

CYCLING.		
DICK TURPIN'S WEEKLY GOSSIP.		
<p>WITH the roads in their present condition the wise cyclist who trots out his mud guards has the laugh of his brother wheelman not similarly provided. I observe that "Lancelot," of <i>Bicycling News</i>, has been making a series of exhaustive experiments, which show the hindrance caused by windage on mud guards to be practically nothing whatever when travelling at ten or twelve miles an hour.</p> <p>The resistance is, however, far from being a negligible quantity when the pace reaches the neighbourhood of eighteen miles in the same time, but as this "bat" is not a customary one in the winter months, I think the most veritable of "scorchers" can raise no objection to light guards in the mud-plugging season; they certainly increase the comfort of a ride.</p> <p>When out the other day I passed five motor vehicles of various types in less than that number of miles, and what struck me was the comfortable and cosy appearance of the riders, despite the drizzling rain which was coming down, and which made it somewhat mucky on a safety. Even the motor tricyclists looked quite happy and totally unconscious of the evil weather.</p> <p>Speaking of motors reminds me that Mr. E. B. Blaker, one of the oldest riders in the town, is now to be seen scudding about on a fast-looking motor trike—the favourite thing with a lot of the speed cyclists who have gone over to petrol.</p> <p>An acquaintance of mine was out with a friend the other day, and they left their machines unattended at West Grinstead for an hour or so. On coming back for them one of the tyres was found to have been perforated all over by some mischievous individual, and so much damage done that after a whole afternoon's patching it was necessary to use "shank's pony" to get home. Next time Boniface will have to lock their jiggers up for them.</p> <p>Habitues of Sussex race meetings will most likely miss the familiar figure of "High-gear Mills" next year, as he sailed a day or two back for Australia, the scene of his former cycling exploits.</p> <p>The result of the plebiscite taken by <i>Cycling</i> to</p>	<p>The result of the plebiscite taken by <i>Cycling</i> to ascertain the views of riders as to the improvements necessary to constitute "the perfect bicycle" is interesting reading, suggestions and opinions having been elicited from nearly 5,000 riders.</p> <p>The winner seems to have dealt very trenchantly with the subject. Amongst his score of ideas I like the standardisation of fittings, ideal saddle, and variable speed gear most of all, after, of course, the perfect tyre, which is undoubtedly the weakest point in the anatomy of the bicycle.</p> <p>Perhaps the lucky winner may find a few of his ideas already carried out in the machine he has won by expressing them.</p> <p>This being my final Weekly Gossip during the current year, I may perhaps be allowed to glance back over the past season.</p> <p>So far as the sport is concerned, the experience of the Excelsior C.C. coincides with that of other sport-promoting bodies in proving that cycle racing cannot be made to yield a financial success.</p> <p>Only a day or two back the Sports Committee were overhauling their accounts, and they find that both the big meetings this year have been run at a loss, in spite of the fact that they were, from a sporting aspect, splendid successes. The fact that the list of competitors includes the leading amateurs of the day does not insure a balance to the good, even on a fine day, as things have been of late.</p> <p>Regarding the Club life and the pastime of cycling, it is possible to speak in more favourable terms.</p> <p>Club runs have been heavily attended by the members of the Tarring Club, which gives its</p>	<p>whole attention to this side of cycling; and owing to the strenuous efforts of Captain Young, even the Excelsior C.C. has made some show this year, notably at the annual strawberry feed.</p> <p>Greater interest is being taken every year in touring per cycle. Several local cyclists have taken a holiday a wheel this summer, and a more enjoyable holiday is, I am sure, hard to find. Even a week will enable a cyclist to see more of the country in which he lives than he would see without the aid of a cycle in treble the time.</p> <p>In conclusion, let me express the hope that my readers will not store their machines away through the winter months, after the manner of the "butterfly rider." The country roads are never absolutely impassable, and the generous County Council charge nothing for the mud we take off the roads.</p> <p>Did they do so, they would have a big account with</p> <p style="text-align: right;">DICK TURPIN.</p>

CYCLING,

DICK TURPIN'S WEEKLY GOSSIP.

WITH the roads in their present condition the wise cyclist who trots out his mud guards has the laugh of his brother wheelman not similarly provided. I observe that "Lancelot," of *Bicycling News*, has been making a series of exhaustive experiments, which show the hindrance caused by windage on mud guards to be practically nothing whatever when travelling at ten or twelve miles an hour.

The resistance is, however, far from being a negligible quantity when the pace reaches the neighbourhood of eighteen miles in the same time, but as this "bat" is not a customary one in the winter months. I think the most veritable of "scorchers" can raise no objection to light guards

in the mud-plugging season; they certainly increase the comfort of a ride.

When out the other day I passed five motor vehicles of various types in less than that number of miles, and what struck me was the comfortable and cosy appearance of the riders, despite the drizzling rain which was coming down, and which made it somewhat mucky on a safety. Even the motor tricyclists looked quite happy and totally unconscious of the evil weather.

Speaking of motors reminds me that Mr. E.B. Blaker, one of the oldest riders in the town, is now to be seen scudding about on a fast-looking motor trike - the favourite thing with a lot of the speed cyclists who have gone over to petrol.

An acquaintance of mine was out with a friend the other day, and they left their machines unattended at West Grinstead for an hour or so. On coming back for them one of the tyres was found to have been perforated all over by some mischievous individual, and so much damage done that after a whole afternoon's patching it was necessary to use "shank's pony" to get home. Next time Boniface will have to lock their jiggers up for them.

Habitues of Sussex race meetings will most likely miss the familiar figure of "High-gear Mills" next year, as he sailed a day or two back for Australia, the scene of his former cycling exploits.

The result of the plebiscite taken by *Cycling* to ascertain the views of riders as to the improvements necessary to constitute "the perfect bicycle" is interesting reading, suggestions and opinions having been elicited from nearly 5,000 riders.

The winner seems to have dealt very trenchantly with the subject. Amongst his score of ideas I like the standardisation of fittings, ideal saddle, and variable speed gear most of all, after, of course, the perfect tyre, which is undoubtedly the weakest point in the anatomy of the bicycle.

Perhaps the lucky winner may find a few of his ideas already carried out in the machine he has won by expressing them.

This being my final Weekly Gossip during the current year, I may perhaps be allowed to glance back over the past season.

So far as the sport is concerned, the experience of the Excelsior C.C. coincides with that of other

sport-promoting bodies in proving that cycle racing cannot be made to yield a financial success.

Only a day or two back the Sports Committee were overhauling their accounts, and they find that both the big meetings this year have been run at a loss, in spite of the fact that they were, from a sporting aspect, splendid successes. The fact that the list of competitors includes the leading amateurs of the day does not insure a balance to the good, even on a fine day, as things have been of late.

Regarding the Club life and the pastime of cycling, it is possible to speak in more favourable terms.

Club runs have been heavily attended by the members of the Tarring Club, which gives its whole attention to this side of cycling ; and owing to the strenuous efforts of Captain Young, even the Excelsior C.C. has made some show this year, notably at the annual strawberry feed.

Greater interest is being taken every year in touring per cycle. Several local cyclists have taken a holiday awheel this summer, and a more-enjoyable holiday is, I am sure, hard to find. Even a week will enable a cyclist to see more of the country in which he lives than he would see without the aid of a cycle in treble the time.

In conclusion, let me express the hope that my readers will not store their machines away through the winter months, after the manner of the "butterfly rider." The country roads are never absolutely impassable, and the generous County Council charge nothing for the mud we take off the roads.

Did they, do so, they would have a big account with

DICK TURPIN.