

<p style="text-align: center;">CYCLING.</p> <p style="text-align: center;">DICK TURPIN'S WEEKLY GOSSIP.</p> <p>ANOTHER member of the Excelsior C.C. has this week emerged successfully from an encounter with Father Time, Harry Shaw being the man to gain the coveted hundred miles' gold medal on this occasion.</p> <p>Leaving the Railway Bridge at 7.17, he made good riding and passed through Horsham exactly an hour later, and, continuing in fine style, reached Woodhatch in the excellent time of 1 hour 51 min.</p> <p>After paying his respects to an egg beaten in lemonade he was off again, completing his first fifty miles in two and three-quarter hours, and reaching Salvington at 11.5, thereby making the best time yet done over that portion of the ride.</p> <p>Going out to the westward end, however, the plucky young rider was troubled somewhat with cramp, and had to take things a little steadier, but nevertheless he was checked there at 12.17, and after a refresher set off for home.</p> <p>A puncture necessitated an exchange of</p>	<p>A puncture necessitated an exchange of machines before reaching Arundel, but Harry kept up a decent "bat" and gaily sprinted into Broadwater at 1.31. His time for the hundred miles thus comes out at six hours and fourteen minutes, and is certainly a very creditable performance indeed, for the course used by the Excelsiors "aint all lavender," owing to the abundance of hills.</p> <p>Shaw was paced through the ride by W. R. Paine's tandem, Bert himself taking the responsible post of steersman, whilst "Your's truly" snugly reconed on the back seat—greatly enjoyed himself.</p> <p>Jackson did "spare a jigger" to Horsham, and, together with Richardson, Swain, and other Club-mates, accompanied Shaw over the last bit of the ride. Sam Clark cheered things up for him over the last few miles, and also took his pulse at the finish, being able to pronounce his condition absolutely satisfactory.</p> <p>The old veteran has been cycling thirty-four years now, and can tell in a minute what form a man is in; he can ply his own pedals to quick time, too!</p> <p>The Hon. Sec. of the Excelsior C.C. has passed on to me a collecting sheet for the fund being raised by the Bath Road C.C. for Teddy Hale, who, it will be remembered, recently completed a year of "daily centuries," Sundays excepted. His actual mileage was 32,496 for the twelve months, and it is thought that cyclists generally would be desirous of recognizing his prowess as a wheelman by helping to finance him.</p> <p>Naturally, the firms whose goods he used have already done this; in fact, I have good reason to believe Teddy received a four-figured amount;</p>	<p>but as he is starting in business it is thought to be a good opportunity to show him we all consider "he's a jolly good fellow." Any contributions sent to me I shall be pleased to forward to the fund.</p> <p>'Twixt the finish up of the racing season and the commencement of the Stanley and National Shows the Cycling Press is sometimes at a loss for a subject.</p> <p>Neither the sea-serpent nor the big gooseberry can be trotted out, so the question as to the inventor of the safety bicycle with rear-driving frequently has to do justice. Fierce and prolonged discussion has raged during the past few weeks, but the claim of H. G. Lawson is the only one which is substantiated by documentary evidence, such as patent specifications and receipts for materials used in making the cycles, up to the present.</p> <p>In any case, I fail to see what we as cyclists owe the opposition inventors, even if they did precede the Lawsonian machine, as their ideas were never known to the outside world. It is practically admitted that Lawson's idea was not borrowed from others, and that the safety as we now have it was developed from his early models alone.</p> <p>An interesting feature is that the back wheel of the first rear-driven safety brought out by Lawson now surmounts Mr. Biggs' workshop in our own town. The wheel and the whole machine, besides many other trial models, were made by Mr. Biggs, who then worked with Lawson, and whose ideas were largely used in the designs of the early "iron horses."</p> <p style="text-align: right;">DICK TURPIN.</p>
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