

THE WHEELING WORLD

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<p>THE WHEELING WORLD.</p> <p>A Weekly Survey.</p> <p>DICK TURPIN'S RANDOM RECORDS.</p> <p>A HALFPENNY and a knife would not be considered by any means a complete touring outfit, even for the speed tourist, out for the week-end and doing a hundred miles or less. But this was the extent of G. A. Olley's luggage when he started on his recent twenty-seven hours ride from London to Edinburgh.</p> <p>The coin was for the purpose of paying a toll—in Yorkshire, I believe. I recollect paying a similar toll when riding to York six or seven years ago. It seemed curious, after nearly two hundred miles of wide, well-kept, and historic main road, to be suddenly confronted with a toll-gate. And to be on a Black Bess which was incapable of leaping such obstacles!</p> <p>Olley's knife was destined to play a novel part.</p> <p>Being unable to secure enough followers to insure a suitable spare machine at all points, in case of puncture, he had decided on strong measures.</p> <p>Three machines were prepared by loosening the wheels and putting two spare tyres in the frame alongside the back wheel, and one with the front wheel.</p> <p>The tyres, which were of the usual light type used by speedman, were then tied clear of the wheels, and were thus in a position which enabled them to be put on without the necessity of removing the wheels in the event of puncture.</p> <p>So, when the Vegetarian sustained a puncture, he hopped off, cut the injured tyre through, discarded it, and replaced it with a spare one which was inflated by one man as another fixed it in position. Quick work, but expensive! One of the three machines cast a tyre three times on the ride!</p>	<p>Little in the way of startling novelty seems to have been unearthed for the Stanley Club's Annual Cycle Show this week at the Agricultural Hall.</p> <p>Fittings in general and variable speed-gears in particular continue to find occupation for inventor and designer, but, so far as the bicycle itself is concerned, no real change has been made for nearly ten years.</p> <p>I know of a light little mount which has been used a good deal for nine seasons. I would ride it in preference to much of the new, trashy stuff now on the market; it is more up-to-date.</p> <p>No; high-grade bicycles have altered but little except in the matter of brakes, free-wheels, and speed gears. The aim of to-day is not to raise the standard of workmanship, but to lower the price of the cycle.</p> <p>Two of the leading firms are putting up a machine with two brakes and a free wheel at £6 15s. and £7 respectively for next year!</p> <p>Nearly ten years ago I searched right through the Stanley Show of that time, and then paid double as much for a stripped speed mount!</p> <p>DICK TURPIN.</p>
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