

CYCLING.

DICK TURPIN'S WEEKLY GOSSIP.

IT is hardly safe, I know, to allude to the weather, but I do hope the meteorological conditions will remain as they are at the time of writing for a week or two at least. We can then count on increasing our mileages, which are in most cases behind the average season's figures, owing to the mixed summer we endured this year.

The cycle thief has been active in the town lately, machines having been stolen from the Central Cycle Agency and the Southern Depot.

Chilton was "dogging the trail" one day last week, his investigations taking him well into Hampshire, but unfortunately they proved fruitless.

Worms still, he had about thirty-five miles of mud-plugging to do, being caught in a drenching downpour of rain. As "The Boss" was bespreading his mudguard-less road racer he was, of course, a study in mud long before he got home.

Nevertheless, on presenting his dripping, travel-stained self at the British Tea Table people's place at Chichester he was served and treated with every consideration. This is a fact worth bearing in mind, as many people look askance at a cyclist who happens to carry a good supply of specimen road materials on his person. The poor unfortunate has considerable difficulty in obtaining a meal, just at the very time he should, for his health's sake, be well fed.

At present the thief or thieves have not been run down, though it is to be hoped they will eventually be laid by the heels. For the safety of the public cycle thieves should be made an example of.

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The Excelsior C.O. have also sustained a bereavement. The popular Captain has gone to pasture now—that is to say, he has accepted an engagement at Haldstone.

It now behoves the Club to seriously consider the advisability of appointing runs on the present lines again. The only man who made any show at all with them of late years was "Billy" Young, who was, both prior to and during the term of his Captaincy, the most regular attendant at the weekly run.

The new ground laid out at Littlehampton this year has, I am glad to say, proved very speedy.

H. H. Griffin, the official Timer, issues some figures which were published in the *Littlehampton Gazette* on Friday, showing the times made there at the meeting on September 1st, which are, of course local track records. They are:

		Min.	Sec.
Flying Quarter,	Sedgwick	31	3-5
Standing "	Whitworth	41	2-5
" Half	Olley	1	20 2-5
" Three-quarters	W. R. Faine	2	10 3-5
" Mile	"	3	41 2-5
" 2 "	"	5	23 2-5
" 3 "	Sedgwick	8	2 3-5

Taking into account the state of the weather when the times were set up, they must be considered excellent for a grass track. Griffin suggests they are well worth registering, and that medals be offered to riders who clip the figures from year to year.

This is an excellent suggestion, as track record medals attract good men. Great care would be necessary to ensure that the track corresponded in size and shape as well as condition each year.

Medical scientists are continually unearthing maladies which are brought down upon the cyclist as the result of his particular form of exercise.

A good answer to these gentlemen was furnished not long back by T. G. King, of the North Beach C.C., who rode 163 miles in twelve hours unspaced. His brother, C. W., has also covered 163 miles in the same time, riding tandem with his own son.

Both the older men are over fifty years of age, and were on the cycle race path over twenty years ago. Truly, bicycle face, bicycle hands and feet, weak heart, damaged lungs, etc., cannot have been their lot in spite of long cycling careers! Of course they are men who ride judiciously and know the value of proper preparation, otherwise they would doubtless be evidence for the malady merchants.

Cycling has approached a number of the candidates in the General Election with a view of

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ascertaining their intentions toward cyclists should they secure seats in the new Parliament.

Replies are published from one hundred and seventy-five would-be Legislators, practically all of whom are dead against the Cycle Tax, and are at least supporters of railway reform and universal suffrage. On the question of the registration of cyclists opinions are more divided, but a hundred or more the fifty who support this.

Let us hope the promises will be redeemed when the time comes. It is certain that the candidate who-to-day must reckon with the cyclist vote and influence. The Sheffield Clubs worked hard for their men, and the cyclists were credited with costing the Radical candidates at Eccleall last week. In the North generally a Parliamentary election always a busy time for the wheelman.

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