

## THE WHEELING WORLD

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Wednesday, May 4th, 1904.

## THE WHEELING WORLD.

A Weekly Survey.

### DICK TURPIN'S RANDOM RECORDS.

**P**LUCK and endurance, allied with skill, always evoke the admiration of cyclists, and it was not surprising that local wheelmen were very interested in the long motor run carried out by Cecil Edge and two companions last week. Praise is, of course, due to the car, but the performance of the men deserves even more credit—in the estimation of cyclists, at any rate. The speed was somewhat indiscreet at times on the final stage; probably the drivers were a little excited at nearing the close of their big ride.

A motor-cyclist in the Excelsior Club, who has a speed indicator fitted to his machine, followed the car a short distance up the road. On one stretch the pace exceeded thirty-five miles an hour!

The actual distance of Edge's run was 2,068 miles; the time taken was a hundred and thirty-six hours and fifteen minutes; and the engine was stopped only on two occasions, neither of which was due to faults in the engine itself.

A Tarring wheelman, Botting, had the misfortune to damage his knee-cap in a spill last week, caused by a mix-up with other traffic; another Tarring rider, Willmer, sustained a bad accident.

Whilst awheel on the upper Arundel-road a dog collided with him, and Willmer was thrown with such force as to be stunned. His injuries were so bad as to prevent his reaching home, and he was removed to the Horse and Groom, at Patching, where he spent the night.

Only a few weeks back Fred Young had an

awkward fall owing to the caprices of one of these pests.

Unfortunately most dog-owners show a brutal disregard for the danger to which cyclists and other road users are subjected through the mad vagaries of their uncontrolled and useless curs.

I hope to see the motorist cause an increase in the canine death-rate; it will be the best thing motors have done for cyclists. 'Tis said G. P. Mills carried, and used, a revolver for dogs when on his End to End record ride a dozen years back. A good example!

A skilful twist of the toe works wonders, too. Last Friday Baruch Blaker administered the boot cure to a mongrel which yelped at his motor-bike. It stopped the yelp beautifully.

An Excelsior speed quartette rendering some pedal music to quick time, early this week, reached Horsham, where they found fresh excitement.

A small confectionery shop was on fire in Middle-street, Horsham, and the fliers stopped their scorching to watch the bigger and more serious conflagration.

As things went on, and no opportunity of "rescuing" a few chunks of toffee presented itself, the interest wore off. Then, curiously enough, another fire broke out at Faygate.

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This was extinguished before the Excelsiorites arrived on the scene ; then their own little scorch once again re asserted itself, and they made good time back to Worthing.

Last week -end a seventy -five miles \*oad handicap was run off by the Wimbledon (I.O., the course being from Wimbledon to Brighton and back to Crawley.

G. A. Olley, who is a Vice-President of the Club, figured on the scratch mark in the eve&t, and achieved a really fine performance.

Riding unpaced on the course, which is by to means first-class, he won the race in tie splendid time of three hours, forty-one minutes, and fifty-seven seconds, showing a speed of over twenty miles an hour right through.

C. E. Rowe filled second place, his time being twenty minutes longer ; the third man was Barrett, who rode the distance in four and A quarter hours.

Olley was looked after by Henson and Peto, of Tarring, the pair checking him at Brighton and following him to Crawley. The Tarring men must be moving pretty well to have kept as near the speedy Vegetarian as they did, for they were within ten minutes of him at the close of the twenty and odd miles grind from Brighton to Crawley.

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**Researcher's Note:** Gazette "typos" are rare, although this article contains several. I have ignored them. JG.