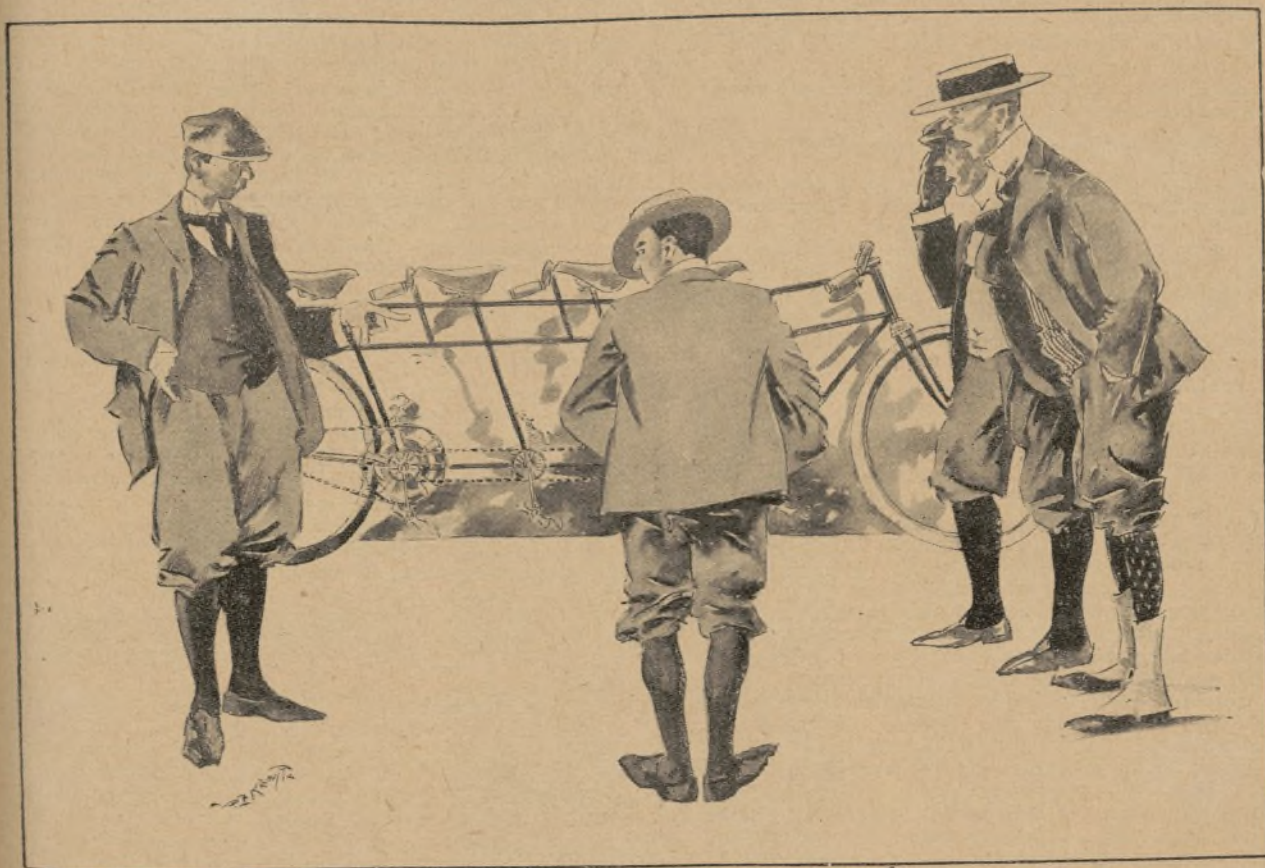


# CYCLING.

CONDUCTED BY  
EDMUND DANGERFIELD & WALTER GROVES.



## WHY THEY QUARRELLED.

REAR MAN (*excitedly*).—"You don't catch me on that rear seat again! There's you fellows geared to about 9, while I'm geared to 108!" (*That's what puzzled the crew.*)



## CYCLING IN JUTLAND.

## A RUN TO THE SKAW.

*(Continued from page 99.)*

THE road level was more broken than I expected. Some of the hills were almost steep. But these yielded no compensation the other side. There were far too many ruts and stones about to permit of a fine free pelt into the flat again. I earned a rasping fall once, when I gave way to my inclinations in the matter. As a specimen of Jutland, almost at its poorest, this day's jaunt was not to be despised. Besides, even treeless moorland yields good scenic effects, with a lively sky overhead.

But late in the morning I had to turn more to the West, and then my trials began. Oh, this blustering West wind of Denmark! It fairly took the heart out of me at times, combined with the rough road. And glad indeed was I to see the houses of Tarm, which ushered in a rattling good two miles of level firm going into Skjern, a village with an inn.

I dined in Skjern, and rested long from my labours. When once they understood me they were exceedingly kind here. They even urged me to go to bed for an hour or two if I wished; the spectacled landlady, with her Bible in one hand, leading me to see the feather beds for myself. But I declined to sleep. I ate beef (with preserved ginger) and strawberries; drank lager beer, gin, and coffee; smoked, and enjoyed myself in a somewhat brutish way until four o'clock. Outside, the Salvation Army held muster meanwhile. The women of Skjern and the neighbourhood seemed to favour the red-jerseyed preaching; the men stood aloof with their long pipes.

The remaining sixteen miles of the day were provocative of alternate pleasure and pain. Some of

## THE RUNS DOWNHILL WERE EXCELLENT.

A certain wild disregard for my machine got hold of me, and I sat hard while we rocketed over stones as big as my fist. Farmsteads grew more and more numerous. White churches swelled up on the knolls. On the other hand, every mile carried me more into the teeth of the wind. The last four miles, from where the South road joins that to Herning in the East, were, in fact, impossible miles. They were a constant ascent, with the wind in vigorous opposition, and the road was an infamous amalgam of sand, big stones, and ruts. A joy indeed was it, at half-past six o'clock, to get upon Ringkjöbing's hard stones, with a good hotel in the square by the old church to welcome me. The usual stork's nest was just outside. I passed an hour with my cigar, coffee, and the storks, after supper. There were baby storks in this nest, and the parents seemed to be tucking up the youngsters with sticks in a somewhat peremptory way.

Ringkjöbing is as good as on the sea. It is near the head of a great inland stretch of salt water called Ringkjöbing Fiord. The air is saltish and bracing. After supper I walked along the water-side for a mile or two to keep my muscles from stiffening, and also to see the sun set behind one of the white saddle churches on the fiord. With a few hills this would be a pretty place. Its flatness is however nearly absolute. You can hardly distinguish the land line from the water line at eight miles distance. Still, I did not so much mind that. What I liked less was the massing of black shower clouds seawards and the furious hues of the sunset. Never had I seen such colours without the sequel of a wild to-morrow. It remained to be proved whether Denmark would (as I hoped) or would not (as I feared) belie her meteorological portents.

Alas, she did not! I was up early, and on the road for Lemvig (32 miles) by seven o'clock, with

## A BRACING BROAD EXPANSE OF MOORLAND

before me. But in two miles I had to return. My ill treatment of the cycle the previous day had been too much for it (nerves, I imagine), the hind tyre collapsed and refused to be comforted with the air tube. The smith, to whom I took

it in Ringkjöbing (in heavy rain), could not do much with it, and so to the station I trundled it, and together we journeyed by train to Skive, on that huge watery parting which really makes North Jutland into an island, connected with the mainland only by the bridge at Aalborg. Strong rain fell throughout that railway journey of forty-eight miles, which lasted just four hours. This is a good sample of the speed of Jutland's trains. The country was treeless for the most part, little in the world else in fact but naked moor, with hollows remarkable for their dark pools, and the black piles of cut peat—Denmark's principal fuel. It seemed to me I did not miss much in losing this particular day on wheels, although it cut me to the heart to depart, even in the smallest degree, from the programme I had mapped out.

Skive is one of the pretty towns of Jutland. It lies at the foot of one of the fiords out of the water-way running from the North Sea to the Cattegat. I could have taken steam hence to Copenhagen had I been so minded. Instead of that, while my cycle tarried with the smith (fee, three crowns; i.e., 3s. 4½d.) I dodged the rain, and saw Skive's wood—a charming thing in woods, its church—in which was a great white coffin awaiting a funeral service, its people, shops, and much else. They talked English at the Glud's House, which is Skive's best hotel, and were in all respects obliging. I liked the little place on its little hill by the water so well, in fact, that at eleven p.m., I was still abroad in it. The sun had not even at that hour done colouring the Western sky. The Skive River looked as if it meant to continue reflecting the crimson wisps of clouds until the dawn broke again over it.

More rain ushered in another day. I began to have a bad opinion of Denmark's weather. The roads were so wet, in short, that cycling seemed out of the question. My machine and I accordingly made the sixteen-miles journey to Viborg by rail. The smith seemed to have done his work well. I itched to be up and doing, in spite of the clouds.

Viborg is a famous town, with old houses and a cathedral not to be matched North of France. While the weather settled itself I visited this cathedral and all else, and was fitly impressed. The town smells from the town gutters were less charming. However, in the afternoon the sky was clear and off I ran to Hald, one of

## THE HISTORIC SPOTS OF DENMARK.

Here I saw a real old-fashioned wood of trees largely arranged by Dame Nature and a delightful lake, with the feeble ruins of the Castle of Hald, on a promontory therein. It was a place to roam about, sentimentalise over, and that sort of thing. But the cares of my good machine kept me from such foolishness; for, though it carried me nearly to Hald, it had, in its turn, to be lifted over barbed wire-fencing and two or three fast gates ere I could get to my bourne by the water side. Much might be said of the lake and castle of Hald if there were space. Suffice to add that they and the bright wood, many square miles in extent, that leads to them gave me my best glimpses of picturesque Denmark.

A solemn *table d'hôte* supper at Viborg ended my day there. Yet stay;—at ten o'clock I went a-fishing on Viborg's lake, and so did not get to bed much before midnight.

Very rough weather again in the morning. A rampaging West wind, with rain clouds in the ascendant. To Aalstrup therefore we went by train, as a help over the steep moors which start north of Viborg. At Aalstrup, desperate, I decided to chance everything and, with rain already falling, mounted, and ran hard for Gjedsted, *en route* for Lögstör, twenty-five miles to the North. I was caught and well soaked in ten minutes. There is an inn at Gjedsted, of the rough-and-ready kind. Here I dined with some uncouth countrymen, tarried two hours, and then set off afresh, with the breeze at my back.

A right royal sixteen or eighteen-miles run succeeded. The road was always fair, often very good, and of the kind speedily to absorb moisture. There were long spells during which I "scorched" as I pleased, with no opposition anywhere. For thirteen miles there was no inn. But there



were churches to be seen; notably the Björnsholm Kloster, now fallen from its once high estate. At this Kloster I came upon a particularly repellent charnel house in which enormous ancient coffins and bones lay all jumbled together in monstrous medley. Hence to Ranum I went at full speed to out-race a thunder cloud, which burst just as I got shelter in the Ranum inn. I had afternoon tea in this inn, and enjoyed some informing conversation with a young Dane who was not frightened by my accent.

From Ranum to Lögstör it is but four miles, plus another three to the ferry by which I was to cross the Aggersund. Yet another drenching came upon me as I ran hard along the waterside from Lögstör. But I was callous now, for the inn of Aggersund was within hail. I took my soaking quite philosophically.

(To be continued).

#### The South Yorkshire Centre 25.

THIS event was run off at the Bramall Lane Grounds, Sheffield, on Monday night, under the management of the Sharrow C.C. The race was considered a very open affair, seeing that the holder, Scott, was incapacitated from riding, owing to his accident at Cologne. There were 9 starters. The race needs little description, as it was a crawl until the last lap, when H. Hawkins, Hoyland Star, shot to the front, followed by R. Hepplewhite, Rother Ramblers. At the Bramall Lane corner Hawkins ran wide, letting Hepplewhite up in the inside, and, after a good finish, he won by 10 yds.; Hawkins second; with P. Kirk, Sheffield, third; time, 1.16.15½.

#### Story of Scott's defeat.

THE Chesterfield C.C. held their third annual sports on Wednesday night, on the Queen Park track. A great deal of interest was taken in the meeting seeing that the South Yorkshire and North Derbyshire Centre one mile championship was included in the programme. The racing opened with a one mile handicap, which was won by "The Veteran" C. Parker, Worksop, 140 yds.; H. Hawkins, Hoyland Star, 85 yds. second; C. P. Keitel, Nottingham, 130 yds. third. The two miles handicap was noticeable from the splendid riding of T. Landers, Notts' Castle, 75 yds., who, riding very strongly from the start, got in front two laps from home, and eventually won easily by 20 yds.; C. P. Keitel, Nottingham, 245 yds., second; J. B. Toovey, Chesterfield, 265 yds., third; time, 4.54½. The championship was run in two heats, and everybody was surprised to see the holder, Elijah Scott, turn out to defend his title, with his arm in a sling, and he met with a grand reception when he won the first heat; T. J. Gascoyne, Chesterfield being second. In the final, Gascoyne made the pace first lap, being followed by Scott. In the third lap Scott took the lead, but at the bell Gascoyne shot past and riding all out, came in a popular winner by 10 yds., Scott being second, with S. Stringer, Rotherham, third; time, 2.27½. Both first and second rode Raleighs, fitted with Dunlop tyres. There was a lot of sympathy shown to Scott by the spectators for his plucky riding, as he was only able to steer his machine with one hand, and could not get round the corners.

## WORDS ABOUT WHEELMEN.

WE publish this week a A. C. EDWARDS, portrait of this old Poly. crack, just recently taken at Milan. Edwards has now got over his recent illness, and is riding in his best form. Within a recent fortnight at Milan he started



A. C. EDWARDS, POLY. C.C.

in six races, won four, and was second and third respectively in the other two. Two of his wins were in international races, and he met Martin the American, and the best of the Italians. Edwards says he finds the professionals are straighter and faster riders than the amateurs, and does not appear to regret being one of them. He goes to Rome early in September.



A. FORD, COVENTRY HUMBER C.C.

W. STEPHENSON, an old RACER AND JOURNALIST. Brunswick C.C. racing man, whose entertaining column each week, in the "Newcastle Journal," over the signature of "Ixion," is one of the features of Tyneside cycling life, joins the ever increasing ranks of the Benedicts, on Thursday.

A. J. WATSON was very popular in Copenhagen during his recent racing visit, for his fair and straightaway riding, and equally good humour in victory and defeat. So were the other English riders, who certainly failed to discover the slightest trace of ill-feeling because of the blunders made by some officials of the N.C.U. in the Petersen case.

W. R. TOFT, the popular THE ANFIELD CAPTAIN. captain of the Anfield B.C., is probably one of the most consistent performers on the road up North. He is most unassuming, and were it not that we hear of him breaking some tricycle record or another now and again, we should scarcely know that he existed. Holding as he does several tricycle records, he changed on to a safety in the Anfield 12 hours, and sailed home a winner by some 30 miles, his total distance being 194 miles. He is undoubtedly a good all round road man.

A. FORD. A VERY popular fellow amongst his clubmates, is A. Ford, of the Humber C.C., Coventry, winner this year of the 1, 25, and 50 miles N.C.U. championships of the Birmingham Centre. They are ready at all times to help him and cheer him through a race, and amongst his hundred wins are some splendid victories, such as the recent 12 hours at Coventry. Ford is between 22 and 23 years of age, stands 5 ft. 7 in., and weighs 11 stone. His racing career is probably only commencing, and he will do greater things yet.

HE comes from Hull, and J. W. STOCKS. they are very proud of him up there. Dark, bright-eyed, medium sized, somewhat taciturn and thoughtful looking, such is his general appearance; whilst his nature is kindly, and to be unassuming, and he is a real honest sportsman to the core, and not the sham article. He has been racing for years, but his reputation as a crack scratch man is of comparative recent date. He is immensely strong, and could probably do a better unpaced performance, for 10 miles and upwards, than any other man at present before the British public, whilst his talent for hanging on to speed multicycles has been over and over again proved lately, notably in the Catford 12 hours. Like Zimmerman, he takes a long preparation to get fit, and in the Winter, when out of training, has been known to be left by very sorry class riders. He is married, and is the London manager of the John Griffiths Corporation, and enjoys as a part of his enviable reputation, the credit of being a persevering and successful business man.

THE Catford C.C. path championship for the 50 guinea cup, will be contested on September 10th. Betts, the brothers Good, Cherry, and probably Scheltema-Beduin, will make a fight for possession.

B





THE Lord-Lieutenant of Ireland, has ordered five machines fitted with Grappler tyres.

CONGRATULATIONS to Ben Tuke, who entered into the holy bonds of matrimony last week.

MME. SARAH BERNHARDT'S artistic soul revolts at "Rationals"; she is entirely against them.

PROPOSITIONS for the agenda of the October N.C.U. Council meeting, should reach J. A. Church, by September 23rd.

To keep cool whilst riding this hot weather, an American writer recommends the placing of a cabbage-leaf in the cycling cap.

ONE of the London cycling news-boys has been fined 20s. and 2s. costs for furious riding, by Mr. Hopkins. It is not surprising.

THE Derby C.C. follow the excellent plan of having a club camp every August. This year they camped at Repton in eight tents.

A CYCLIST who was knocked off his machine by lightning in the great storm of August 22nd, has since gone out of his mind.

THE 1st was an ideal September day, and the roads were well stirred up with the flying wheels. Several ladies and other females were out riding on the Ripley Road.

#### Given away.

THE Enfield Manufacturing Co., Ltd., Redditch, have published, and are giving away on application, a little booklet, containing extracts from various reports on the North Road 24, which, it will be remembered, Carlisle won on an Enfield machine. It forms an interesting memorial of an historic battle with the elements.

#### Tourist killed by electricity.

LAST week, a Blackburn cyclist, Mr. Waller, whilst touring in Ireland, met with a strange and terribly sudden death. He was riding near Bushwell, Co. Antrim, and, in trying to cross the electric tramway, was thrown, with his bicycle, across the elevated rail, which was highly charged with electricity. He died within a few minutes of touching the rail.

#### A new trouser-clip.

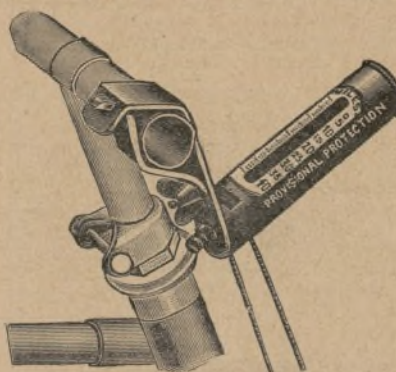
A NEW trouser-clip is just being placed on the market, with specially tempered steel, designed to secure the best gripping power. It holds the trouser well, and does not injure the cloth. When not legitimately occupied in trouser holding, we find the little articles act as excellent letter-clips. They are made by the Cycle Components, and agents are selling them.

#### Two more globe tourists.

MR. J. J. BROUGH, of Manchester, Connecticut, and his brother-in-law, Mr. S. Forsyth, of Canada, have commenced a cycling tour round the world. Their route lays through Ireland, England, Scotland, Paris, Vienna, Venice, Genoa, Rome, Turkey, Smyrna, Jerusalem, Persia, Delhi, Burmah, China, Japan, and home. Brough is a man of great endurance, and once defeated the great O'Leary in a 72 hours' go-as-you-please match at Baltimore. The brother-in-law's fitness is not stated.

#### The liquid speed measurer.

WE have been trying the "Howigoe," the glass tubed speed teller, sold by E. Oldenbourg, 1, Dowgate Hill, E.C., which has already been described by us. We had no difficulty in properly fixing it on the machine,



and once on it works silently and well, and it is certainly interesting, and somewhat fascinating, to watch the green liquid matter so quickly and surely recording every alteration in speed.

#### Going to pieces.

It is really quite sad to see how many of the clubs are going to pieces, owing to the lack of interest since the withdrawal of the road racing portion of their programmes. The result was expected by us, but it is none the less melancholy, and somewhat alarming, to watch the process of rapid decay. We could name at least two clubs who were conspicuously prominent and active up till last year, in the London district, who are practically dead now, simply through giving up their road racing; and of smaller fry, who are dead, there must be dozens.

#### A bill for motor vehicles.

THE other evening, in the House of Commons, Mr. Chaplin, in reply to a question by Mr. Macdonald, stated, that the question of horseless carriages is being carefully considered in a bill shortly to be brought before the House.

#### A successful ruse.

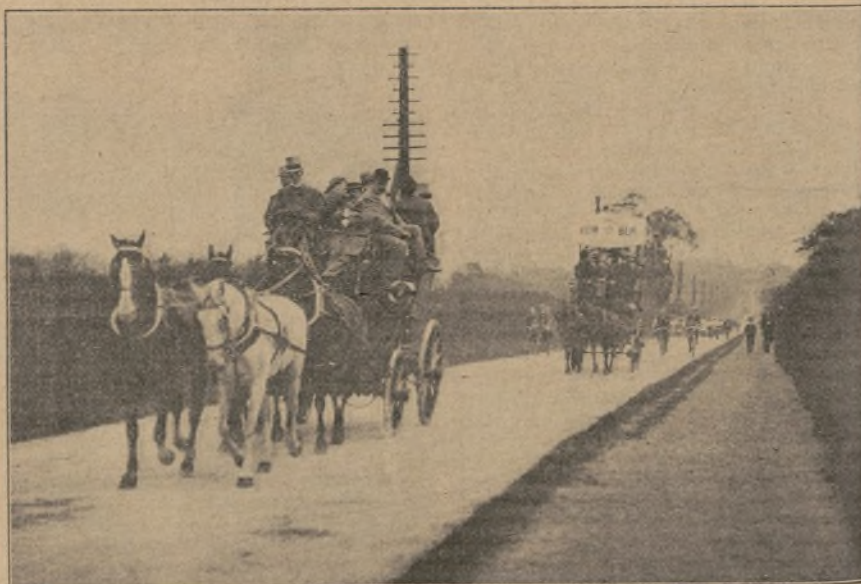
SOME anti-Rationalists of Birmingham, Alabama, resorted to a rather smart ruse to quash the movement they objected to. They secured a gigantic negress, dressed her in the new costume, and sent her round the town. Those that know the "colour" feeling that still exists in the Southern States, will quite understand why the ruse was successful, and why the trade in dropped frames has been brisk recently in Alabama.

#### From Rome to Northwich.

THERE is an old Northwichian, Mr. J. Brooks, now a chemist in Rome, who is making a little cycling trip of some 1,200 miles from his present home to his old one quite an annual affair. On his last trip he came via Pisa, Genoa, Nice, Toulon, Lyons, and Paris, many of the roads being high-ways in name only. Perhaps the most remarkable part of the affair is, that he used a Raglan path racer, two years old, and weighing 23 lbs., which never gave him a moment's trouble.

#### Air that tires.

AS exhausting, if not more so, as a fight on wheels with a good honest gale, is the hot dry breath that comes over the land at times, and prostrates the rider insiduously; and he cracks, wondering what the unseen enemy is. The first idea is that the bearings are tight, but examination dispels the theory; then the rider begins to think he must be ill without knowing it; but it is nothing of the sort, only the strange lassitude of this thin hot parching wind, that seems to affect cyclists more than most people.



THE HUMBER C.C.

EN ROUTE FROM COVENTRY TO STONEBRIDGE.



**The black art.**

SNAP-SHOT amateurs and cracks will alike enjoy the perusal of the pictures and printed matter of the Summer double number of "The Junior Photographer," which is being sold for sixpence, under the title of "The Junior Salon," by P. Lund & Co., Memorial Hall, Ludgate Circus. It appears to be a delightful and useful little volume for amateur photographers, which so many cyclists are.

**Electricity and Compressed Air.**

It is not generally known that compressed air has more or less highly developed anti-electric properties, according to the strength of its compression. It thus resembles its very antipodes—a vacuum. A perfect vacuum is a perfect insulator, and compressed air has practically the same properties. An electric spark will not pass through either the vacuous space or the pad of compressed air, even for a very short distance. Perhaps these facts account for the claim that a mounted cyclist is exempt from the dangers of lightning; yet, if so, how came about that reported accident, in which a cyclist is said to have been struck by the bright fluid?

**Preliminaries of a ride in Russia.**

UNDER the heading "Sport" a singularly inappropriate one by the way—a Russian officer gives his experiences in "The Razvedchick" of the difficulties which beset him in getting the necessary permission from the police to ride a bicycle in St. Petersburg. Having bought a machine and learnt to ride, he set off to the police station to interview the dignitary whose function it was to dispense the necessary permits. On explaining his needs he was assured that nothing was simpler; he had merely to pass an examination at the hands of the properly-constituted authority, and the thing was done. The examination conducted by this courtly personage was, he learned, always carried out at a time when every officer would be busily employed in barracks. In that case, said the official, I can give you the address of a cycling club, and you can get a certificate that you can ride and bring it here. On attending the examination conducted by this aristocratic body he was first required to pay a rouble. This done, he was admitted to a dimly-lighted hall, where he waited with fifty others for his turn, which, however, did not come round that evening. He attended on a second occasion, and had difficulty in passing the stern door-keeper without paying a second rouble. Armed with the certificate obtained he attended the police office, where he paid a rouble and a half and obtained a receipt. The next day he sent his servant with the certificate from the cycling club, hoping at last to receive the permit. A cruel disappointment awaited him. The servant came back empty-handed. He should, he was informed, have sent not merely the certificate of riding, but also the receipt he had obtained for his rouble and a half! The Government had no intention of returning the money, so that the reason for this was not obvious. A thoughtful message was, however, sent, to the effect that as he lived a long way off he might send the next day. At length the permit came, after a period of fifteen days had been wasted, and an expense of two and a half roubles incurred, not to mention cabs. After all, the ticket was only for twelve months, and might, at the will of the police, be withdrawn at any time.

**A good collection.**

THE church parade held at Whitley-by-the-Sea, under the auspices of the Whitley and District C.C., proved such a success, that it has been decided to hold the parade annually. The collection at the open air service amounted to £21 5s, which will be divided between the Whitley and the Northumberland Village Convalescent Homes.

**More fatal accidents.**

THE Press gave a great deal of prominence, last week, to two fatal cycling accidents. In one case a Hornsey man, named Barton, collided with a prison van, in the Caledonian Road, which ran over his head; and in the other a Dudley architect, Mr. J. B. Marsh, on a visit to Dartmouth with his family, lost control of his machine down a hill in the locality, and died from the injuries received.



PORTRAIT OF A SOMALI GENTLEMAN

IN THE "RATIONAL" TOURING COSTUME OF HIS COUNTRY.

From a Photo. by Negretti & Zambra.

**Dangerous to cyclists.**

AT Newcastle Police Court on Saturday, a clergyman prosecuted three youths for driving ponies furiously, to the danger of himself and a party of cyclists who were riding in the suburbs. The chairman from the Bench, in fining the youths, thanked the prosecutor for taking up the case.

**A distance club-run.**

THE Sheffield Upperthorpe C.C. had their sixth annual 12 hours' ride on Saturday, the route chosen being Newark and back (110 miles), by Doncaster, Retford, and Tuxford. This is merely a club ride, not a race, but all members riding the distance in the time are entitled to a prize. There were 14 started, and notwithstanding that the puncture fiend appeared amongst them early (4 in the first 30 miles) 9 succeeded in getting back in the specified time, whilst nearly all the others were but a short way behind.

**Expressive.**

JIMMY JAMES, of the North Road, has been guilty in his time of many smart remarks but he has hardly ever bettered his effort in the Ditton Garden on Sunday, when he told a depressed Bath Roader that he had a "been-beaten-by-bally-bounder-in-trowsers-on-solid-ordinary" look.

**Ladies form a club.**

THE lady riders in the Newcastle district have become so numerous that it has been decided to form a ladies' club. For this purpose a number of ladies recently met and elected a captain, Miss Bamber; vice-captain, Mrs. Biggar; secretary and treasurer, Miss J. Donovan. Fourteen other ladies were elected to form a committee, and the first run was fixed for Seaham Harbour.

**In aid of the lifeboat.**

A PRELIMINARY meeting of cycling secretaries was held in Manchester last week for the purpose of considering the advisability of holding another monster cyclists' and harriers' parade and carnival in connection with the Manchester and Salford Lifeboat Saturday Fund, which will be held on October 12th next. A committee of local riders was appointed, and J. C. Grime was elected hon. sec.

**Fire at "Cycling."**

OUR readers were, doubtless, somewhat alarmed on reading the reports in the daily papers on Monday morning, of the fire at our printing works in Bouverie Street, and perhaps feared that they would be deprived of their CYCLING this week. We are happy to state that the actual fire was practically confined to the engine room, and, although some inconvenience has been naturally caused, our resources have enabled us to print CYCLING as usual.

**The Dibble Memorial.**

By the time this is in print all secretaries of London clubs should have received collecting cards. Kindly fill in the name of your member who takes the matter in hand, and, when full, return to the hon. treasurer. These cards may be obtained by applying to this office, or H. North, 18, Albert Square, Clapham, S.W. The present position of the fund is as follows:—Previously acknowledged, £7 16s.; E. Lane Campbell, 3s.; F. Percy Low, 2s. 6d.; G. A. Stephenson, 5s.; H. Crooke, 5s.; per CYCLING, F. J. Roberts, 5s.

**Accidents easily caused.**

To show what power there is in a cycle even when driven at quite a low speed, we might instance the following:—A cyclist was going very slowly, recently, along a road, when he saw three men of the seafaring type in front of him. He rang his bell when within 50 yds., and slowed down to almost walking speed. Two of the men duly moved to the left, but the third, apparently not hearing the bell, moved to the right as the cyclist was just passing him. The result was that he was taken full behind by the front wheel, and brought, together with two bags which he was carrying, heavily to the ground. Of course, the cyclist was upset also, and to his anxious inquiry if he was hurt, he returned a cheery "Not at all, sir, I've been in many worse collisions at sea than that!" The cycle was hardly moving at the time of the collision, and the incident shows with how very slight an impact a fall may be caused. It might also easily happen to a less good-natured victim than the maritime gentleman, in which case the rider would probably be made to bear the blame.



### A terrible suggestion.

A TERRIBLE suggestion was made the other day, that paid tourists should be employed as pacers in ordinary road riding and touring. The author of the idea contended that as even ordinary riding was more pleasant and easy when somebody was pacing, and as a friend willing to pace was not always to be found, it would be well worth one's while to hire a pacer, if perfect enjoyment was sought, and a party might club together and get a tandem or a triplet crew out for them. The picture of a quiet club-run of some well-to-do club, each member with his hired tandem or triplet in front of him, desiring to show their quality and give money's worth, is too dreadful to contemplate.

### Elastic men.

THE tricks devised to get over the dead-centre trouble in cycling are numerous and often peculiar, but none are more eccentrically humorous than the latest, which emanates from America. It is an elastic, harness, fitted to the rider, over his shoulders, down his back and legs, and fastened to his heels. The idea is, that at the thrust the rider stretches this elastic harness, and the recoil, when he ceases to thrust, assists him to lift his feet well over the dead-centre. The condition of a gentleman, who had strapped himself in elastic harness too powerful for his weight and muscles, and was unable to keep his knees out of his mouth, would be painful to witness.

### Signals for road riding.

RIDING along the other day, with an old-time cyclist, and meeting on the way several batches of speedy, and would be speedy, men, and having sundry escapes *en route* with wild steerers; the veteran, half seriously and half humorously suggested, that the time had about arrived when road cycling would have to be conducted on similar lines to a railway, with but one set of metals, and that signal boxes would have to be erected at certain points. The signal being given "all clear" at one end, those wishing to ride in one direction could proceed, and after they had cleared off the section of the road, "danger" would be switched on that end, and the accumulated wild horde at the other end let loose. It would reduce the risk of the cyclist's chief danger, the erratic performances of his fellow wheelers.

### Cycling dress (male).

SIGNS are not wanting that the barbarian epoch in cycling, marked by a heathenish disregard for appearances is passing away. It is beginning to dawn upon men that, whilst admittedly the dirt and dust of road-riding prohibits an over refinement in dress, still it is not absolutely necessary to always appear like an over-grown boy in his last season's football costume, unwashed, and that a dirty white sweater, and a cheap ready-made suit, bought without any regard to shape or size, is not the only practical costume for cycling. Some of the tailors, who are studying the cycling trade, are turning out some really very taking and well-cut suits, and we have noticed, not without satisfaction, that the ugly sweater is giving way, slowly, but, we trust, surely, to neat and suitable shirts, set off by bows, which, unlike scarves, do not flutter in the wind and show unfinished and, therefore, untidy ends. Several riders down South have adopted this plan lately. The low opinion so generally entertained of cyclists can be largely traced to their almost total disregard for appearances.

### A joy to all.

A COUNTY surveyor considers that, if the roads in this country were once brought into proper order, as they are in France, they could be maintained at a very small expense, and be a joy to all who use them.

### Proof.

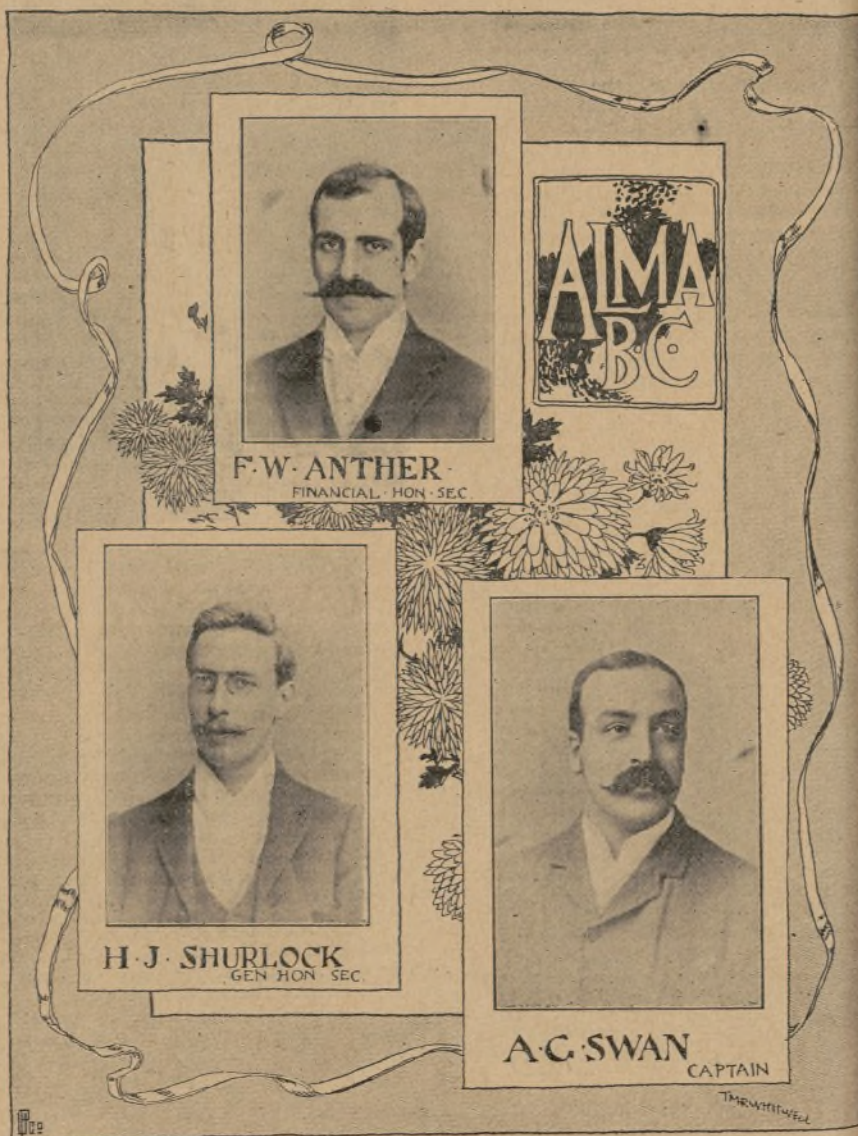
A NEW purpose has just been found for the membership card of the French Touring Club (T.C.F.). The French Postal authorities have agreed to accept it as proof of identity of the person entitled to receive letters, &c., at the post-offices.

### The "Surefoot" clip.

THE Universal Patents Co., of Manchester, have applied for a patent for a toe-clip, that varies from the usual pattern, inasmuch that the side of the foot, as well as the end, is supported. The whole clip is stamped out of one piece of steel, and is fastened to the sides of the pedal. It is named the "Surefoot."

### An elegant costume.

WE have been introduced to a lady's cycling costume, which has taken our fancy greatly, both from the practical and picturesque point of view. It is a happy combination of the skirt and knickerbockers. The skirt is very specially cut, and is in two parts, being open for its whole length on either side. The openings are secured by buttons when walking, and, when cycling, it is partly buttoned, according to taste, and the state of the elements. It is so cut, that, whether on the machine or off, it always sets gracefully, and practically offers no impediment to the perfect freedom of the limbs. The coat that goes with it is of the Norfolk variety. It offers the advantages of the Rational, without necessitating the usual sacrifices to appearance. It is designed and made by that leading firm of ladies sporting tailors, Messrs. Thomas & Sons, 32, Brook Street, W. Our fair readers should write for their handbook on sporting costumes.



LEADING CLUB OFFICIALS.—XII.



## WORLD'S CHAMPIONSHIPS AT COLOGNE.

## The Social Side.

(By OUR SPECIAL CORRESPONDENT.)

As far as championship honours are concerned, England, this year, has done but little. Nevertheless, socially, the English party thoroughly enjoyed the trip. Cologne itself was quite *en fete*, and the numerous decorations proved the importance attached to the event by the local authorities and the inhabitants generally. On the way to the Sportplatz a huge triumphal arch was erected, and the number of flags and banners, displayed all over the town, gave a festive air to a somewhat sedate old town.

Taking the events in their order; on Saturday, August 17th, at 11.30 a.m., the authorities of the town met the cyclists

## IN THE TOWN HALL,

when a series of speeches, and what were termed "welcome toasts," were made in German, French, and English. All the German clubs had most elaborate banners, and, in many cases, the breasts of the bearers were covered with medals and badges. This, though an unusual sight for us, certainly added to the attractiveness of the gathering in the Town Hall, where the banner-bearers made a complete circle round the room. Wine was handed round by gorgeously-attired footmen, wearing cocked hats, &c., and drunk out of quaint-shaped glasses. After Sturme's speech in English, the British cheer was let off for the first time, and beside the German, "Hoch! Hoch!" and the others, was far more enthusiastic in sound, and certainly in noise. Following the racing, at 8 p.m., came the

## GARDEN PARTY IN THE "FLORA."

with the concert, illuminations of the grounds, and a very good display of fireworks. It was at a very late (or very early) hour that the English party got back to the hotel. On Sunday, after breakfast, a prompt start was made for the Ring, a beautiful thoroughfare which nearly encircles the town. It was the *corso* or procession, and all Cologne seemed dressed in their Sunday best clothes and smiles, bent upon getting a good place to see the display, and it was well worth seeing too. I confess I have never seen anything in this country to equal the floral decorations, the coloured sashes, the banners and bannerettes, and the general careful get-up of the various clubs. A noteworthy feature too was the large number of good old ordinaries, a few clubs having as many as 10 or 12 men thus mounted, and in nearly every case the banner-bearer in front rode one. It must be confessed that for procession work the general effect of the old-fashioned 52-in. is far ahead of the modern safety.

The riders were for the most part of mature age, and each member of the club scrupulously carried out its own decorative design, some of which were exceedingly fine. There was no comic element such as we have so much of over here. The whole thing was taken up as a display and carried through with an earnestness and care that we should lose nothing by imitating Nick Kaufman on an Eiffel, was, of course, a great attraction, but there were several floral elaborations quite artistically designed and carried out. In the evening after the races a concert in the Stadtgarten followed,

and one of the attractions was a special cycle song composed for the occasion. This, however, fell rather flat, but the English party infused life into the proceedings by singing,

"GOD SAVE THE QUEEN"

until the band had to follow suit. On Monday, beyond the racing, there was nothing but the banquet at the Burger-Gesellschaft, or Citizens Club, where the English party experienced all the delights of a German banquet. Commencing about 9 p.m., the first course was followed by



KONINGSWINTER AND DRACHENFELLS.

singing and long speeches, and it was midnight by the time the third course arrived. Starved and weary, the English party's version of this festive occasion is worth listening to. One of the songs was written for the occasion. Here is the first verse:—

"Vous arrivez à notre beau Rhin vert,  
To make a cycling race.  
Dröm stolzeet zo Kölle jitz cröm su manche  
fremden Här,  
Och van Holland to make pace.  
Mit Jönköpings Fändsticksfabrikspatent,  
Fumo Signore Cigaro.



THE SOCIAL SIDE AT COLOGNE.

TRIUMPHAL ARCH ON THE ROAD TO THE SPORTILATZ.

Tale Danske sprocka Swenske, grad su  
schnell als we en Ent,  
Parle français du Buffalo.

'Old town on the river green,  
England sends you his welcome,  
The raceman don't know anything from  
spleen,  
It's the same where he comes from.'"

This curious mix up of German, English, French, Dutch, Italian, Danish, and Swedish, indicated a desire upon the part of the German Union to foster the internationality of the gathering, but the English were too hungry to appreciate it at its full worth. The most interesting item of the gathering was, undoubtedly, that of Tuesday,

## THE BOAT TRIP DOWN THE RHINE

by a special steamer, with flags galore, and a band on board. Poor Wridgway, however, suffered from the effects of his fall the previous day, the heat being very trying. He was most assiduously attended to by his fellow Anerley club-mate, Marples, and also by the Germans. After dinner at the Hotel Monopol, which could hardly be termed a success, the ascent of the Drachenfels by the cogwheel railway followed, and high jinks took place as soon as the writing and dispatch of innumerable postcards was finished; Jaap Eden, Watson, Mackenzie, and Scheltema-Beduin, distinguishing themselves as wall climbers, and donkey riders. The return trip in the cool of the evening was most enjoyable, and the various parties separated to their respective cafés. Thus officially ended a most enjoyable outing, helped by beautiful weather, and, on the side of the English party, at all events, by a desire to enjoy.

## The Anglo Irish meeting.

ARRANGEMENTS have been made with the L. & N. W. Railway, to run excursions to Coventry from neighbouring towns, for the big Anglo-Irish meeting. Pacemakers will be wanted at the meeting, and hon. sec. Booker, 28, Fleet Street, Coventry, would be glad to hear from volunteers.



# CYCLING

OFFICES.

LONDON:—27, Bouverie Street, Fleet Street.  
BIRMINGHAM:—Victoria Chambers,  
Martineau Street.

LONDON, SEPTEMBER 7, 1895.

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DENMARK	...	...	Cyclen.
BELGIUM	...	...	La Rev. Vel. Belg.



In our issue of August 17th, we said—"Paced races, at the best, have greater elements of unfairness in them than races that are not paced," and subsequent events have not disposed us to alter our views. In the present issue we publish an article on the pacing question; which has thrust itself into unhealthy prominence just lately, from the pen of that authority on the subject, G. Lacy Hillier. That writer, always interesting when holding forth on racing matters, is perhaps unusually so in the article in question, as, in treating of his subject, he has not, in this case, confined himself to one point of view. It seems to us that the chief trouble with the pacing, at the present time, is not the lack of pacers, nor machines, but the partial nature of the pacing given; some men being well served, some indifferently, and some not at all. All men with sporting instincts must deplore this state of things, and desire to find a cure for it. The present difficulties, we fancy, have arisen largely from the natural anxieties of promoters of distance events to secure good pacing for the sake of the competitors and the gate, and the difficulty of obtaining suitable machines, and men

in sufficient numbers to do it. The Trade, having both machines and men at their command, have therefore been applied to for help, and such help must of necessity be of a strictly partial nature as far as the competitors are concerned. It is a great mistake to suppose, as most people do, who are not behind the scenes, that the Trade pacing is thrust upon the clubs, whether they will or no. The clubs, or those acting for them, directly or indirectly, generally directly, apply point blank to the Trade for pacing help, and supply pacing tickets for their distribution. Nor is this confined to amateur clubs; an official of the N.C.U. has applied to the Trade for pacemakers to be used in N.C.U. championships; and others acting officially or not we cannot say, but, certainly on the Union's behalf, have done exactly the same thing.

We do not for one moment wish to convey the impression that all pace-makers are retained men, and ride to order, for we know it is not so. There are men pacing at every event who are not under the control of any firm, the leading motives that actuate such being friendship to a particular competitor; club *esprit de corps*, and the expectation of future repayment in kind by pacing. Here again we are confronted with partial pacing, the cause being personal instead of pecuniary. The cause may be a more pleasing one, but is equally difficult to deal with. It is no more reasonable to expect an independent pacer to leave his friend to his fate, and go off pacing another man because he happens to be in front, or has by fortune or strategy got on his back wheel, than it is to expect firms to turn on their expensive pacing plant for the benefit of Trade rivals. There is another point, too, that must not be overlooked when considering this big and difficult question; some riders are beginning to insist on having their own personal, and therefore, partial pacing, or not riding, as experience has proven to them that the other variety is most unreliable and unsatisfactory. At least one entrant in the 50 miles championship will not get up, unless the Union permit him to have his own friends to pace him, and him alone. The whole question is beset with difficulties, but we trust not insurmountable ones. Whilst it is hardly reasonable to expect that partial pacing will ever be entirely abolished, it might be kept within bounds, and counteracted considerably, if clubs could see their way to hire multicycles on the occasion of their running distance events, and putting their own men up to pace the field. We believe there are enthusiasts in this world who would sacrifice themselves to this extent for the sake of their club, and perhaps this would be the simplest and surest way out of the difficulty. Such reliable and voluntary service might, if the club can afford it, be supplemented by professional pacing, care being taken that the men are all right, and not likely to be "got at."

We pride ourselves on this journal on being pretty inclusive and exhaustive in the cycling news we publish; the touring, the racing, the humorous, and the everyday sides of the sport and pastime, each receive their full share of notice, from both the artistic and literary departments and what escapes attention at our hands may be safely put down as unworthy of it. It may have been noticed that there is, however, one branch of the pastime that we rarely, if ever, touch upon; we refer to the so-called Cyclists' Parades. These are far more numerous in this country than many people suppose: at this period of the year especially, a large number of provincial towns and cities hold these strange and generally feeble imitations of continental carnivals, the avowed object being usually charity, the real, more frequently, being a desire to indulge in a little mild frivolity, and, at the same time, afford a little amusement and gentle excitement to the visitors to the town. All this would be harmless enough, and even commendable, were it done under any other guise than a Cyclists' Parade. The cyclists are thrust forward into prominence in the matter, although they may actually form but a very small proportion of the whole procession; it is in their name the thing is done, the public look upon it as the cyclists' show, and it is so reported at great length in all the local papers, and by the show they are judged and estimated in the popular mind. If the parades were impressive processions of large bodies of well-behaved and well-appearing ladies and gentlemen on cycles, the impression left on the said popular mind could not be otherwise than healthy, and profitable to the pastime's future; but, unfortunately, these parades are characterised chiefly by displays of grotesque clowning, and even exhibitions of bad taste on the part of the riders. It is our lot to read a large number of published reports of these parades in provincial papers, and it cannot be said that the perusal is pleasing to anyone having the true welfare of the pastime at heart. All sorts of absurdities are indulged in, and more or less gross caricatures of cycling women appear to be at the present time the most popular form of humour indulged in by parading cycling men. Such things cannot be to the true interests of the pastime, and it is painful to read and hear about them. Let King Carnival and Queen Frolic live for ever; let cyclists support and enjoy all the fun to be got out of their own districts, but pray do not saddle the cycle with all the responsibility of the fooling; for it is derogatory to a fine and manly sport and pastime, and diametrically opposed to its best interests that it, alone out of all pastimes, should be so strongly associated in the public mind with public clowning and tom-foolery.

THE medals given for the Roberts Shield race, were all made by Collins of Newgate Street, and pleased the recipients greatly.





The following Race Meeting Announcements will be found on page 9 of our Supplement:—  
Surrey B.C.; Jersey Cycling Club; Putney 12 Hours.

MARTIN used Dunlops in his record Bath and back trip.

ZIMMERMAN and his wife have sailed from Naples for Australia.

EARL OF LUTON made an attempt last week on the York to London record.

ILSLEY rode a Palmer-shod Osmond when he got placed in the Bath Road 100.

PALMER beating Watson in the London Centre 10 miles is the surprise of the week.

THE Sussex Centre mile will be run off in Preston Park, Brighton, on the 12th, before a free gate.

J. J. CURRIE's face is terribly marked as the result of his recent smash-up on the Liverpool track.

A. MACFERSON will be amongst the starters in the Sydney Trophy race at the Surrey meeting.

W. H. WEBB rode the greatest distance, over 131 miles, in the Portsmouth Road Club's 6 hours at North End track.

AMERICAN racing-men go the rounds of the meetings loaded up with diamonds and opals on their shirt-fronts and hands.

THE West Silvertown C.C. annual meeting takes place next Saturday, September 7th. There are two open cycle events, for good prizes.

QUEENSLAND racing men swear by the James' racers, and well they may, for in four days recent racing, they won 17 prizes on these mounts.

ONE THIRD mile, and one mile bicycle and two miles tandem bicycle are the open events at the big Southport meeting on September 21st.

In a recent 100 miles' road race of a Bradford club, run on Sunday, a woman was amongst the competitors, and finished fourth from limit.

It will be puzzling where to go this Saturday, with the 12 hours at Putney, the 50 championship at Herne Hill, and the Poly. 100 at Catford, all clashing.

As here, there has been, and is, a rare lot of racing going on in America this year; but, since Zim. is out of it, it lacks its fire. Both nations want a hero badly.

R. W. STIBY lost his pocket-book at a Catford evening meeting on August 14th, and will pay 10s. to anyone returning same to 131, Waddon New Road, Croydon.

ELIJAH SCOTT's wood rims stood the severe knocking about he and his machine met with in the accident on the track, at Cologne, without being a bit the worse.

THE Essex Beagles hold their last meeting of the year, at their new head-quarters, the Romford Recreation Ground, on September 7th. Cyclists are catered for with two open events.

BATH ROADERS are hoping to see Frost score on Saturday in the 50 miles championship. Frank P. Wood is arranging the pacing, and has quite an army of club-men to assist him.

THE question of the hour—How soon will 30 miles be done within that period?

LUYTEN, the Belgian rider, who beat Lehr, at Antwerp, in the 50 kilometres match, during which he reduced record from 1 hr. 13 mins. 38½ secs., to 1 hr. 8 mins. 31½ secs., rode an Imperial Rover.

THE two great 6 m trees which ornamented the enclosure at Wood Green, have been cut down. The high mounds around them obstructed the view, and would have been in the way when football commences.

WHEN the speed rates make the N.C.U. time-taking standards of little use (a racing cyclist goes over three yards in one-fifth-of-a-second), we must call in the aid of electricians, who state that the discharge of lighting occupies 1-20,000th of a sec.!

#### The Channel Islands' Tour.

H. H. GRIFFIN is getting up another party for the Channel Islands' week; the fourth year. The trip will be on independent lines, but special terms will be made with hotels, &c. The party leave Waterloo at 9.15 on the night of the Surrey meeting, September 14th. Next day drives through Guernsey. September 16th, Guernsey sports; 17th, visit Sark; 18th, drive through Jersey (leave Guernsey 6 a.m.); 19th, Jersey sports, complimentary concert, &c.; 20th, leave for home. Entries close immediately, to J. A. Cressard, Guernsey, and Pac Gruchy, Peirson Place, Jersey. Plenty of scratch races and handicaps at both. A glorious time is certain!





**Pacers for the 50 championship.**

Mr. HILLIER is anxious to see plenty of amateur pacing at the 50 miles' N.C.U. championship at Herne Hill this Saturday. Gentlemen willing to assist—especially as general pacers—should communicate at once with him. Single machines are barred, and each applicant should state what type of machine he rides, and the name or names of his companions.

**The N.R. 12 hours' prospects.**

WOOD GREEN should see some good 12 hours' performances on September 14th, when the North Road run their club race. Already the entries include such top class as J. P. K. Clark, R. J. Ilsley, W. W. Robertson, who will ride a tricycle, F. R. Goodwin, and S. J. Prevost. The race is in the capable hands of A. F. Ilsley, who will secure one success for the North Road Club's path programme, if anybody can.

**Will be a great struggle.**

THE 100 miles championship of the Polytechnic will be run at Catford this Saturday. All the club's greatest riders, Walters, Fontaine, Walton, Osborn, Leitch, and others, have entered, so, given fine weather, the record will stand in danger, and a most interesting race may confidently be expected. The admission to the grounds is only 6d., or combined S.E. Railway, and admission tickets 1s. The race starts at 2.30.

**Western record.**

ON Tuesday last, C. Gittens, of the Bath C.C., accomplished a fine 12 hours' ride, covering 182½ miles in 12 hours, riding 80 miles unpaced. Had it not been for a strong head-wind he would undoubtedly have covered 190, but to make matters worse, he punctured when 40 miles from the finish, which delayed him 16 minutes. He wins the Catford C.C. gold medal. This performance is 10 miles better than the West of England record.

**Lancashire handicapping.**

THERE would appear, writes a correspondent, to be plenty of room for improvement in the handicapping of cycle races in Lancashire. It is a very noticeable fact that the same men place wins to their account every week, and still retain their mark, or when they are brought back it is not in proportion to their ability, whilst other men race week after week without being placed, with little or no improvement of mark, until they finally retire from the path without having had a dog's chance, as compared with the favoured scratch division.

**Complicated croppers at Catford.**

LAST Wednesday evening at Catford was full of incident. The Poole, Fernhead, Stone, and Dark, quartette established a 10 miles quad. record on their Ibex, doing the creditable time of 20.22½. Then, E. E. Parlbay was at length made happy with the flying quarter, doing 26½, against Weatherley's 26½. Vogt, the same day, and on the same track, did but ½ slower than Parlbay in practice. Powell timed the records. In the members' races, Weatherley won the mile; Poupard, the two miles, and Merry the five for unlicensed, the other two competitors falling. The smash was most alarming. The record quad. was pacing, and going all out, when Merry came off the bank in front, and the quad touched his back wheel. The quad. went over, the machine and men sliding along the track, and brought over Hoch and Bowie. The latter was most hurt, and it was reported that he had broken his collar bone. Parlbay rode Humber-Synner Dunlop.

**Petersen still scoring.**

IN the races at Christiania, on August 26th, Ingeman-Petersen won the challenge cup 10,000 metres. He also won the 5,000 metres Scandinavian championship. In the tandem-safety 2,000 metres, Ingeman-Petersen and Svend Hansen were first.

**Sporting football clubs.**

IT says much for the popularity of the Northumberland County secretary, that the Newcastle United Football Club should postpone their practice match on Saturday (which generally draws a 5,000 gate), so as not to clash with the Northumberland County 100 miles race. The County Club returned the compliment by announcing their meeting as under the patronage of the Newcastle United Football Club.

**Who pays?**

THE Volunteer race at Dumfries does not appear to have gone off without a considerable amount of friction between the first and second team. The Newcastle team assert they would have won easily if they had not been hampered by the team to whom the race was awarded. A Dumfries paper informs its readers that the expenses of the winning team will amount to over £200.

**The Blackheath at Catford.**

THIS far-famed band of South London harriers held a most auspicious meeting at the Catford Grounds last Saturday. The "gate" was of fair proportions, some 4,000 persons lining the palings. The following are the results:—½ mile scratch: final heat, A. J. Watson, Poly. C.C., first; A. J. Cherry, Catford C.C., second; A. S. Ingram, Poly. C.C., third. A splendid race; Chinn and Parlbay also running; Watson, however, getting the verdict by a foot, three yards between second and third; time, 32½ secs. Some fine finishes were produced in the ½-mile handicap by Blair; the final heat resulting in E. C. Edwards, Edward Alleyne C.C., 45 yds., pipping E. Hughes, Poly., 35 yds., on the post, with W. J. Wilson, Surrey Wheelers, 30 yds., a couple of yards away; time, 60½ secs. A capital entry of 18 had been secured for the 10 miles' championship of the London Centre, and of these the following got safely away to Lockton's pistol: A. J. Watson, R. A. Marples, W. Ward, E. C. Edwards, G. F. Payne, E. Campbell, W. H. Bardsley, F. Burnand, E. L. Winbolt, H. W. Poupard, A. J. Cherry, H. W. Payne, A. S. Ingram, R. Palmer, W. T. Hall, and E. E. Parlbay. A triplet laid on at the end of the first lap speedily drew Palmer away from the field, Watson and Marples making fruitless efforts to hang on. Ward and Ingram were lapped at a mile; time, 2.11. At 2 miles, time, 4.12½, Palmer was 7 secs. inside record. At 3 miles, time, 6.17, Watson and Marples were 160 yds. to the bad, and Edwards, Bardsley, G. F. Payne, Winbolt, Poupard, Cherry, and Parlbay had retired. Palmer still continued to draw farther and farther away, smashing world's amateur records *en route*. 4 miles were covered in 8.20, 5 in 10.26½, 6 in 12.36½, 7 in 14.43, 8 in 16.52½, and 9 in 19.3½. At this stage Watson and Marples were lapped, and Palmer finally won by 600 yds. in 21.8½, beating Wridgway's amateur record (made the same afternoon at Herne Hill) by 39½ secs., and Platt-Betts's "unlicensed" record of 21.21½ by 12½ secs.; Watson second, 21.54½; and Marples third, 22.15½. The winner of the 10 was on a Langton; Raglan second; and Osmond third, all being Dunlopshod.

**Finis.**

THE cycle racing season is dying fast, and though there are one or two meetings yet to be held, the season practically closes with the Surrey meeting on Saturday next, September 14th.

**Herne Hill to-day.**

THE 50 miles N.C.U. championship at Herne Hill this Saturday, promises some sport, and it is to be hoped that more than the usual fringe of spectators at this event will be present. The admission is 6d. Elijah Scott, the 25 miles champion, expects to be sufficiently recovered from his Cologne wounds to start, and Frost, A. Greaves, R. Pugh, and possibly Wridgway, are mentioned as starters.

**Platt-Betts's big programme.**

THE Catford C.C. will forsake the road this year and run off their 50 miles championship at the Catford track, on Tuesday, September 10th, starting at 5 o'clock, sharp. Given favourable conditions some startling times are likely to be done, as Platt-Betts intends to make a determined onslaught on the existing record, and hopes to improve upon Lesna's figures, and also those now standing for the world's hour record.

**100 Miles at Gosforth.**

THE 100 miles race promoted by the Northumberland County Club was held upon their track at Gosforth, on Saturday. The attendance of spectators, at the start was only moderate, but as the afternoon wore on the gate presented a more satisfactory appearance. The following faced the starter: Geo. Hunt, Notts C.C.C., A. Spreckley, Manchester W., W. Renner, Gateshead N.E.R., J. Hunter, Kensington; J. Armstrong, Newburn C.C., Geo. Metcalfe, Newcastle, with Arthur Greaves, M. Steel, C. E. Lambert, T. Graham, and M. Dunn, of the Northumberland County Club, Schafer and R. H. Carlisle, being the principal absentees. Hunt immediately went to the front with Greaves and A. Spreckley, in close attendance, M. Dunn, fourth. At 6 miles this leading quartette lapped the others, Lambert retiring; Dunn at this point fell away and joined the second batch. At 10 miles T. Graham and J. Hunter cried enough; the fast pace and the strong wind thinning the field. At 17 miles Hunt and Arthur Greaves got away from Spreckley, and a mile later they lapped him. At 30 miles Hunt shook off Arthur Greaves, who was suffering from saddle soreness. Greaves shortly after this retired after having ridden well up to this point. The wind having gone down a good deal, Spreckley made several attempts to get a lap back from Hunt, and at 43 miles was only a lap and ¾ behind. Hunt dismounted for a few seconds at 44 miles, and Spreckley got a lap back. 40 miles was done in 1.45.14½, and Hunt who had again began to lap Spreckley, completed the 60 miles in 2.41.54½. At 70 miles, Spreckley retired for good; at this point many of the retired competitors had returned and were pacing well, but interest in the race was dwindling. Hunt accomplished the 80 miles in 3.43.22½. Renner and Steel being the only two other competitors remaining. When the bell rang Hunt went away at top speed, completing the 100 miles in 4.42.57½. W. Renner 8 miles, and M. Steel 12 mile behind. The winner who rode a Humber with Dunlop tyres easily beat the 100 miles Northern record of 5.14.49½, which had stood to the credit of W. H. Wilson, since 1892.



### South African rulers still fighting.

THE Cape Colony A. & C. Union are still on bad terms with the South African A.A.A., the undoubted stronger body. The former reiterate that they will not be governed by a "Foreign State," but as the A.A.A. have all the principal clubs of the country affiliated to them, the action of the Union puts one in mind of the dog who barked at the moon, but the moon still went on rising.

### Harris and Edwards at Reims.

FROM all accounts, the report of a contemporary, of the racing at Reims, when it stated that Harris and Edwards made a very poor show, and Baras sprinted them up the home straight, and won comfortably, is far from accurate. We hear from the best source that the race was run in the rain, and the track was very slippery. Harris nearly came over, as did Edwards, and whilst the two were recovering themselves the field stopped, but Baras went on, and had a lead of 25 yards at the entrance to the last lap. Edwards went after him, as well as he could on the slippery track, and was beaten by half-a-length only.

### Torquay Races.

ON August 27th, regatta day, Torquay held one of the best meetings ever witnessed in that district. Competition was particularly good. The quarter-mile scratch was won by L. H. Brown, Leigh C.C.; S. Burge, Poole Wanderers, second; E. L. Winbolt, Poly., third; time, 34½. One mile handicap, second class, run in four heats, was won from scratch by F. L. W. Knight, Catford; Lewis Stroud, Bath Road, 10 yds., second; O. Harrison, Plymouth, 30 yds., third; time, 2.24½. The mile, after an exciting finish, went to W. S. Yeoman, Silverdale, 80 yds.; E. James, Cardiff, 45 yds., second; E. H. Ainsworth, 45 yds., third; time, 2.16½. The half-mile for second class was run in five heats, R. F. Davis, Whitworth C., 30 yds., winning; T. J. Broadribb, Bristol, 25 yds., second; F. L. W. Knight, Catford, scratch, third; time, 1.10½. Three miles scratch for ladies' plate was cleverly won by E. L. Winbolt, Poly. J. Chamberlain, second; E. H. Ainsworth, third; time, 7.0½. E. L. Winbolt also won the five miles scratch; L. H. Brown, second; S. Burge, third.

### Big meeting at Plymouth.

THE second annual race meeting of the Three Towns' Wheelers took place on August 28th, at Home Park, Plymouth. In spite of a local regatta taking place, the attendance was very large. The racing was keen, and entries numerous. The half-mile went to E. Clack, Bath C.C., 80 yds.; J. Chamberlain, Notts. Castle, 30 yds., second; H. Hill, Silverdale, 45 yds., third; time 1.4½. A mile second class handicap was secured by inches by W. Bridger, University C.C., 50 yds.; M. Moyle, Beaumont C.C., 50 yds., second; O. Harrison, T.T.W., 30 yds., third. In the mile H. Brown, Leigh A.C., 40 yds., was first home; F. L. Knight, Catford, 85 yds., second; H. Maggs, Bristol J.C.C., 50 yds., third. E. H. Ainsworth won the scratch mile in 2.40; E. L. Winbolt, second; A. E. Ingram, Putney A.C., third. One mile inter-club team race for Haytor Cup, won last year by the Plymouth C.C., was secured this by the Three Towns' Wheelers. A grand challenge race, 3 miles, for £26 gold watch, to be won twice, and £8 8s., extra prizes, was secured by W. S. Yeoman, in fine style; F. G. Miller, second; E. L. Winbolt, third.

### Plans for Wood Green.

WHILST the directors of the Wood Green track are not at all satisfied with the present surface, there is no truth in the rumour that they have decided to replace it with another next year; no decision in the matter has

been arrived at. The vibration experienced by riders is very marked, but the surface cannot be said to be slow; few opportunities have presented themselves for the track to show its capabilities, the want of proper pacing having been the great drawback.



THE MODERN SPEED SURFACE.

COMPETITOR.—"Whatever are all those men planted round the track for, with baskets and shovels?"  
STARTER.—"You see—in case a smash should happen—well—they just gather up the fragments!"



## RECORDS AT THE ANERLEY MEETING.

GOOD fortune consistently smiles on the Anerley this year; of their long racing programme every item has been a sporting and financial success, and records have been broken at every meeting. That of Saturday, at Herne Hill, was no exception, and although the Sunday papers, for some reason, reduced the attendance in their reports, the hard fact remains that over £32 was taken, and it was a sixpenny gate. The chief race was the 50 miles scratch of the Southern Road Riding Association, for the Roberts Shield and medal. For this 16 clubs had entered their champions, and 12 started, including the holder, Wridgway; the most notable absentees being Palmer, of the Silverdale, who went to Catford to win a championship instead, and Watson, of the Southern, who was unwell. From the start Wridgway shot to the front, and, getting on a quad, was soon moving in rare style, Liddicoat being the last man he dropped. At 3 miles Wridgway was 2½ secs. inside amateur record, and he continued altering the figures to the end. He altered

## HENIE'S LONG-STANDING 10 MILES

amateur record of 22.10½, to 21.48½, although this was still further improved on later by Palmer, at Catford. In one hour Wridgway covered 27 miles 470 yds., 560 yds. better than Robertson's record. At 27 miles Frost's recent records were touched, and duly altered, being improved by 2.37½ at 30 miles. Meanwhile, Horton, who was riding second, made a steady effort to overhaul Wridgway, and with 3 miles to go, gained a lap back, Wridgway slowing from want of food. There was only one fall, Cobden, of the Portsmouth Mercury; the finishers being, C. G. Wridgway, Anerley, first, on Marriott & Cooper with Dunlops, in 1.53.33½, the old record (his own) being 1.56.18½; A. W. Horton, Catford, Humber with Dunlops, 1.55.7½, second; F. Clarke, Edward Alleyn, on Palmers, 1.58.51½, third; W. H. Webb, Portsmouth Road, who rode very well, was fourth; T. W. Liddicoat, Daneville, fifth; S. Margetts, Clapham, sixth; and E. P. George, Borough Poly., seventh. In the sealed handicap run in conjunction, Clarke, with 10 mins., was first; Horton, with 2 mins. 25 secs. start, was second; and Margetts, 11 mins. 20 secs., third. In the Anerley events, smartly contested, C. A. Riminton won both the mile and 2 miles handicaps, and a triplet, with Wridgway, Horton, and J. B. Cooke up, the 5 miles multicyle, this being run immediately after their 50 miles efforts. F. W. Bailly judged; E. A. Powell timed.

At Gosforth during the progress of the 100 miles race, considerable amusement was caused by several of the racing men letting down a tent in which a number of N.C.U. officials were in conclave.

## Macferson still winning.

AFTER winning another scratch race at Douglas on Wednesday, A. Macferson turned up at Liverpool on Saturday and won his heat in the ½-mile handicap. Starting from scratch he was beaten by inches only by E. W. Parry (40 yds.), covering the distance in 1.5½, which is 2½ secs. faster than the previous best time made by himself on the previous Saturday. In the final he fairly flew, and caught his men 300 yds. from home, but could not get through, being obliged to sit up.

## This Saturday's 12 hours.

THE open 12 hours at Putney this Saturday, run by the Putney A.C., is likely to see the altering of the present licensed amateur 12 hours' record. G. Hunt is going to crowd in all he knows, and Rudham and Lickfold have been going through a splendid preparation, and Chapple is going well.

## G.E.R.—a mile record.

THE Great Eastern Railway sports were most happily carried through at Leyton on Saturday. H. J. Burchell, Hastings, 50 yds., won the open half-mile; C. J. Minors, London County, 25 yds., second; A. F. Sadler, Amia, 15 yds., third. The 2 miles went to T. Wilkins, South West Ham Rovers, 180 yds.; C. E. Wade, Cleveland, 140 yds., second; H. Green, Croydon, 180 yds., third. E. H. Ainsworth, finished fourth, and he afterwards went for the mile grass record, and brought the time down from 2.28½ to 2.19½. Sadler and Burnand won the 2 miles tandem from scratch.

## Liverpool Centre Championship.

THE 50 miles championship of the Liverpool Centre was decided on Saturday last, on the Liverpool Athletic Ground. Out of 30 entries 24 faced the starter, including F. Del Strother (holder), D. Dagliesh, S. Robinson, T. Astill, B. Wright, Alf. Deakin, and a number of other well-known riders. From the start Dagliesh rode grandly, but had to change machines after covering five miles. He soon pulled up his lost ground. At 10 miles Robinson who was greatly fancied fell, Strother punctured and lost a lap, changing machines, and from this point it was seen that, bar accident, Dagliesh, who was splendidly paced, would win. He covered the half-distance in 1.7.35; 30 miles in 1.20.5; 40 miles 1.46.15, and lapping his men time after time, and after again changing machines, he got home five laps ahead of T. Astill, Warrington, in 2.16.5. T. Gibson, Wigan, was placed third by one lap, and Del Strother fourth, the last named securing a time medal, the standard being fixed at 1.27.0. Alf. Deakin retired at 40 miles, feeling giddy in his head through his recent accident.

## The big meeting at Lincoln.

"THE good old annual" came off on Saturday last with all its dash and success before a crowd of over 12,000. Enormous entries were received (over 800 in all), and nearly beating Mason's record entry for the mile. Mr. T. Chambers, who was assisting at Herne Hill the other week, was, as usual, at the helm, and the sport, like the prizes was of the highest order. T. J. Gascoigne, of Chesterfield, did a record performance in winning the triple event, including the scratch race, mile and 2 miles handicaps, lap prize, and special prizes for fastest times in heats—a really marvellous achievement. In the mile handicap (116 entries); T. J. Gascoigne, Chesterfield, was first; A. E. Tebbitt, March, second; W. Goodson, Peterboro', third. Two miles handicap, T. J. Gascoigne, Chesterfield, first; B. Thorpe, Huntingdon, second; W. Goodson, Peterboro', third. The mile scratch had 50 entries, T. J. Gascoigne, again winning; W. Brown, Leigh, second; H. O. Palmer, Kettering, third. Lap prize also went to Gascoigne. Fastest time in heats T. Summersgill. The three laps, novices, was won by E. Bingham, and the one mile Lincolnshire Road Club Race for challenge cup, by F. A. Dethier.

## Portsmouth Six Hours.

In a high wind on Saturday, the Portsmouth Mercury C.C. ran off an open six hours' scratch path race. G. A. Patterson North London C.C., won on a Swift doing 123 miles; W. J. Jones, Poly., on Humber, 117 miles, second, both being Dunlop shod, and G. A. Nelson, Colville C.C., 116 miles, third.

## The Channel Isles Cup.

It was stated in our last issue that the first Channel Islands Cup, was won outright by J. Le Tocq, whose regretted death from a fall on the race path will be ever remembered. But it appears the cup was in competition for nine years before eventual possession, Jersey winning it five times. Le Tocq won it for the first time in Guernsey in 1886, but in Jersey the following year, he was easily beaten by F. Syvret, of the J.C.C. It was not till 1889 that he made the cup his own.

## Foot races barred.

OWING to the very meagre support in the shape of entries for the flat races at the Liverpool Centre championship meeting on Saturday, the officials, at the last moment, struck the events out of the programme, notwithstanding which there was a splendid gate, and a marked absence of the betting fraternity, so conspicuous at Liverpool meetings. The result has been so satisfactory in demonstrating that flat races can be dispensed with even in the N.C.A.A. stronghold, that we shall not be surprised to find flat races left severely alone in future by more than one sports-promoting body in the district. The absence of the flat races showed a marked improvement all round in the meeting.

## The Birmingham Charity Sports.

THE local charities should benefit considerably from last Saturday's meeting at Aston, as the gate numbered fully 10,000. Though no London men competed, the racing was very good, for most of the best Midlanders were riding. We give results below: 1 mile novice's handicap: F. H. Phillips, 30 yds., first; T. Shirwin, 25 yds., second; J. Daw, 35 yds., third; a very tight finish. 1 mile handicap: J. Newey, 50 yds., first; E. Bradshaw, 65 yds., second; J. Fulwell, 110 yds., third. Bradshaw and Fulwell sprinted neck-and-neck through the last 300 yards, but Newey came through down the straight, and beat Bradshaw by a few feet, Fulwell close up; time, 2.17½. 1 mile scratch: W. J. Goodwin first, J. Jordison second, A. Ford third. A crawl till the last lap, and then a long sprint, in which Ford did not show so well as expected. A fine fight for first place: W. Ainsworth fell when well up; time, 3.7½. 3 miles scratch: A. Ford first; J. G. Newey, second; R. J. Ilsley third. This was called a paced race, but there was a very bad service of tandems for men who got left, and to get dropped a few yards seemed to be fatal to all chance of winning. Newey got up to the pacing tandem first, and set a pace that dropped all but Ford. At the finish a tandem, which appeared on the track just as the pacers were ordered off, bothered both Ford and Newey considerably, but Ford had the best sprint left, and won rather easily. 10 miles scratch: A. Ford, first; F. E. Miller, second; W. J. Goodwin third. Ford, as usual, altogether out-classed his opponents, and led at a grand pace from start to finish. F. E. Miller, of Bristol, also rode wonderfully well, and, after being lapped twice, held Ford to the finish 23.12½, Midland record.





### LOCAL BIAS.

SIR,—I should be glad if you could find space in your excellent paper to allow me to protest against the unfair treatment received at Burwarton Band Sports Cycle Parade. Although I was passed over by much inferior dressed machines, as acknowledged by spectators and some of the committee, I think it an insult to a competitor to inform him that "It is not likely prizes are to be allowed to go out of their own district," after a man has paid entrance and the expense of costume and dressing machine, which should be shown up, that others may be saved the trouble that I have been put to.

Yours &c.,

J. ELCOCK,  
Sub-Captain Ludlow D.C.C.

### IMITATION PALMERS.

SIR,—Last week a boy brought to our London depot a tyre purporting to be a Palmer tyre with exact imitation of our well-known non slipping tread. Upon examination it was at once seen that it was not a Palmer, but a most impudent imitation, even going so far as to make a sort of blurred trade-mark, beginning with a "P" and ending with an "R". He said he had bought this as a Palmer from a well-known maker of machines in Wolverhampton. The next day the father called and said he did not wish to go any further into the matter, as he had a contra-account with the said manufacturer, and he was not prepared to state that it had been bought as a Palmer. We beg to warn intending purchasers of Palmer tyres against tactics such as these. An imitated Palmer can easily be detected, as the corrugations on the tread are a bit uneven, whereas those on the Palmer detachable tyre being made on a mould are of course true in every way.

Yours faithfully,

J. H. PRICE.  
General Manager.

### COMPETITORS AND THEIR GRIEVANCES.

SIR,—I observe the letter in your current issue from "Competitor," and regret he is not man enough to attach his name thereunder. It is not quite clear to me why (because his attendant was not admitted to the dressing-room), he calls it a public grievance. I was in and out of the dressing-room the whole of the afternoon, and had he appealed to me nothing would have given me greater pleasure than to have passed in his attendant. I wonder what competitors would have said if I had let anybody, and everybody go in the dressing-room.

Respecting the half-mile handicap, if competitor had used his eyes, he would have seen that the third man in each heat of second round did not ride in the final, but as

the judge gave a dead heat to two men in one of the heats of second round, both these men were quite properly allowed to ride in the final. Your correspondent's reference about the fairness or otherwise of the handicapping I leave the handicapper to reply to. If, as he states, there was any favouritism shown, he had better communicate with the N.C.U. instead of wasting my time and your space. The reference about his conjecture and suspicion is very amusing, and I trust he will not allow the matter to rest on suspicion.

Thanking you for giving me the opportunity of replying.

Faithfully yours,

J. MASON.

HUET was on a Rudge-Whitworth when he beat Protin and Houben, and won the championship of Belgium. The same machine holds all Scotch path records from 2 miles to 50.

### The Pegasus 12 hours.

THE Pegasus will carry out their third annual 12 hours at Kensal Rise on September 14th, starting at 6 a.m. The hon. sec., J. H. Mortimer, 47, Kingsgate Road, West Hampstead, will be pleased to hear from multicycle crews willing to pace, particularly in the morning. The air at Kensal Rise is most invigorating at 6 a.m.

### How is it done?

It is announced that a certain Northern rider intends taking a racing tour throughout the South of England. This rider has already had a fair innings at travelling over the country to attend race meetings, and more than one good judge of our acquaintance wonders how it is done. Were he without his license for a time, he would probably do less travelling, and he is not by any means the only one to whom this remark applies. In fact, all things considered, it is high time the General Committee of the Union wiped away the dust which, for some time, has prevented them seeing things as they are up North.



### UNHAPPY MOMENTS.

When you are bent on having a jolly spin with the Lovelace girls, and see in front of you your rich Aunt Jane, who has a particular liking for your company, and who is going to leave you all her money.



## THE PACING QUESTION.

### A BIT OF PLAIN SPEAKING.

By G. LACY HILLIER.

"A GOOD thing can easily be spoilt by bad handling," and this remark applies most emphatically to pacing on the "Herne Hill system." I use the phrase because I believe it to be the correct one, for until the first Cuca race was paced upon the Herne Hill track, paced races had never, except in one instance, been run.

The Herne Hill pacing rules have sufficed as they stand, and they will suffice if properly enforced, and I think that I shall be able to demonstrate to all classes of pacers, that they will do well to carry them out in their entirety, as should they fail to do so, some drastic action will have to be taken to deal with what would then be a scandal.

There are professional riders who are paid to pace; there are disguised professors, who, posing as amateurs, take pay for pacing; there are amateurs who are willing to pace, but possess no machines, and who are willing to take their orders from the lender of the pacing instrument; and there are amateurs, possessing multicycles, who are ready to turn up and help all and sundry.

Now I would speak primarily to the last class. In a large number of cases these riders are asked by one or other of the competitors to come and help him; I hope for the future that when promising to help their friend, they will also specifically reserve to themselves the right to assist anyone. To the class who have no pacing instruments I can say nothing, from this point of view, nor need I say anything to the openly and secretly remunerated men, but this I do say, and I say it very emphatically, that

#### SOME LITTLE ELEMENT OF SPORT

should tinge even the most sordid business transactions on the racing path, and it surely is not too much to suggest that, if pacers find they are assisting the wrong tyre, or the wrong machine, they should, at any rate, take the man along honestly and loyally until the pacemaker marshal has been warned and given time to find other helpers.

If it becomes too apparent to the public that the pacing is partial and unfair, the public will leave the branch of the sport, in which it is permitted, severely alone.

The heart of the matter is to be found in the handling of the leader. In the pacing rules it is provided that the man in second place to the pacing instrument, *i.e.* the actual leader, calls the pace, and I honestly do not think it is going too far to ask that the pacers actually leading the first string should simply obey that rule. Were they to do this, there would be no further trouble, and much of the condemnatory talk which has been going on would be avoided.

All that is wanted to afford a solution of the difficulty of partial pacing is a few general pacers ready to help anyone, and if it be found—as it unquestionably was found on one recent occasion—that triplets or quadruplets were only riding in the interests of one rider, and refused emphatically and with language, to play the game, then the remedy is obvious and ready to hand; quads. and triplets must be absolutely barred, and all the

pacing must be done on tandems, which, seeing how many of those useful instruments there are, and the numerous men who are anxious to get up and pace on them, would not only secure plenty of pacing for all, but what is vastly more important, would secure it of the same class and quality for all—this is one of the many solutions which suggest themselves to me in connection with recent events, but I am bound to add, that as far as my own experience goes, I have never found any pacers, unwilling to do the proper and sportsmanlike thing when asked, and I have in most cases been fortunate in having at my disposal the services of a number of general pacers who are quite willing to help anyone.

I, at the moment, know a number of young fellows who are willing to pace if they can get a mount; the list could be increased, and clubs and organizing bodies have only to purchase, hire, or provide the pacing instruments, to secure their help.

Incidentally, the recent scandal, for such it is, shows exactly how it comes about that professional sport, in England, at any rate, fails to permanently catch on. Nothing is sooner recognized, or more quickly

#### DISGUSTS, THE GREAT BRITISH PUBLIC,

than anything which savours of unfairness in sport, and the hold which our pacing system has at present upon the public, is due to the fact that it has up to now been fair and sportsmanlike. I could quote many instances of sportsmanlike work in pacing distance races, and throughout the numerous long distance races held at Herne Hill, it has always been possible to secure such assistance. Now, if rumour is to be believed, a large number of men are making a good thing out of pacing—it may be so, I, personally, doubt it; by the way—and those very men are going the shortest way to wreck pacing, and to disgust the public, the sport promoters, and the riders. They are going, as usual, to kill the goose as the quickest way to get the golden eggs for themselves, and the nett result will simply be the barring of pacing, or, at any rate, of unfair and partial pacing, and the introduction of other methods to deal with the waiting game.

It is one thing to earn money by pacing, it is another to import into the matter so much feeling, that the whole show is given away, stock, lock, and barrel, to the public outside the fence.

Nor do I think that the men who pay these alleged paid pacers, would wish them to take this course, because the end is only disaster, and disgraceful disaster at that. Amateur sports promoting bodies will not long

#### SIT DOWN AND TWIDDLE THEIR THUMBS

when they see men hampered or knocked out by partial pacing. They are much more likely to bestir themselves and put matters on a basis which will be especially arranged to be hard upon the wrong doer, and that basis is to be found when and where the necessity arises

Pacing has done wonders for cycling. Imagine the 100 miles races, the 12 and 24 hours contests run unpaced! The thing would be too terrible to contemplate; pacing alters the whole aspect of affairs, and is therefore worthy of support, but it must be fair pacing.

Any fairly decent road rider who can use his ankles a bit can make himself very useful on a tandem or a triplet in a long distance

race. I am sure my good friend, Mr. G. Pembroke Coleman, will not mind my pointing out to all whom it may concern, that he got up on a quadruplet after 7 years absence from the saddle, and paced for 8 to 10 miles in the Cuca race.

There are, I may safely say, thousands of cyclists, who, if they would give up annually a day or two's riding on the road, to lend their club, their club-mates, or some sports promoting body, assistance as pacers, would assist materially in checking the growth of a canker, which bids fair, if not promptly dealt with, to make a most material alteration in the conditions and popularity of our long distance racing, and I am sure that such help will be help afforded to a good cause.

The public have short memories, but there must be many who recall the pre-pacing days and the dismal crawls at slow speed, whilst the men were finessing for position. Honest Herne Hill pacing changed all that, and I am of opinion that it is well worth fighting for. To do so we need the active assistance of the amateur, and I do not doubt that we shall get it.

#### Influencing the weather.

If you give your machine an extra rub up there is bound to be a thunderstorm the first time you go riding. Leave the machine dirty, and the weather will probably be fine.

#### A tremendous boom.

PARTICULARS of an altogether new invention have been before us. It is something decidedly ingenious and startling, and, judging from a momentary consideration of the idea, we think there is a lot in it. Anyhow, it is to be the subject matter of a tremendous boom very shortly, and is being already handled by gentlemen prominently connected with the Trade.

#### The momentum of a cyclist.

WE recently had something to say about the striking weight and force of the modern speed cycle, particularly as regards multicycles. A statistician has since been working out the figures, and although he does not venture to give estimates for anything more terrible than singles, the results he arrives at are sufficiently impressive. He says:—"A man weighing 150 lbs. and moving at the rate of 10 feet per second (which is only about seven miles per hour) has a momentum of 1,500 lbs., leaving out of the account the weight of the wheel. This is sufficient to upset any pedestrian with terrific force. It has been suggested that the pneumatic tyre forms a sort of fender which would prevent serious concussion in case of a collision. It would undoubtedly have a slight modifying effect, but it would be of little account. A collision between two wheels, each with a 150 lb. rider, spinning at the moderate speed of seven miles an hour, would result in a smash-up with a force of 3,000 lbs. In view of these facts, it is no wonder that bicycle accidents are often very serious. The tractive force required to propel a bicycle over a smooth level surface is estimated at 0.01 of the load; calling the load 150 lbs., a force of 1½ lb. would be required to move the wheel forward, and this calls for a pressure on the pedals of 6½ lbs. on a wheel geared in the usual manner. When, however, the road is rough or on an up-grade, the case is different. On a grade of one in ten, for example, the rider, in addition to the tractive force, actually lifts one-tenth of his weight and that of the machine.



# THE SCORCHERS.

A CLOUD of dust, passing like a whirlwind over the face of the country. You can see it taking its sinuous course, following the endless and seemingly aimless windings of the road, rising high above the bordering hedges like the thick smoke of a prairie fire, and hanging there for a moment before slowly sailing away to disperse over the fields beyond. It is the trail of the scorchers.

On they come, the tandems leading, the singles bent to their work, and, with eyes fixed on the leading back wheels, all but touching them with their own front tyres, and jealous and fearful of an inch of space between the two, well knowing that once dropped the game is up, and they become as the few hopeless stragglers, who, in spite of all their best endeavours, are every moment farther in the rear. No words are said; some breathe hard, some hurriedly pull their hands across their foreheads to keep the perspiration from running into their eyes;

## THERE IS A STICKY FOAM

on the lips of the last man hanging on, and every face is grimed with dust.

Handlebar almost overlaps handlebar, but although the whole party sway, the swing must be together for they never touch; the shaves are fearful. It can hardly be said that the machines make a noise as they fly on, but there is a sort of subdued murmuring, something between a hiss and a growl, as the mob of tyres churn up the loose dry surface, punctuated with sharp bangs as a rim strikes a stone, or a louder report, as a tandem shoots a projectile out of the dust, crash against the frame of a following safety, or, perchance, the rider's shin. Silent though the passing may be, in every rider's ears there is one continuous roar as he cuts through the air, as if all the storms of Winter were echoing around his head, and the

## ANGRY SEA WAS CHASING HIM.

Injudiciously a single essays to leave the shelter and creep up alongside a tandem. Instantly the pace quickens; the very tandem crews are bent down now, the front man, or, sometimes, woman, spread-eagled over the handlebars; the back, with clenched teeth showing, head bent sideways, right cheek resting on the front man's back, putting it all in, and trusting to front and providence to bring him through safely; whilst the singles, grasping their handlebars short, bending down nearly to their lamps, and with eyes closed to all but blindness by the choking atmosphere of dust, strain every nerve and muscle to keep with the speed instruments. On they come, like a dust storm in the Sahara,

## A SIROCCO OF YOUTHFUL STRENGTH AND ENERGY;

in the fire of speed, forgetful of danger or fear. A close thing that! Had the cart been a yard nearer the corner

there would have been a heap of metal and humanity; but who cares? Dash on!

Through the long village street, where loungers scatter at the bells and yells, and frantic mothers dash out to wandering offspring, and spank them soundly for very gratitude that they are saved: and an unsuspecting pup, with sportive ferocity, makes for the leading tandem, and sings his own dirge in one short piercing yelp; but who cares? Dash on!

Up the long climb, where, towards the top, the tandems labour a little, and such of the singles that are left have breathing space, and prepare for the wild drop down they know to be coming. "Easy a bit down here," says front seat of the leading double,

"NO, LET HER RIP,"

cries rear, with a kick at his cranks; and down they swoop, like hawks from the sky; down, and down, and down, swaying in the loose stuff, dashing the stones right and left, with bangs like pistol shots, an irresistible torrent of men and

machines. Glorious to see the trees flit past, to feel the rush of the air, the machine bounding under its riders like a thing of life,—but, what was that? The sound of a snap, a sickly crash, a tandem and two riders ploughing up the roadway on their sides, a wild scattering of the hangers-on, left and right, up banks and into ditches, and then a great quietness. Back man is quickly up on his feet, but little hurt, and by the front man's side—hardly a man now, this poor, battered, lifeless body. They had had many a jolly scorch together, these two; the others stood round not daring to speak; his looks frightened them more than the featureless face he glared at. Then, with a laugh, far more sorrowful to hear than the bitterest sob, he cried, "Ha-ha! who cares? Dash on!"

## About Patents.

If any of our readers have an idea for an invention, and wish to secure their rights for it, they may obtain full particulars for securing patents and advice, free of charge, by applying to the Patent Editor of CYCLING.

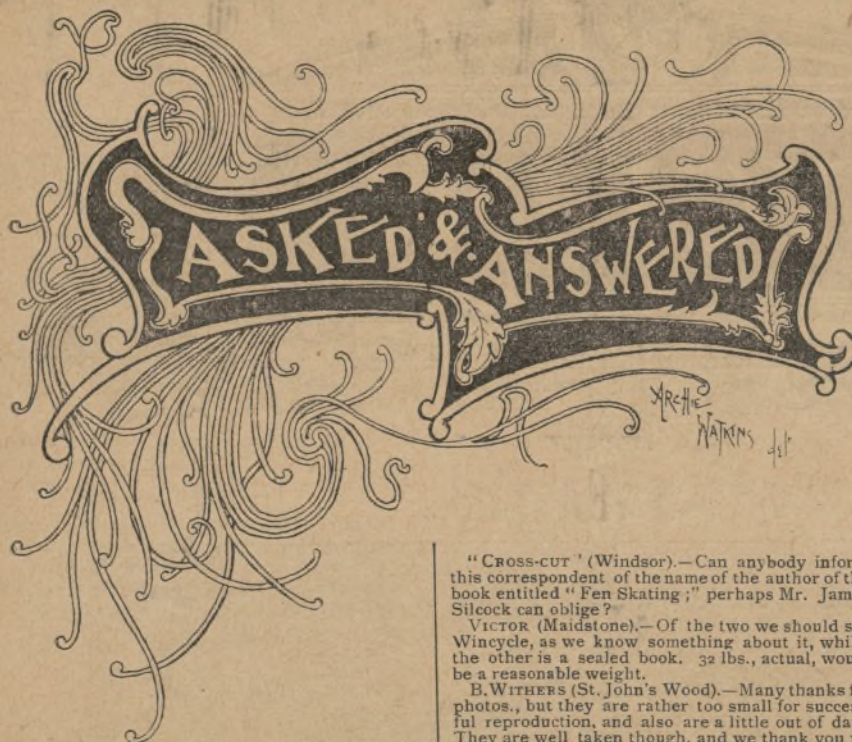


## IN THE EXECUTION OF HIS DUTY.

"WHAT'S the matter, mate?"

"Tried to stop a cicyclist a comin' down a 'ill."





**CORBYN** (Much Wenlock).—Try binding a little chenille round outside.

**P. LITCHFIELD** (Putney).—Thanks for interesting information, which we are using.

**P. MORRIS** (Fulham).—The Putney Cycling and Athletic Club might suit you. Write G. Jamieson, 36, Dalby Road, Wandsworth.

**F. DONOVAN** (Nunhead).—Leicester will find them. We are not in a position to answer your other inquiry one way or the other.

**"MEASURED MILE"** (Putney).—From all we hear, we should certainly be disposed to credit the Standard Cyclometer with a character for reliable accuracy. It is further noiseless and neat.

**A.E.S.** (—).—In reply to the query of A.E.S. re bicycle couplers, Mr. Wheeler, of Penge, informs us that they are made by the Ringwood Cycle Co, Ringwood, and that their sole representative is Mr. A. Fletcher, Rosebery Road, Boscombe, Hants.

**"WEETALABAH"** (Mudgee, New South Wales).—B.A. & C. are all machines we can recommend, D. may be good, but we know little about it. Most certainly the Imperial Rover is a machine anyone would be safe in purchasing, and it has a good reputation, both for wear and speed. You had better stick to the "King of the Road" lamp. Your dodge for preserving "Cycling" strikes us as a particularly good one.

**F.W.H. (Aynho)**.—(1.) We sell such a map at 1s. 2d. post free. (2.) Unless you do much walking about in your cycling suit, the box-cloth extensions are better off. (3.) Gamage's, Holborn. (4.) The same party will supply you with a preparation for plate cleaning. (5.) If the cuts are only small, clean well out with benzoline, and fill up with solution. If any size, take off cover, and stick pieces of canvas on the inside in addition.

**ALOE** (Brockley).—Your first question is a very wide one; answering equally broadly, an uncovered chain will want renewing before the machine is worn out; a covered one will last all through the chapter. Experience has proven that the roller chain is best when no gear-case is used, the block-chain when it is protected. It is as easy to hold a machine downhill with one chain as another, provided there is no breakage.

**W. B. NORTON** (Stamford Hill) has just returned from a tour in the Midlands, and home by Lincoln and Peterboro', and found the roads grand nearly all the way, particularly from Lincoln. He discovered two remarkably cheap halting places, where, he says, he was extremely comfortable, the food being classed A1 in his memory. They were the Fitzwilliam Temperance Hotel, New Road, Peterboro', and the Dale Coffee Tavern, Old Square, Warwick.

**"CROSS-CUT"** (Windsor).—Can anybody inform this correspondent of the name of the author of the book entitled "Fen Skating;" perhaps Mr. James Silcock can oblige?

**VICTOR** (Maidstone).—Of the two we should say Wincycle, as we know something about it, whilst the other is a sealed book. 32 lbs., actual, would be a reasonable weight.

**B. WITHERS** (St. John's Wood).—Many thanks for photos., but they are rather too small for successful reproduction, and also are a little out of date. They are well taken though, and we thank you for thinking of us.

**W. A. C.** (Wood Green).—From our own experience we should certainly say that you would feel the benefit of enlarging the size of your chain wheels, as you propose. Glad you find "Cycling" such a source of comfort and joy.

**"SUBSCRIBER"** (Barrow).—Lucas makes that bell, we fancy; at any rate you can buy it at Gamage's, Holborn. We have not heard of a scientific saddle on a silver-plated frame, so cannot tell you the makers of this regal seat.

**C. CARR** (Upper Norwood).—As announced in our issue of August 24th, we have been obliged to hold over the declaration of the result of the Frena Camera competition, but it will be announced very shortly now. We do not reply through the post.

**"NOVICE"** (Covent Garden).—You could not have a better machine, and it should be quite safe for your weight. Of course we take it that you will use the brake judiciously, and with moderation. It constantly put hard on, heavier front forks and fork crown may be necessary.

**"ORTOCO"** (London).—In reply to this correspondent, the direct route from Herne Bay Clock Tower to the National Provincial Bank, Deal, is *via* Hunter's Fostal, Marsh Side, Upstreet, across River Stour at Grove Ferry (ferry boat), Preston, Elmstone, Ash, Sandwich, Deal, 20½ miles. Good road all the way. Another route from Ash is *via* Stantenborough and Felderland, rejoining above at Worth, but as it is only a quarter of a mile shorter, and road not so good, the Sandwich Road is to be preferred.

#### State of Roads.

ACCORDING to a gentleman of Sturminster Newton, a correspondent of ours has unwittingly committed a sad libel on the road from Shaftesbury to Sherborne. He said the road was chalky and bad in wet weather. "Sturminster Newton" declares that the facts are just the reverse; there is no chalk, only flint, and they are noted for being the best roads for miles around, and can be ridden in comfort all the way.

#### London to Hastings.

THE main road to Sevenoaks when once Bromley is passed, is in fair order. Thence the surface is very good through Tunbridge, Lamberhurst, Flimwell, and Hurst Green, where it is better to avoid Battle by keeping to the left through Kent Street. Between the latter place and Hastings there is a long stony hill to mount. To get a road home through Sussex, one has to go to Battle along nine miles of rough road, and then to Dallington along 10 more miles of rough and hilly road. It is however a delightful ride from Dallington to Heathfield, and *via* Cross-in-Hand to Uckfield, along the ridge. Thence the road through East Grinstead to Croydon is all good, though hilly in parts. The "Bell" at Uckfield is a good house for cyclists.

**O. J. (NAILSWORTH)**.—Write to Mr. Fleuret, of Hatton Garden, London, E.C., who is a specialist in these matters.

**H. F. C. (Highbury)**.—Can anyone enlighten this gentleman as to the best way to ride from London to Hereford, and the present state of the route given?

**B. C. GRIFFITHS** (Chipping Campden).—The two steel rims mentioned are equally reliable, and you could leave the selection between these two to the maker of your machine.

**F. R. (West Ham Park)**.—We know nothing, either by experience or report, about the machine you mention, and would advise examination before purchase. Why not purchase from a firm of good standing? You need pay no more and are sure of receiving value.

**MARKHAM** (Chelsea) would like to have hints from a reader who has been over the ground, as to the best route to follow from Romford to Norwich, and as to whether the road through Ipswich and Colchester is good, and what is a good place to stay at in Ipswich for a night?

**"MAP HUNTER"** (North Kensington) wishes to know if some fellow, "Cycling," reader can put him in the way of buying really good county maps, plain, but with the main roads coloured, and on a scale of 1 or 2 inches to the mile? Geo. Phillips & Son, 32, Fleet Street, sell very good county maps for cyclists, one shilling each, but only coloured we fancy.

**A CYCLOMANIAC** (Camberwell).—This confessed enthusiast seeks tips from our readers who may have travelled from London to Lincoln, as to the addresses of reasonable lodgings between Buckden and Peterboro', and Folkingham and Lincoln. Any advice as to alternative routes and state of roads would be also acceptable. He proposes to take the trip in September. (See what W. B. Norton has to say on this page.)

**C. R. FREEMAN** (Ipswich).—A Lower Tooting cyclist is able to give C.R.F. the particulars about the road at his own door (Ipswich to Norwich), that he desires. He has been over the 43 miles several times recently, and reports the road fairly hilly throughout. The first 12 miles are very loose, the next 20 fair, and the last 11 very good. One good turn deserves another, and our Lower Tooting friend (B.F.R.) wants to know if the road from Newmarket to Sheffield is rideable now.

**"BOSSER"** (London).—"Boss" says he is not a cyclist yet, but reads his "Cycling" regularly, and seemingly to good purpose, for he now proposes to extend his cycling pleasures further than merely reading about the sport, and asks our advice as to the machine he should select. He has evidently a good idea of what a machine should be, for anyone of the seven he names would serve him well. Nos. 1 and 5 would perhaps suit him best if he wishes to make but a moderate outlay, and Nos. 3 and 7 for extra finish.

**"PEREGRINDER"** (Edinburgh).—Whatever you do, do not use your tandem in that state, it is most risky. The tubes could be bent straight, but it would be far better to have fresh tubes, and it would be well to have a thicker gauge; indeed, new tubes are practically your only course. Send it to the makers, they should charge you lightly. They have a good local reputation, but, of course, are not at the top of the tree. The single you mention is a sound machine, but if you mean by first-class machine, that it is one of the absolute best, we cannot say it reaches that ideal, but then it is figured low.

**"PERMANENT READER"** (Spitalfields).—"Permanent Reader" is an ingenious variation on the "Constant" one, and suggests unfathomable loyalty, for which we thank you. You seem to have been badly treated in the matter of the bell, and we cannot quite understand why the firm from whom you bought it, did not, under the circumstances, exchange it themselves, but shifted the responsibility on to the bell makers. It was for them to obtain satisfaction from the makers, if the latter were in fault. Did you make your case clear to the assistant? However, the firm, you have written to, do exist, are of good repute, and Birmingham will find them. No doubt ere this all has been satisfactorily ended.

**NOTICE**.—We are always happy to reply to all queries addressed to us on matters connected with the sport, pastime, or trade. It must be distinctly understood, however, that owing to the large number of inquiries which reach us, we cannot in every case reply at once, but we always endeavour to answer queries as soon as possible.

Correspondents can send any inquiries to us for insertion in this column with a view to ascertaining information from any of our readers whose experiences render them capable of giving it. Under no circumstances whatever can we reply through the post to inquiries of any description.

Under no circumstances can we reply to anonymous correspondents. Name and address should accompany every inquiry as a guarantee of good faith.