2.40.19. Harry Lloyd recorded 2.31.10, W Cavanagh 2.39.19 *first handicap) and HN May 2.52.25.

In September the club decided to hold another Club 25, "a little private event on our own" Headquarters was Mrs Bates, Goostrey. Lance was really beginning to get into his stride and was fastest on the day with a time of 1.11.02. Arnold Pennill 11 seconds behind in 1.11.13. W Cavanagh 1.14.30, HN May 1.14.49, Eric Moore 1.15.34, Ken Perrins 1.18.22 and Haydn Stevens 1.20.15 (photo below)

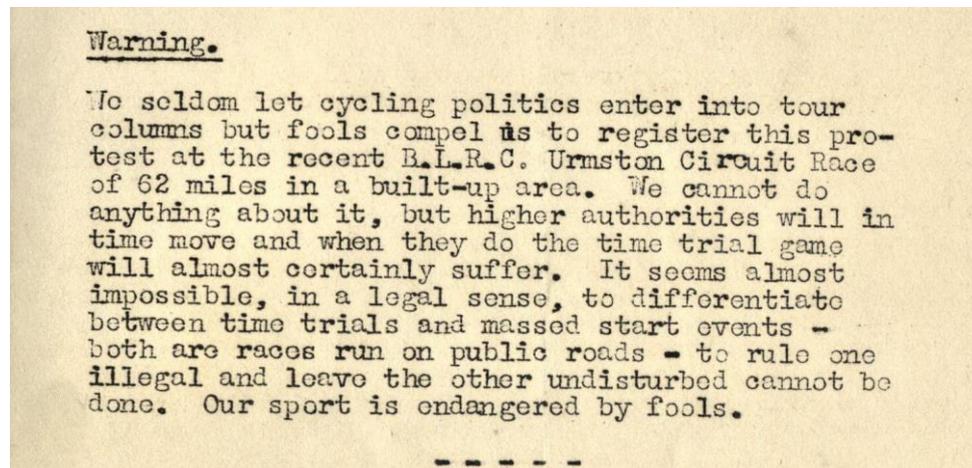


Harry Lloyd entered the Manchester Wheelers 12 Hour and recorded 209 miles to snatch the club championship from Arnold Pennill. Full result of the 1947 Withington Wheelers Club

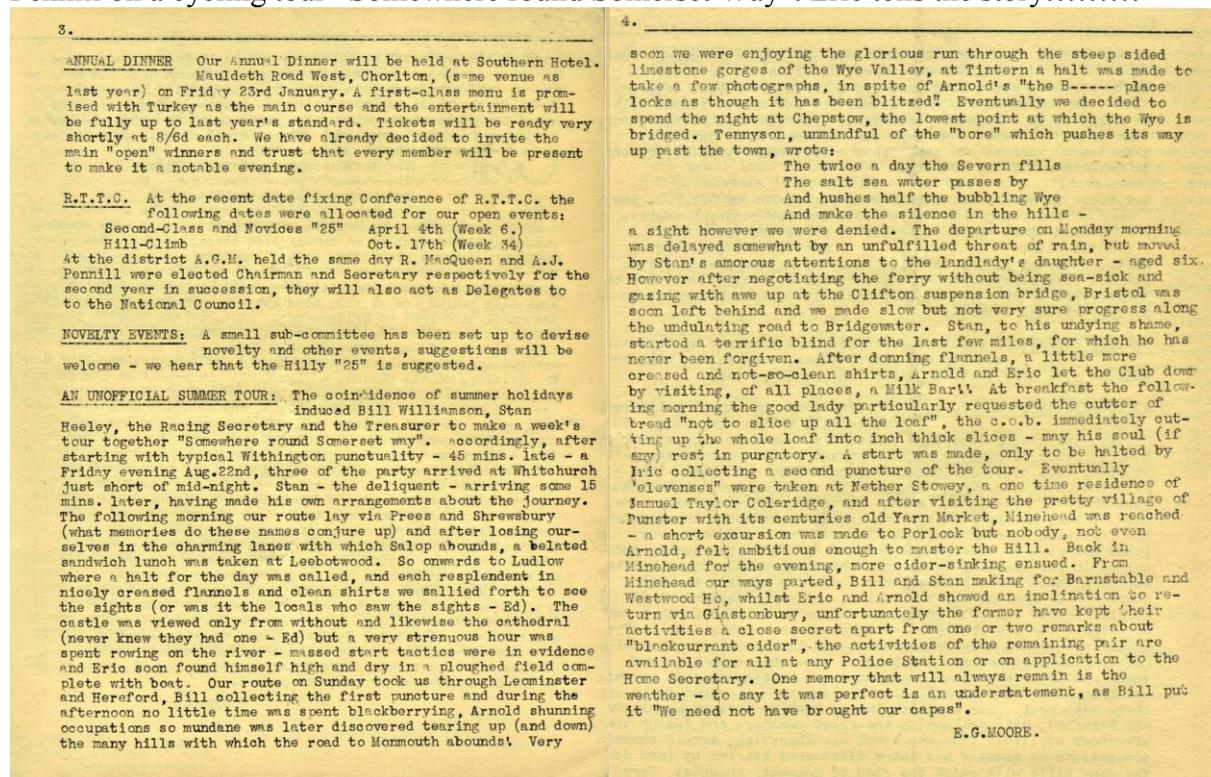
Championship;

	50	100	12 Hour	mph
Harry Lloyd	2.27.12	5.09.22	209.1050yds	19.08
Arnold Pennill	2.24.10	5.16.11	207.1095yds	19.03
Lance Tulip	2.27.48	5.26.31	194.1100yds	18.00

“Our sport is endangered by fools”. We really were a time-trialling club back then!
A warning from the May/June 1947 Journal



Before we leave 1947 it is worthwhile having a look at this report of “An Unofficial Summer Tour”. In August 1947 Eric Moore is joined by Bill Williamson, Stan Heeley and Arnold Pennill on a cycling tour “Somewhere round Somerset Way”. Eric tells the story.....



1948

The season kicked off with the annual Club Dinner on 23rd January 1948 again at the Southern Hotel on Mauldeth Road West. Tickets were priced at 8/6d each and a first class menu was promised with turkey as the main course. A full report follows (from the March 1948 Journal.....

“Turkey and Trifle. Trophies and Ptolemy!!.....

...a rousing start given to the Club's activities for 1948”

THE CLUB DINNER Turkey and Trifle!! Trophies and Ptolemy!!

These were the highlights of that cheerful and well balanced function, the Club's Annual Dinner; an event of high tradition which this year's affair worthily maintained. Rationing's lupine shape had been successfully repelled from the revolving doors of the Southern Hotel, a really excellent meal giving a flying start to the proceedings; and from then on under the President's efficient hand, things went with a will. Hardly had the tables been cleared and the speeches were in full swing, the various toasts being proposed and responded to with commendable pith, humour and brevity. Then came the trophies, charmingly presented by Mrs. MacQueen - to Lance Tulip (a future champion) the Handicap Trophy. To the Clarion, the "Tom Frith" Memorial Shield. Here we could not help thinking that dear old Tom would have been pleased to see one of his school-mates had led the winning Team. The Club Champion received a special ovation, those who remember the Stomach of 1946 will agree that Harry's success was a veritable triumph of mind over matter lotsof matter!! Finally came the award of the new and elegant Memorial Trophy, as one listened to the well phrased citation, it was obvious not only that Arnold Pannil was a worthy winner, but also that the club had done well to provide an award for services which often go unrecognised.

In the entertainment that followed, Harold James, Jim Forbes and of course "Knocker" Hartley, gave of their best and kept the ball rolling after Eric Moore had set the pace with a humorous rendering of one of the Holloway classics (another next year Eric please). But the act which stopped the show was the appearance of the last of the Ptolemies herself - wearing the New Look in a very old fashioned way, Cleopatra gave a display which raised the roof, Terpsichore may have flinched a bit and La Grable would doubtless have displayed greater technical efficiency, but certainly the appearance of the Pin Up Girl in person could not have caused a bigger furore. The comments of the lads with no illusions about these oriental maidens added largely to the general uproar. "Cleo" told me that the only hitch was over her camel, causing her to arrive late, had prevented her from attending the dinner. Probable fortunate with Pearls the price they are. So to the strains of "Digging up the Road" and "Auld Lang Syne" we went home feeling that a seal had been set to 1947 and a rousing start given to the Club's activities for 1948".

"The Checker"

Also in the March Journal was the report of the recent speed judging contest....

"There were ten entrants and whereas the first three showed fine judgement of speed we are afraid that some of our members do not know how slow they are riding, without giving any names we feel sure that anyone so inclined would not have much difficulty in avoiding payment of subscriptions". The leaders were;

Raymond Leaver, 6 seconds error, Bert Jenkinson 10 seconds and Lance Tulip 30 seconds.

This report of the Excelsior Hilly 25 from Sunday 7th March makes interesting reading;

COMMITTEE NOTE: The next Committee meeting will be on June 3rd. at 8 p.m. prompt, at 8 Cambridge Road, Gatley.

EXCELSIOR "25" Looking into Bill Hadfield's stable on Sunday, 7th March, and seeing once again the conglomeration of frames, wheels and gears, sprockets, sprints and schedules - not to mention shivering bodies - and hearing once more the familiar "those got my pump" and "where's my gloves", made it hard to believe that this Hilly "25" was bridging the gap of eight full years to the last occasion on which we battled against Mac's watch, each other and our old relentless opponent Mam Tor. The card contained the names of 12 probable starters and there being no response to the time-keepers call for numbers 1 & 2, Karl Jordan, No. 3, proved to be the first man to keep his appointment and at 6 mins past 10 a.m. precisely was despatched into a blustery down-pour. Eric Moore was the only other absentee, and Mac, after launching last man Phil on his way, repaired to the shelter of the "Jolly Carter".

Times taken at Peak Forest Halt showed Lance to have gained a 30 sec. lead on Arnold in 24 mins, with R. Lever a further 10 secs. away. K. Jordan had occupied 25 mins, whilst K. Rutter and H. Stevens passed in 25-22 and 25-25 respectively, Bill Cavanagh had used up all of 26 mins and Phil 26-55 to present Nev. May with the Devils prize in 27-10. Times at the dead turn (15th m) found Arnold and Lance to be well established at the head of affairs with 3rd mins. lead on the rest of the field, Arnold having an advantage of 15 secs. over Lance. Only 45 seconds separated the next four: Ken Rutter 56-45, Lever 57-, H. Stevens and P. A. Jones both 57-30, W. Cavanagh being the only other to reach this point in less than the hour. The real test of the course, the two mile ascent of Rushup took it's toll of the not-too-fit, and from here to the finish Lance dropped steadily in arrears. Arnold had sufficient margin to withstand a strong bid from Ken Rutter who clocked the fastest return to recover a full minute on the leader. Just what happened to Lever after turning nobody quite seemed to know, after holding third place for most of the race he disappeared and arrived at the "Jolly" nearly an hour after everyone else. Worthy of special mention is Phil's excellent performance which placed him fourth. He would probably be agnast if referred to as a veteran, but something like sixteen years have elapsed since Phil rode his first race - well done Phil!! Congratulations also to Arnold for another grandpiece of organisation:

RESULT:-

1. A. J. Pennill	1.29.36	5. L. Tulip	1.35.55
2. K. Rutter	1.32.15	6. W. Cavanagh	1.40. 3
3. H. Stevens	1.34.22	7. N. May	1.41.53
4. P. A. A. Jones	1.34.57	8. K. Jordan	2. 1.44
		9. F. Leaver	2.29. 0

THE OPEN "25" Of course we got the full 100 permitted entries and also a few to spare and everything went off in first-class style, even though the event was a Second Class one.

At 8.01 a.m. on the morning of April 4th. Ken Perrins was despatched by the President to be followed by another 88 of the competitors; conditions were fairly favourable, in-so-far-as it did not rain and the wind did not reach gale force. Our own did not fare too well, Ken Rutter and E. G. Moore, D. N. S. Ken picked at 18 miles, the remainder performed as follows:-

H. S. Stevens	1.12.42	H. N. May	1.15.11.
W. Cavanagh	1.16.48	R. Gray	1.19.29
K. Jordan	1.18.2	R. Leaver	1.25.46 (7 ¹ / ₂ min late)

Result sheet of the event is enclosed but we must not end without offering our sincere congratulations to the winner who was making his very first competitive effort and our thanks to A. C. Wood for holding the second watch.

ACCIDENT Our sympathies are with K. Rutter who had a fall on Fallowfield track on Easter Monday and sustained injuries which may keep him out of the game for a while.

N.R.R.A. Your Secretary, Racing Secretary and President attended the N.R.R.A. Golden Jubilee luncheon recently. There was a goodly gathering of old faces who we were very pleased to see, but the younger and more active generation were almost entirely absent; record breaking is a great game which does not seem to appeal to current racing men - too many "opens" it is said but we think that expense has something to do with it.

OVERSEAS - SPECIAL NOTICE Stan Heeley is really going to Canada next month - he promises one final run at least and we want a good turnout for the parting ceremonies at Gawsworth on May 9th. NOTE the date.

NEW MEMBER: R. Gray, 10 George Street, Levenshulme.

Other notes on the above pages; K Rutter had a bad crash riding at Fallowfield track and Stan Heeley confirms that he is emigrating to Canada. There was a good turnout for Stan's leaving do as can be seen by the photo below taken at Gawsworth on 9th May 1948.



Farewell to Stan Heeley.
Gawsworth. May 9th 1948.

From the June 1948 Journal;

"Hail and Farewell. On 9th May, 22 members assembled at Gawsworth for lunch and to say au revoir to Stan Heeley who has since left these shores for Canada and, I suspect, the lady of his choice. To mark the occasion, and to indicate in some small way our appreciation, presentation of a Swan pen was made, the cost of which had been subscribed by his fellow members. Probably we will never see Stan again but we each and everyone hope that success will crown all his ventures." See Journal page below;

HAIL AND FAREWELL: On 9th May, 22 members assembled at Gawsorth for lunch and to say au revoir to Stan Heeley who has since left these shores for Canada and, we suspect, the lady of his choice. To mark the occasion, and to indicate in some small way our appreciation, presentation of a Swan Pen was made, the cost of which had been subscribed by his fellow members. Probably we will never see Stan again but we each and everyone hope that he will find his new life, and home, to his liking and that success will crown all his ventures. Stan has always been a good clubman and a good sport, the less we say about his racing perhaps the better, but he tried, and although his sufferings in quest of speed must have been terrible in their duration, by some queer kink of nature so common to cyclists, he enjoyed himself. We will miss him from our club runs but if we know anything at all about Stan the formation of a Canadian branch of the club is already planned.

MAC.

CLUB "25": Many pleasant memories came flooding back to me - and I feel sure to many other in the Club - on the morning of the "25", for with only Manchester Wheelers' sharing the course, we once more used those lanes round Byley which have been our happy hunting ground for so many club events before the war. The morning was typical of the time of the year, blustery and a little cold, and was voted by everybody to be "hard". With old-timers getting fit again and newcomers feeling the urge the event promised to be interesting. Half-way times showed Arnold to have established a lead of 30 secs. over Lance, with Harry and new-member Jackson in the offing. Coming back Lance tried hard to make it up but Arnold held on and finished a worthy winner in 1-10-56. Probably most outstanding ride was that of Ray Leaver who well and truly confounded the Handicapper with a time of 1-11-37 and an allowance of $6\frac{1}{2}$ mins. (No doubt such contemps will be duly punished). Arnold took a well merited second and evergreen Phil who has been figuring in prize-lists for as long as I can remember bowled along quite merrily into their place.

C.D.H.

Here are the details:

	Actual	Handicap	
1. R. Leaver	1.11.37	1.5.7.	3rd fastest
2. A. J. Pennill	1.10.56	1.8.56	1st fastest
3. P. A. Jones	1.13.8	1.10.8	
4. H. E. Jackson	1.12.17	1.10.17	
5. H. E. Lloyd	1.11.47	1.10.17	
6. H. S. Stevens	1.13.22	1.10.52	
7. L. Tulip	1.11.10	1.11.10	2nd fastest
8. H. N. May	1.14.55	1.11.25	
9. W. Cavanagh	1.16.32	1.11.32	

Gray, Moore and Perrins did not start. K. Jordan D.N.F.

Above, the report of the Club 25 in April 1948 written by Charlie Haines and the photo below taken after.



April 1948 and Bert Jenkinson writes this report of his first tours with the Withington – the Easter Tour to Bala and then a couple of days at Whitsun to catch the Anfield 100 on Whit Monday.

TOURING WITH WITHINGTON: It was with qualms that on Good Friday the writer ventured with his first Withington tour, the venue being Bala. Arriving at the White Hart at 9.30 to meet Karl, Lance and young Bill Cavanagh, soon Arnold came dashing up with Eric last as usual. My heart sank – three racing men and last but not least Eric to whom anything might happen. Bill's remark that he was coming as far as Chester for a Bish, seemed the last straw. Doing a little quick thinking I jumped to the front hoping that the others would be content to drop in behind my more sedate pace. For some reason which for the life of me I do not know, we got to Northwich with Eric and myself still to the fore but a suggestion of elevenses was a signal for all to dismount. Off we set again and a little later saw and passed a few Ravens and duly arrived in Chester for a good lunch. Afterwards Bill departed homewards and judging by the way he started would arrive about 3 p.m. From Chester the road is of the usual Welsh variety, up and down, but more ups than downs, after some laboured riding and walking-cum-pushing we arrived at Bala and what a feed we had! Saturday and Sunday saw us again in the saddles although quite a time was spent out of them – oh those hills! To Arnold's disgust my gear went all hay-wire and some drastic link removals were necessary – those blinking hills and no bottom gear. Monday saw us ready to return, Lance had a date and wanted to be home early, Arnold also appeared to be in a hurry, 9.45 saw the start and 9.50 the tail ends of Lance and Arnold, the rest of us pattered along finally arriving home at 10 p.m. after many stops for elevenses, threeses, ices and anything else that called for a stop. Having conquered Easter I felt some effort should be

made at Whit. so Eric and I decided to start on Saturday and stay at Middlewich. In really lovely weather we pattered along and found time to look at the shoe shops in Wilslow – Eric having been inspired by the weather to go in for sandals. We were soon fixed up at Middlewich and later called at the "White Bear" where Eric fell for one of the local "Bints". Sunday morning saw the arrival of the others (Mac has said they "Picked us up" – really we are not that kind of fellows). At Shrewsbury rooms had been booked for Harry, Arnold, Fred and Ray; Mac was lucky, he got fixed up with them, Nev, Eric and I were offered a double bed but after thinking it over we decided that the night was hot it was more than we could stand. From this point we went all moody and fixed up at a "Private Hotel" – after a change and a meal we met the rest of the party to be greeted with cries of "Spiv" etc. this is put down mainly to Nev's canary pullover and our creased flannels. Under Mac's guidance – rumour had it he once did a bit of courting round here – we viewed the beauty spots (and the Beauties) and later the places of greater interest. About 10.30 p.m. we lost Eric, having already lost Mac, Harry and Arnold, but decided to leave him to his fate and retire. Eric turned up just as we settled and was in his more playful mood but after the usual turning out of bed, peace again reigned.

Morning saw us at the Anfield "100" just in time to cheer Harry in his final effort and after lunch we found the racing men showing no signs of getting under way and, heartlessly, we left them. So was Easter and Whit – could anything be better, perfect weather and the company!! Will we ever forget Bala, that feeling after solidly gorging a wonderful Dinner-cum-Tea-cum-Supper which left one so helpless that we could hardly crawl upstairs. Shrewsbury – that window with a view and other possibilities so welcomed by Nev and Eric, Bert alas finds other amusements. B.J.

Club 50 on 13th June 1948; 13 entries, 12 starters, 6 finished, Lance fastest and does a PB....

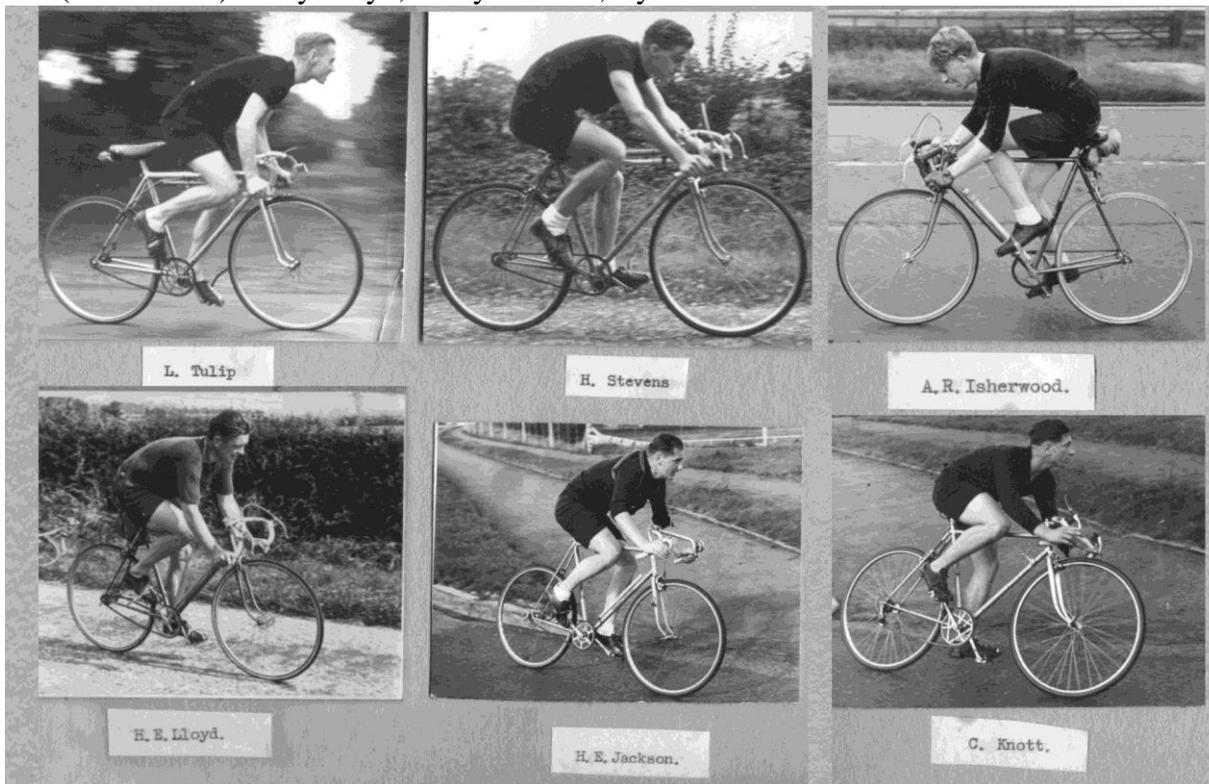
CLUB "50" The "50" was run in conjunction with M.& D.T.A. and as the "Met" man has promised, the morning dawned fine and warm with hardly a breeze. Conditions seemed ideal and with Lance and Harry approaching best form, Arnold keen to make amends for recent failings, Ray Leaver's run away victory in the "25", Ken Rutter fit again after his accident, whispers of secret training by the Treasurer, Nev. and Steve improving, evergreen Phill always a danger and threatened come-back by Eric Martin, the stage looked set for a good race. Harry was first man off and set such a cracking pace that he arrived at the 16 mile point – where Jim was to hand up the

drinks plus a very welcome sponge – in such good time he caught Jim with his Peel Green Special still in the Cocktail Shaker. Although the morning was favourable to fast times, the not-so-fit found conditions sticky and Ken Rutter packed early on. The disease was infectious by half way, Bill Cavanagh, the two Eric's and Karl had all decided to give in. However the 34½ mile check showed the rest of the field moving well with joint scratch man Lance leading in 1.37.33 with Harry looking more comfortable only 27 secs. slower. Nev. was an easy leader on the handicap but with 15 miles to go one wondered if he could hang on against the strong challenge from the scratch men. As for the others it was obvious Arnold had not yet found form being nearly 3 mins. down on the leaders. On the return at 43 miles Lance had increased his lead clocking 2.2.0. Arnold had slipped further back, Phil and Steve were obviously beginning to struggle but Harry Jackson and Nev. were still strong. Over these last seven miles Harry tried all he knew to displace Lance who ran out a worthy winner by 39 secs. Nev. taking first handicap with a well judged race. Congratulations to Lance on a fine performance – a personal best – to Harry, his fastest since pre-war – to Nev. for confounding the handicapper, a word of praise also to the Handicapper and also to Arthur Wood for holding the watch:

	34½ m.	43m.	Actual	Handicap
1. H. N. May	1.42.20	2.6.40	2.28.17	2.21.17
2. L. Tulip	1.37.33	2.1.0	2.22.42	2.22.42
3. H.E. Jackson	1.42.30	2.6.53	2.28.18	2.23.18
4. H. E. Lloyd	1.38.0	2.2.0	2.23.21	2.23.21
5. A. J. Pennill	1.40.10	2.6.3.	2.29.17	2.28.47
6. H. S. Stevens	1.42.15	2.8.10	2.32.51	2.28.51
Ray Leaver D.N.S. K. Rutter, W. Cavanagh. E. G. Moore, E. Martin,				
7. A. Jones and K. Jordan D.N.F.				H.B.

The club album was conceived by Arnold Pennill and we will always be grateful to him for having the foresight to know that the Withington Wheelers were at the start of something that would last. Arnold even went to the trouble of taking photographs of most of the racing

members. Below are (top row) Lance Tulip, Haydn Stevens, Alf Isherwood, and (bottom row) Harry Lloyd, Harry Jackson, Cyril Knott

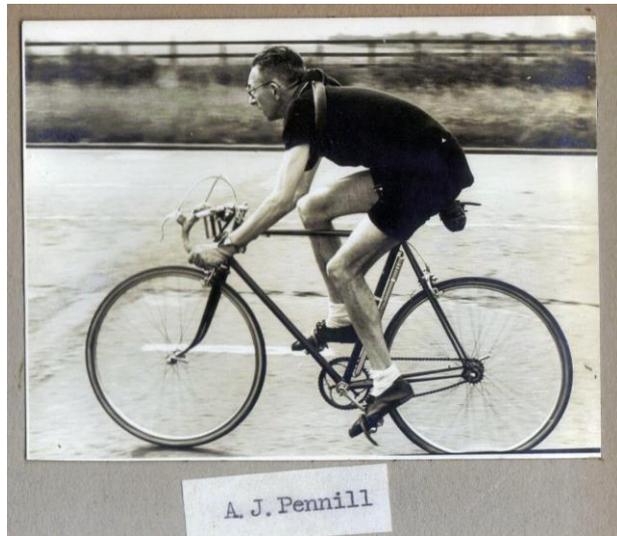


In the Club 100 on 18th July 1948 Arnold Pennill was fastest recording 5.04.20. Haydn Stevens riding his first 100 recorded 5.11.55 and won first handicap (the handicap time should read 4.55.55 not 5.55.55)

CLUB "100" With six members coming under timekeeper's orders, several other stationed at strategic points on the course, a thin drizzle and - believe it or not - absolutely no wind, so commenced this year's club trial at the century distance. But the lack of breeze was not to the riders' liking (what conditions ever are?) for it was found to be quite hard going all the way round, although the rain did stop for the latter half. Harry Lloyd was to find that it was not his day and after having trouble with his rear hub gave it best at 48 miles. Neville fell by the wayside at 61m, whilst Lance, having made a fast start, began to "die" at half way and finally retired at 72m. Of the three survivors, Hayden Stevens, attempting his first ride at the distance, undoubtedly did the best performance of the day scoring a popular and well deserved handicap win - nice work Steve. Arnold finished fastest and would have been much closer to evens if he had not had to change a tyre with less than 5 miles to go. Harry Jackson was the only other finisher with his best for several years and gained third handicap, Arnold taking second in addition to "fastest". Great work was done by the feeding section, lead by Messrs. Forbes, Mayson and Bert Burton, who visited most parts of the course during their gastronomical wanderings whilst others did their part in checking our own and 50 odd riders from other clubs. Special mention must be made of Jim's petites-musettes - we'll be affiliating to the B.L.R.C. next!! which certainly simplified the handing up of eats: -

	Result:	Actual	H'cp
1.	H. S. Stevens	5.11.55	5.55.55
2.	A. J. Pennill	5. 4.20	5. 4.20 Fastest
3.	H. E. Jackson	5.25.36	5.15.36
	H. E. Lloyd, H. N. May and L. Tulip	D.N.F.	E. G. Moore D.N.S.

The photo aside shows Arnold Pennill in classic racing pose with spare tub around his shoulders. In the Club 12 Hour in August 1948, Arnold, Lance, Haydn and Ray Leaver went head to head to decide the outcome of the 1948 Club Championship. Unfortunately Arnold "managed a spill quite early on and appeared a gory mess for the rest of the day but nevertheless persisted to the end" and recorded 207 miles. Ray Leaver finished with 194 miles and Haydn Stevens 209 miles.



It was Lance who took the honours with a fine ride of 223 miles 5 furlongs. Not only was this the greatest distance ridden in the Club '12' but Lance also won the handicap, a standard medal, broke the Withington Wheelers Club Record put himself at the top of the Championship table and placed him sixth in the M&DTTA 12 Hour. Nev May, Harry Lloyd and Ken Perrins all packed around the 100 mile mark and were DNF. The club turned out in force at Middlewich, a couple of dozen eating in relays and odd members did other things to assist in the promotion.

Quickly following on the 12 Hour record of 223 miles Lance Tulip made sure of further honours by riding 50 miles in 2.15.52 to set up new figures. The September 1948 Journal states "we look forward to still further beatings of the old figures now that lance has found his speed legs".

In the final 50 of the year, on 19th September 1948 it was Arnold Pennill who was fastest but Haydn Stevens pipped him to the handicap award.....

CLUB "50" Promise of an interesting race in the final "50" was spoiled by four of the twelve entrants failing to keep their date with the timekeeper, and two of them being late in their appointment. Four of the starters found the hard morning just a little (perhaps a lot!) too grim, leaving only four stalwarts to contest the prize-list. Lance started late, and finding that efforts to regain lost time were not having the desired effect, "rolled in" from the last turn. Arnold made fastest time but was pipped for first handicap by Steve, who thus consolidates his lead in the Handicap Championship. Bill Gray did very well for his second event, looking cheerful all the way round, and took third handicap award. Harry, Bill and Walter officiated at the three dead turns, and Jim and Bert again threw up sponges and drinks. Nevill, Ken, Harry Jackson and Harry Burton threw in the sponges; Eric, Karl, Ray and Bill Cavanagh did not start, Ken ($3\frac{1}{2}$ mi) and Lance ($4\frac{1}{2}$ mi) started late.

	<u>Actual.</u>	<u>Hcp.</u>	<u>Nett.</u>
1. H. S. Stevens	2 29 20	$9\frac{1}{2}$	2 19 50
2. A. J. Pennill	2 22 7	$1\frac{1}{2}$	2 20 37
3. R. Gray.	2 41 28	16	2 25 28
4. L. Tulip	2 34 55	SCR	2 34 55

In September seven members set off on a tour of Devonshire.

TOURING IN DEVONSHIRE. The reasons people elect to go touring are many and varied - and often inexplicable. Perhaps there is a delight in visiting and exploring new places - of geographic, historic or personal interest; or there is the benefit to be found in change of air; the satisfaction (?) of an astronomical accumulation of miles; then there is the pleasure of good companions, or may be the nostalgia of revisiting old familiar places. It may have been none of these reasons, or it may have been all, that induced no less than seven members of the club to undertake a tour of the West Country this year. Thus it was that instead of meeting at Cheadle, a "club run" duly set forth from 'neath the Clifton Suspension at Bristol.

The vanguard, consisting of Bill Williamson, Harry Burton Nevill and Eric, had arrived at Bristol via Stone, Wolverhampton and Gloucester - not forgetting "B.R." - having started from home on the Friday evening. The remainder - Bert, Ted and Walter - had travelled overnight by train. From Bristol the first port of call for the night was Bridgwater, where accommodation was obtained, surprisingly enough, at the same house in which a member of a previous tour made a name for himself. On this occasion history did not repeat itself, however. After Bridgwater, our route lay via Dunster, Porlock and its counterpart Countisbury, to Lymouth, Barnstaple, Bideford and Clovelly where our ways parted. Bert, Bill and Walter having a fortnight to spare, proceeded into Cornwall, the remainder returning to Bideford and so to Ilfracombe, the journey back to Bristol being completed by steamer - quite a pleasant variation, at the same time obviating the struggle back up Countisbury etc.

One of the obvious advantages of an unplanned tour is that one is able to vary one's journey and itinerary at will. Thus we were able to break our journey at Bideford when we arrived on

Carnival Day. One of the obvious disadvantages, however, is that of obtaining accommodation, and naturally enough, with a fairly large party as we were, difficulties did occur, as we discovered in Lymouth. Fortunately we were never driven to the extreme of barns or hedges for our beds, although Nevill and Eric were very near to it on the Saturday evening on the way home. A large touring party also suffers from temperament, and indeed it would be a strange body that was of one mind. There are those who would fain stick to the King's Highway come what may, whilst there are those who would prefer to go the more arduous way along the stony track from Lynton through the Valley of Rocks and Woody Bay to Hunter's Inn, as did Harry and Eric on the way to Barnstaple. Although the going was tough and stony, the coastal scenery was well worth the effort involved. Similarly with the Lobby Drive into Clovelly, with its attendant coastal views and scenery, even though sixpence was charged for the "privilege".

Other memories that remain are the PUSH up Porlock; the arrant commercialisation of Lymouth, Clovelly and other beauty spots; Ted examining microscopically his bedding at the transport cafe in Bristol where we spent the night after a late arrival off the boat from Ilfracombe; the Victoria plums Nevill and Eric consumed near Worcester. But these are the things that make tours worthwhile. What became of the trio in Cornwall time will maybe tell. Until then we could do worse than refresh our memories with the help of "Lorna Doone" and "Westward Ho" and see what bits of the West Country we overlooked.

Club 25 - Record entry of 16 for the final event of the season was reduced to 12 stagers all of whom finished - another record! The morning's dampness, it could hardly be called rain, cleared just before the first man was despatched and chief interest was in the Tulip/Pennill duel and the Forbes come-back. Lance was fastest with a ride more in keeping with his 50 mile times and Arnold also improved to finish just a little slower than the minute the handicapper had allowed him, in second place. Stevens made sure of the Handicap Trophy, finishing third fastest which also gave him second place in the handicap - but surely the ride of the day was Jim's who confounded the Handicapper's close study of form to make fourth fastest time and demolish the handicap. The full result returned by the President was:-

	13 ¹ / ₂ m	25m	H'cap	Net
1. J. E. Forbes	38.45	1.12.27	7	1.5.27
2. H. Stevens	38.30	1.11.18	5	1.6.18
3. L. Tulip	36.0	1.6.24	Scr	1.6.24
4. H. E. Jackson	37.30	1.9.33	3	1.6.33
5. A. J. Pennill	36.15	1.7.58	1	1.6.58
6. K. Jordan	39.30	1.16.7	9	1.7.7
7. Herbert Burton	40.45	1.15.45	8	1.7.45
8. Harry Burton	41.30	1.16.15	8	1.8.15
9. W. Cavanagh	41.0	1.15.52	7 ¹ / ₂	1.8.22
10. E. A. Webber	41.0	1.17.52	9	1.8.52
11. K. A. Perrins	40.30	1.16.32	7 ¹ / ₂	1.9.2
12. F. Simcock	41.0	1.19.37	7	1.12.37

Fastest time: L. Tulip

B.A.R.	1. L. Tulip 19.94 m.p.h.	Handicap Cup
	2. A.J.Pennill 19.55 "	1. H.Stevens 10h 50m 44s
	3. H.E.Lloyd 19.31 "	2. A.J.Pennill 11h 0m 42s
	4. H. Stevens 19.01 "	

The final race of the year before the hill climb was the second Club 25 on 3rd October 1948. This was notable for Jim Forbes' come-back after WWII. Hayden Stevens secured the Handicap Trophy with his ride in the Club 25 (the Handicap Trophy would eventually become the Harry Lloyd Trophy which continues in the same format to this day).

Also noted at the bottom of the page is the fact that Lance is the 1948 Club BAR Champion.

Au revoir

After Stan Heeley emigrated to Canada in may 1948 a number of members decided to follow suit and set off for shores afar.

Founder member Eric Martin sailed to South Africa Journal in September 1948. "Eric was one of the small band who founded the club in 1931 and up to the outbreak of war was a staunch supporter of all club fixtures – one of the type who never let you down....That we will miss him goes without saying but he will continue his membership and help to carry the fame of the Withington Wheelers to distant lands".

The March/April Journal then records another departure.... "It is becoming almost a regular feature to announce the departure of a member to overseas destinations and this time we have to say au revoir – but not goodbye - to our old stalwart Phil Jones who has already left these shores to join his old friend Eric Martin in South Africa. Phil was one of our earliest members, joining the club in 1932 and since then has, we think, figured more in the club prize lists than any other member – nothing could keep him down..... But racing was not the only attraction that cycling gave to Phil for he was a most ardent tourist having covered almost all corners of this land of ours and also large slices of the continent. We can do no more at this stage but to record our appreciation of Phil's services to the club, to assure him that he will be missed and to wish him every success in his new field of ventures; may his wheels continue to turn in the same old way although the roads may be different."

Pens were presented to Stan, Eric and Phil; "...and we hope by its aid (the pen that is) to be able to record in later issues some of the adventures of our South African section"

The same journal records that Bill Cavanagh was called up for National Service...."we only wish that times were not such as compels our young men to spend a year of their youth under such circumstances. However time soon passes and we hope to see Bill back up the road before long".

1949

"After some difficulty it has finally been found possible to hold the Annual Dinner and Prize Distribution at Southern Hotel, Mauldeth Road West on Wednesday 9th February. Tickets will be 8/6 per head and all arrangements are in the capable hands of JE Forbes, 229 Peel Green Road, Peel Green Eccles".

Charlie Haines then reports in the March Journal "...it was without doubt the best we ever held and showed that the club has more than repaired it's old pre-war vigour and enthusiasm".

4.

CLUB DINNER This year's Club Dinner at Southern Hotel must have been a source of satisfaction to all members and particularly to those older ones who had, during the war, seen it reduced to a purely nominal existence. For it was, without a doubt, the best we have ever held and showed that the Club has more than repaired it's old pre-war vigour and enthusiasm. Sixty eight sat down to dinner and among the guests and visitors were representatives of Abbotsford Park, Altrincham Ravens, Cheshire Roads, Clarion and Manchester Wheelers, with the gratifying addition of relatives and friends. It was a great pity that on such an evening our President should be unable to attend because of sickness and through Mrs. MacQueen who was present, were conveyed the best wishes of all for his rapid recovery.

Jim, already overburdened with worries for the evening, stepped into the breach and presided with customary geniality.

Arnold started the ball rolling with a toast to the visitors and reminded us of the three members now overseas whose thoughts no doubt, often wander back to the Club. Woore of the Clarion replied and promised to again relieve us of worries about team prizes for the Hill-Climb by forecasting this year's winners. In proposing the Prize Winners, Bert Burton gave us an admirable analysis of racing men in general and ours in particular to which Lance replied with characteristic modesty. At this point a very pleasing gesture of friendship was made by "Knocker" Hartley who added his own unofficial toast of "The Club" and told us how much he liked being among us. Allen then read the citation which accompanies Jim's award of the Memorial Trophy and its eulogies can best be summed up in the words of one speaker who said "we do not know what the club would do without him".

Followed the Prize Distribution by Mrs. MacQueen with Abbotsford and Clarion as "Open" winners and Lance and Steve of ours being the "Lions" of the evening. After this came the entertainment. Time was regrettably all too short, but into the hour or so which remained Jim, his concert party friends and "Knocker" crammed as liberal and varied a helping of entertainment as has been our lot for many a day. A whole glazey of talent was presented to us - voluptuous prima-donnas vied with dancers (some young and charming, others superannuated and knobbly) whilst that fine old melodrama "Little Nell" was played to the traditional of hisses, groans and cheers. So on to "Knockers" inevitable "Digging up the Road" and Auld Lang Syne to round off a truly memorable evening.

C.D.H.

The winter of 1949 saw the revival of the Withy Rough Ride, today it would be called cyclo-cross, the obstacles like railway sleepers and drainpipes strewn around the course were given names like 'Pennill's Penance', 'Burton's Bonk' and 'Tulip's Trek'. Mud aplenty was the order of the day

..."the rain had already done its work and the course was in prime condition...."

THE ROUGH RIDE The Chinese have long been famous for a little thing called "The Death of a Thousand Cuts", and generation after generation of Britons have silently bowed their heads in shame when comparing such finesse with the ham-fisted rack and thumbscrew of our own ancestors. Happily that is now all over . . . all those amateurish medieval efforts have been surpassed. The revival of the Withington Rough Ride will really give the Chinks a run for their money in the matter of torture refinement.

Conditions for the ordeal were perfect. The day dawned fine and dull, but the rain had already done it's work and the course was in prime condition. So the hearts of the sinister course markers were gladdened and they went about gaily flinging railway sleepers, drain pipes and other obstacles about in fine, free and careless rapture. A remarkable variety of exigencies had so depleted a record entry that a mere seven quivering victims presented themselves for sacrifice and were duly despatched by Adrian Mayson at two minute intervals. When the last man was home, seven mudlarks were soon wallowing in hot water, amid splashing and towelling, "Broad Street" was voted fearsome enough, but "Pennill's Penance" was undoubtedly the piece de resistance. Wheel spin, reducing forward movement to zero, was the bogey of the bog, and this together with "Burton's Bonk" immediately afterwards made "Canal Straight" with its choice of a watery grave to the right or a hundred foot drop to the left, a comparative breathing space before the sunken sleepers of "Tulip's Trek". In spite of the arduous conditions there were few casualties. Several nearly lost their foot-gear in the mud, and Karl did lose his bearings, but the only mechanical trouble fell upon Jack Kennedy who had to beat off a cowardly attack from his rear mud-guard which somehow managed to wrap itself round his legs. Lance was outstanding and led the field by all but two minutes. Jim in spiked running shoes was a surprise second, and Ray who finished strongly, fairly flinging himself over "Heavens Gate" and decending "Tumble Down" like an express train, was on his heels to take third prize.

In the pleasant warmth and welcome of Arnold's Fram, even the competitors became mellowed and dinner was a festive affair, the centre-piece being a handsome iced cake suitably inscribed, which, after a few well chosen words, was ceremoniously cut by the victor. So at the last, riders, helpers and spectators agreed that it had been a memorable occasion, and there is felt to be no truth in the rumour that one of the leaders will select a large scale map of Bosley area for his prize wit the intention of roasting it over a slow fire and watching it curl. The Timekeepers holding a battery of five watches, four of which would have made the Kew horologers turn in their graves, returned the following:-

		Min.	Sec.
1.	L. Tulip	23	26
2.	J. E. Forbes ..	25	25
3.	R. Leaver	25	30
4.	A. J. Pennill ..	25	37
5.	K. Perrins	28	00
6.	K. Jordan	32	32
7.	J. Kennedy	32	56

32 Entered (?)

7 started. 7 finished.

A.M.

In March 1949 several Withington Wheelers rode the Manchester Roads CC Open Medium Gear 25 – Gears must be under 72” (ie Machines must not travel more than 18’ 11” with one revolution of the cranks). It was a cold icy morning and with first man off at 8.01, an anonymous poem appeared in the Withington Journal in May (“In Painful Memory”below), it also worthwhile showing the start sheet as the course was the old J1 run on the East Lancashire Road with a turn in the road on Newton Road, the A572. The Good Old Days eh!

IN PAINFUL MEMORY

Manchester Roads decided to run
Their Medium Gear on Course J1.
Though roads were icy, and noses were blue,
You see, it was only week-end two.

Harry and Jim and many a hero
Pedalled away at well below zero.
What they went through, nobody knows,
Only they - and the Eskimoes.

Sighting the Pole on his starboard quarter
Jim breathed goodbye to his wife and daughter,
And Harry could hardly restrain a scream
When he saw a white whale abaft his beam

Jims at the finish, the stopwatch clicks.
Alas said the Timekeeper - one twentysix,
Harry went by, but he kept mum,
With frozen jaws, what would you do chum?

Was it worth while to share in the treat
Of a bottle of Tea applied to the feet?
Never! cried Harry, dancing about
As a bath of hot water thawed him out

Harry and Jim may have something to say
(If they get the chance) to the M.D.T.A.
With winter winds freezing the skin off your molars,
They ought to have run the darned thing on Rollers!
Anon.

No.	Name	Club	Time	Dist	No.	Name	Club
1.	J. Leach	Manchester Roads	4 15	8-1	51.	H. Wilkinson	Oldham Century
2.	W. Gull	Manchester Roads	4 30	8-2	52.	J. Crocker	Chester Road
3.	E. Morris	Manchester Roads	4 45	8-3	53.	D. J. Brown	Altrincham
4.	E. Dilger	Manchester Roads	5 00	8-4	54.	P. Street	Stockport R.C.
5.	A. Thomas	Manchester Roads	5 15	8-5	55.	P. Street	Stockport R.C.
6.	A. Thomas	Manchester Roads	5 30	8-6	56.	P. Street	Stockport R.C.
7.	A. Thomas	Manchester Roads	5 45	8-7	57.	P. Street	Stockport R.C.
8.	A. Thomas	Manchester Roads	6 00	8-8	58.	P. Street	Stockport R.C.
9.	A. Thomas	Manchester Roads	6 15	8-9	59.	P. Street	Stockport R.C.
10.	A. Thomas	Manchester Roads	6 30	8-10	60.	P. Street	Stockport R.C.
11.	A. Thomas	Manchester Roads	6 45	8-11	61.	P. Street	Stockport R.C.
12.	A. Thomas	Manchester Roads	7 00	8-12	62.	P. Street	Stockport R.C.
13.	A. Thomas	Manchester Roads	7 15	8-13	63.	P. Street	Stockport R.C.
14.	A. Thomas	Manchester Roads	7 30	8-14	64.	P. Street	Stockport R.C.
15.	A. Thomas	Manchester Roads	7 45	8-15	65.	P. Street	Stockport R.C.
16.	A. Thomas	Manchester Roads	8 00	8-16	66.	P. Street	Stockport R.C.
17.	A. Thomas	Manchester Roads	8 15	8-17	67.	P. Street	Stockport R.C.
18.	A. Thomas	Manchester Roads	8 30	8-18	68.	P. Street	Stockport R.C.
19.	A. Thomas	Manchester Roads	8 45	8-19	69.	P. Street	Stockport R.C.
20.	A. Thomas	Manchester Roads	9 00	8-20	70.	P. Street	Stockport R.C.
21.	A. Thomas	Manchester Roads	9 15	8-21	71.	P. Street	Stockport R.C.
22.	A. Thomas	Manchester Roads	9 30	8-22	72.	P. Street	Stockport R.C.
23.	A. Thomas	Manchester Roads	9 45	8-23	73.	P. Street	Stockport R.C.
24.	A. Thomas	Manchester Roads	10 00	8-24	74.	P. Street	Stockport R.C.
25.	A. Thomas	Manchester Roads	10 15	8-25	75.	P. Street	Stockport R.C.
26.	A. Thomas	Manchester Roads	10 30	8-26	76.	P. Street	Stockport R.C.
27.	A. Thomas	Manchester Roads	10 45	8-27	77.	P. Street	Stockport R.C.
28.	A. Thomas	Manchester Roads	11 00	8-28	78.	P. Street	Stockport R.C.
29.	A. Thomas	Manchester Roads	11 15	8-29	79.	P. Street	Stockport R.C.
30.	A. Thomas	Manchester Roads	11 30	8-30	80.	P. Street	Stockport R.C.
31.	A. Thomas	Manchester Roads	11 45	8-31	81.	P. Street	Stockport R.C.
32.	A. Thomas	Manchester Roads	12 00	8-32	82.	P. Street	Stockport R.C.
33.	A. Thomas	Manchester Roads	12 15	8-33	83.	P. Street	Stockport R.C.
34.	A. Thomas	Manchester Roads	12 30	8-34	84.	P. Street	Stockport R.C.
35.	A. Thomas	Manchester Roads	12 45	8-35	85.	P. Street	Stockport R.C.
36.	A. Thomas	Manchester Roads	1 00	8-36	86.	P. Street	Stockport R.C.
37.	A. Thomas	Manchester Roads	1 15	8-37	87.	P. Street	Stockport R.C.
38.	A. Thomas	Manchester Roads	1 30	8-38	88.	P. Street	Stockport R.C.
39.	A. Thomas	Manchester Roads	1 45	8-39	89.	P. Street	Stockport R.C.
40.	A. Thomas	Manchester Roads	2 00	8-40	90.	P. Street	Stockport R.C.
41.	A. Thomas	Manchester Roads	2 15	8-41	91.	P. Street	Stockport R.C.
42.	A. Thomas	Manchester Roads	2 30	8-42	92.	P. Street	Stockport R.C.
43.	A. Thomas	Manchester Roads	2 45	8-43	93.	P. Street	Stockport R.C.
44.	A. Thomas	Manchester Roads	3 00	8-44	94.	P. Street	Stockport R.C.
45.	A. Thomas	Manchester Roads	3 15	8-45	95.	P. Street	Stockport R.C.
46.	A. Thomas	Manchester Roads	3 30	8-46	96.	P. Street	Stockport R.C.
47.	A. Thomas	Manchester Roads	3 45	8-47	97.	P. Street	Stockport R.C.
48.	A. Thomas	Manchester Roads	4 00	8-48	98.	P. Street	Stockport R.C.
49.	A. Thomas	Manchester Roads	4 15	8-49	99.	P. Street	Stockport R.C.
50.	A. Thomas	Manchester Roads	4 30	8-50	100.	P. Street	Stockport R.C.

 Competitors please note: Entry fee for this event is 2/6d. Adjustment to be made before starting.
 COURSE (Emergency adjustment of J.1.)
 START on the E. Lane Road A590, approx 3 furlongs west of Boothstown Island. Proceed past the Greyhound Island to LONDON ISLAND. Turn left along A 572 to NEWTON ROAD TURN (Check) where turn in road opposite the M. E. corner of fly bridge near the concrete water tower. KINGS ARMS INN, LONDON (Check) Retrace to the tower. continue via Lano Road and NORTH FLORIDA ISLAND to FINISH Encircle the Island and return to Kings Arms Inn. Approx. 5 furlongs west of Boothstown Island. NOTE: The Start is about 2 1/2 mls west of the usual J.1 start.
 Printer & Duplicator, W. Dall, 14 Badsley St. South, Rotherham.

Manchester Roads Cycling Club
 PRIVATE & CONFIDENTIAL
 OPEN MEDIUM GEAR 25 MILES HANDICAP TIME TRIAL & TEAM RACE
 Gears must be under 72" (i.e. M/Gs must not travel more than 18" 11" with one revolution of the cranks).
 SUNDAY, MARCH 6th, 1949.
 Start 8.01 a.m.
 Timekeepers W. R. Johnson Esq.
 Handicapper T. White, Esq.
 Hon. Racing Sec. B. A. Worby, Esq.
 38 Farring Lane, Monton Green, ECCLES, LANCs.
 AWARDS
 1st Fastest & 1st Handicap .. Value £1.10.0
 2nd " & 2nd " .. " £1.0.0
 3rd " & 3rd " .. " 15.0.0
 Fastest Team 3 Bronze Medals.
 Headquarters & Dressing Accommodation ELLESMERE HOTEL (approx. 3/4 miles from start)



Photo left; Club 25th April 1949 and photo right; Club Hilly 25 20th March 1949

The photo on the right above is Jim Forbes being pushed off by Adrian Mayson at the start of the Hilly 25 outside the Jolly Carter in Chapel-en-le-Frith, with Ron McQueen timing.

The photo above on the left shows Haydn Stevens starting in the Club 25 with Jim Forbes pushing off and Ron McQueen timing. Lance & Edna Tulip observe on the right of the picture. Here's the report of the Club 25;

Lance Tulip was now leading the way in most of the Withington events although he nearly got his gearing wrong for this race "mashing an '86' by mistake".

* * * * *

CLUB "25" It cannot be denied that for racing we have had more than our fair weather, although Manchester Wheelers' undoubtedly surpass us in this matter. So when the two clubs decided to run their 25 mile events soon after each other it was no surprise when the weather proved cold and windy, with the addition of rain soon after Mac had said "go" to the last of our eleven starters.

After the wind assisted first leg Arnold was leading by seconds from Lance and Harry Lloyd, with Ray, Karl and Harry Jackson in close attendance. At the turn times showed Lance to have established a 25 sec. lead on Karl with Arnold at 45 secs. and Lloyd at 57 secs. Then Lance, mashing an '86' by mistake, at last managed to get his gear turning and by 20 $\frac{3}{4}$ miles had definitely forged ahead. Harry moved up to second position, 1m 50s slower, with Arnold 3 secs away with Harry Jackson and Karl at 3m 20s. Meanwhile Ken and Ray had retired. Over the last agonising four miles Lance remained strong enough to pull another few seconds out of Harry. The other Harry displaced Arnold from third position whilst Karl faded very badly and lost ground to the extent of some four mins. on the leader. In the handicap it was pleasing to see Harry Lloyd, after some very near misses, occupying the premier position. Harry Jackson must also be complimented on his second position in this section ... a fine ride, after his accident a few days previous to the event. Lance's time was good for the day and sufficient to gain him third handicap as well as fastest time award. Les and Jack were unfortunate in choosing such a day for their first speed efforts, but performed creditably under the circumstances.

	Turn	H'cap	Actual	Net
H. E. Lloyd	39.52	4	1.12.58	1.8.28
H.E.Jackson	40.50	4	1.13.53	1.9.53
L. Tulip	38.55	Scr	1.10.36	1.10.36
J. E. Forbes	42.22	6	1.18.20	1.12.20
A. J. Pennill	39.40	1	1.13.55	1.12.55
K. Jordan	39.20	4	1.17.35	1.13.35
L. Skells	43.42	7	1.20.59	1.13.59
H.Stevens	44.20	4 $\frac{1}{4}$	1.18.38	1.14.23
J.Kennedy	44.45	7	1.29.10	1.22.10

* * * * *

A. J. P.

The racing events came thick and fast in 1949, following the M&DTTA date fixing "a very heavy programme of events arranged consisting of 32 x 25s, 3 x 30s, 12 x 50s, 6 x 100s, 2 x 12 Hours and 2 hill climbs, and on top of this massive total room has to be found for club events!"

In August 1949 the Fred Wheeler Trophy was presented to the club by Fred's parents who had been killed in the Salerno landings in Italy. At a Committee Meeting it was decided that the trophy would be competed for annually in the Club 100. Fred Wheeler was of course killed at the Salerno landings in 1942.

Fred Wheeler



THE CLUB "12"

With eleven entries for the "12" we had every prospect of a successful event and successful it was, for not only did Lance beat his own new club record, and was placed fifth in the M. & D.T.A. event, but the other five finishers did highly creditable rides. Arnold started No. 6 on a morning that gave promise of a good day to come and after the first feeding station at 84 miles was first on the road, arriving at Middlewich (103 $\frac{3}{4}$ miles) in 5 hrs. 22 mins. Lance, number 20, came round third with a time of 5-11, our next best being Harry in 5-19, then Steve in 5-35, Bert taking 5-59, Karl 6-2 and Les 6-20. News came through that Ray Leaver had piled up on a perfectly straight road at 46 miles and had desisted having lost some skin from his arm; Harold Foulkes was out by 72 miles with an inclination to remain standing for some time. The survivors having all departed in the direction of Chester we awaited news, first disaster being the retirement of Karl within a mile of Vickers Cross - where he would have been turned in any case - his reasons not being clear. Back eventually to the finishing circuit, with Lance first man on the road, a position he had held since 110 miles where he passed A.J.P., with 230 miles in the bag. Harry lost a little time with a puncture near the end and stopped with 10 secs. to go at Astle, where the President was stationed with his watches, a total of 213m 3f. Arnold finished a little before this point with a personal best of 217m. Steve somewhere around the circuit with 213m, then old bald head Burton with a really stupendous performance of 207m and Les Skells with a gallant first effort of nearly 196 miles. The Handicapper looked anxiously at his forecast, Lance had obviously finished at the top, but beyond that he had a shattering blow, the aforesaid Bald Head had jumped him again to take second place. Of course the Club was out in force, not only did we cover our old post of Middlewich but provided checkers in half a dozen other places as well - we can feel satisfaction in that we did a little more than our bit to make the event a success. We cannot name all who were around the course in the space at our disposal but a few almost strangers deserve mention in the persons of Bill Hall, Chas. Haines (who spent the day on a corner with Dorothy!!) and Bert Whitbread, now alas too fat to even tricycle. It was a grand day.

<u>Pos.</u>		<u>Actual</u>	<u>H'cp</u>	<u>H'cp.</u>	<u>Distance</u>
1.	L. Tulip	230.1	Ser		230.1
2.	Herbert Burton	207.2	19		226.2
3.	A. Stevens	213.6	10		223.6
4.	A. J. Pennill ..	217.5	4		221.5
5.	H. L. Skells ..	195.7	25		220.7
6.	H. E. Lloyd ..	218.3	2		220.3

H. Burton takes Silver Standard, H. L. Skells Bronze Standard
E. G. Moore and R. Gray D.N.S. K. Jordan, R. Leaver & H. Foulkes D.N.F.

This ride secured the 1949 Club Championship for Lance Tulip;

BEST ALL - ROUNDER, Final Result.

1. L. Tulip	2 17 15	4 44 36	230 1	20.706
2. H. E. Lloyd	2 17 50	4 53 47	225 5	20.330
3. A. J. Pennill	2 20 2	4 56 2	217 5	19.942
4. H. Stevens.	2 30 16	5 14 51	213 6	18.945
5. Hbt. Burton.	2 30 30	5 22 0	207 2	18.613

Thus for the second year running, Lance puts his name on the Harry Wilson Cup, a well deserved win. Harry and Arnold too have had a better season, and it won't be long before "Steve" is moving up that list.

The February 1950 Journal included an excellent review of the 1949 season which is here reproduced in full. This Journal is the first Withington Wheelers Journal to include photos, in this case, Lance Tulip, Club Champion and Herbert Burton, Handicap Trophy winner. The photos are actually pasted into each individual Journal by hand, Ken Perrins the new Editor of the Journal had clearly gone to a lot of trouble.

REVIEW OF THE 1949 SEASON. This is the time, with a bright new calendar on the wall announcing that we have entered 1950, when journalists review the past and contemplate the future. We are no exception, so let us take a look at the 1949 season.

It is usual to commence with "The season opened bright with promise," or some such phrase, but it didn't. It opened with the Hilly 25, and the Start Sheet, bearing only five names, gave no hint of what greatly increased interest or record entries for club events lay ahead. Of the five Spartans who did battle with the Derbyshire hills, March winds and Social Season sluggishness, Arnold proved to be the fittest. A couple of weeks later and our racing season proper commenced with the Novices '25', in which Karl, the club's sole representative, starting No.1, rode a nicely-judged race to return a time of 1-10, which was good enough to give him fourth place. A very fine effort indeed.

With the opening of the new Fallowfield track, it was natural that some of the boys should want to try out their speed and skill in this, to us, fairly unfamiliar branch of the racing game. Nevertheless, it was not without a certain amount of trepidation that a team was entered for the National Team Pursuit Championships. The doubts arose, not from any question as to whether we could win - we had no illusions - on that score, but whether we could put a show. Fortunately our fears proved groundless. Team Manager Jim gathered together his small band of enthusiasts, and proceeded to put them, and himself, through a series of gruelling practice runs over a measured 4,000 metres, on a little-used road, the track being then still under construction. Times were taken for each run, and the performances of each combination of riders compared. The team finally selected to ride consisted of Lance, Arnold, Jim and Karl, with Ken as reserve, and it was this team which rode in the first round with the strong Abbotsford Park team providing the opposition.

At the gun it was seen that Karl was having difficulty with his steering, being forced to retire immediately, so that we were a three-man team from the outset. Despite this, our boys rode courageously and well, changing beautifully, but the handicap was too great, and the Abbotsford team drew into the lead, and finally won by about three seconds. So we were beaten in the first round, but were neither disgraced nor dismayed, and look forward to the next season's event, when, with a little more experience, and the young

riders coming along, the Club will give an even better account of itself.

Of the remainder of the track season little need be said. No outstanding success was achieved, but useful experience was gained by several of our boys, & we hope to see some of them amongst the prizes next year.

Back up the road again the season was well under way, and the pattern for the Club Championship beginning to shape itself. The old guard of Harry, Lance and Arnold were at it hammer and tongs, there being little to choose between them at 50 miles, although Harry did earn the distinction of being the only one to beat 2-20 on Cheshire. Lance, however, produced the fastest 50 of the year with 2-17-15.

When the hundreds came round Arnold created something of a sensation by going north and breaking Club Record with a 4-56. A fine ride, but it was not record for long, for about this time, Lance ran into devastating form and in the space of a few weeks broke his own 12-hour record twice with rides of 2299& 230 miles respectively, followed these by smashing Arnold's 100 record with a 4-44, and then almost again beat his own 12-hour record when he did a 22& with an unfortunate late start of 11& minutes.

Harry too was riding well, and it was unlucky for him that his fine ride of 22& miles only stood as record for a matter of minutes, whilst his 100 of 4-53 didn't even have that distinction, as Lance had already finished with 4-44 in the same event.

So once more Lance annexed the Harry Wilson Cup with a record average speed, with Harry second, also with a speed which would have been good enough to win the Championship in any previous season, and Arnold third.

Now what of the not-so-fast lads? Here too the interest was intense, for with the several new members joining in the fray, and a number of pre-war riders emerging from semi-retirement, the competition was keen.

Most prominent among the latter was Bert Burton who caught the handicapper napping in the first Club 50 thus gaining a useful lead in the Handicap Trophy Competition. Thus encouraged, he 'got down to it,' and with such effect that the said handicapper was never quite able to catch up with him. Brother Harry challenged strongly but Bert increased his lead in the 100

and '25' and Harry's final desperate effort in the last '50' reduced, but failed to close the gap. Bert thus emerged the worthy winner of the "Harry Lloyd Cup," with a margin of 3& minutes, the narrowest in the history of the cup.

Of the younger members, to whom we must look for our future champions, Bill Gray showed considerable promise with several fine rides, the best of which was undoubtedly his last of the season when he won the Club '50' in 2-22., beating Arnold by five minutes. In the same event Jack Kennedy took second handicap with a 2-33. This, his first fifty, was a grand ride on the day, and these two boys will be forces to be reckoned with in future. Ray Leaver proved that he has speed in a couple of twenty-fives, but disappointed over the longer distances. Les Skells did a nice '12' to win a bronze standard medal, but knee trouble impeded his later efforts. Honourable mention must also be made of Harold Kroulkes, whose graying hair betrays a youthful spirit.

Towards the end of the season Arnold Pennil made an attack on Freddie Wheeler's Shrewsbury and back record but, when well inside record time, and with only about five miles to go, he collapsed with "hunger knock."

Jim Forbes, with about 17 years of racing to his credit, put up some excellent times, culminating in a win in the Club Hill Climb. When he teamed up with Lance on the tandem, they broke the long-standing Club '50' tandem record by three minutes.

The review of a Racing Season would not be complete without paying tribute to that vast unnamed body - the checkers and marshalls - who made all the foregoing rides possible. They get no prizes and their only reward is the knowledge that they were able to help. That their efforts are not entirely unnoticed however, was proved in the M.D.T.A. '12' when a well-known official remarked, as he toured round the course on a final check-up: "Oh, everything will be alright here. You can always rely on the Withington." May we always merit that remark.

In conclusion, we must not forget that greatest of all the record breakers of 1949 - King Sol. Away to a flying start at Easter, he continued to shine with undiminished vigour, and reached the turn in June going better than ever. Confounding all the pessimists, who



LANCE TULIP,
Club Champion.



HERBERT BURTON,
Handicap Trophy Winner

predicted that "we'd pay for it later," he went from strength to strength to make a brilliant finish in September, having broken all records. Let us hope that he will do a repeat performance in 1950.

1949 was truly a memorable season!

Before we leave the 1940s there were various other events happening around the club that we haven't mentioned so we'll tidy things up with a quick look at the Place to Place Records, Fallowfield Track and the Bert Jenkinson Trophy. These are all covered in more detail in other chapters.

Place to Place Records

Much planning and training went into each assault on the Withington Wheelers Place to Place Records. The September 1949 Journal records that Arnold Pennill had a go at the Withington – Shrewsbury – Withington record during the summer.

“The Shrewsbury Record. Arnold Pennill made an unsuccessful attempt on the Shrewsbury record recently. Starting at Gatley at 7.05am he made good progress to the White Lion where Ken Perrins turned him back, past the start, keeping to his schedule which was designed to beat record by 14 minutes and he duly reached the post office in Shrewsbury on time. Here he was turned by Karl, who made the journey specially, with Teddy and Nev who were returning from a tour. All is reported to have gone well until Toft at which point he was 3 minutes down on schedule – then his past life came before him, a cold sweat, knocking knees, spots before his eyes and all the other ghastly symptoms generally known in the old days as the ‘knock’ but in more modern language as the ‘bonk’. It appears that from here on his progress was painful and the only point at which he attained record breaking speed was down Oversley Ford but the momentum he gained not being enough to carry him to the top he fell off, still with 20 minutes to ride and only six miles to go. At Gatley the President and his new tandem partner waited in vain until record time expired and themselves almost suffering from hunger-knock – which complaint was probably the undoing of Arnold, went home to dine”.

Fallowfield Track

At this point there weren't many Withington Wheelers competing on the track, in fact the September journal states that Ken Parrins was the only member riding at Fallowfield. This would change dramatically in the 1950s but in summer 1949 the Journal records...

“Track Sport. Ken Perrins, in case you do not know, scored a win at Fallowfield recently – at least he finished first in a heat and, we understand, takes a prize for this magnificent effort. We will not mention how many champions he beat but only say that it would have been impossible for him to have finished third.”

Read all about the new Withington trackmen in the next chapter.

The Bert Jenkinson Trophy

And finally before we leave the 1940s and turn our attention to the 1950s, in November 1949 Bert Jenkinson tells the club he has made a decision about his trophy;

“We are pleased to announce that a new trophy has been presented to the club by Bert Jenkinson, to be awarded annually. Bert has not yet decided what the winner must do to earn the award”. The in February 1950 Bert decided to award the trophy to the handicap winner in the second Club 25, the award was made retrospectively the first winner was Bertie (Herbert) Burton. Today, 65 years later in 2015, this trophy is still awarded to the winner of the second Withington Wheelers Club 25.