

# The Record.

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## HASTINGS AND ST. LEONARDS CYCLING CLUB.

ESTABLISHED 1876.

JUNIOR CHAMPION CLUB OF SUSSEX.

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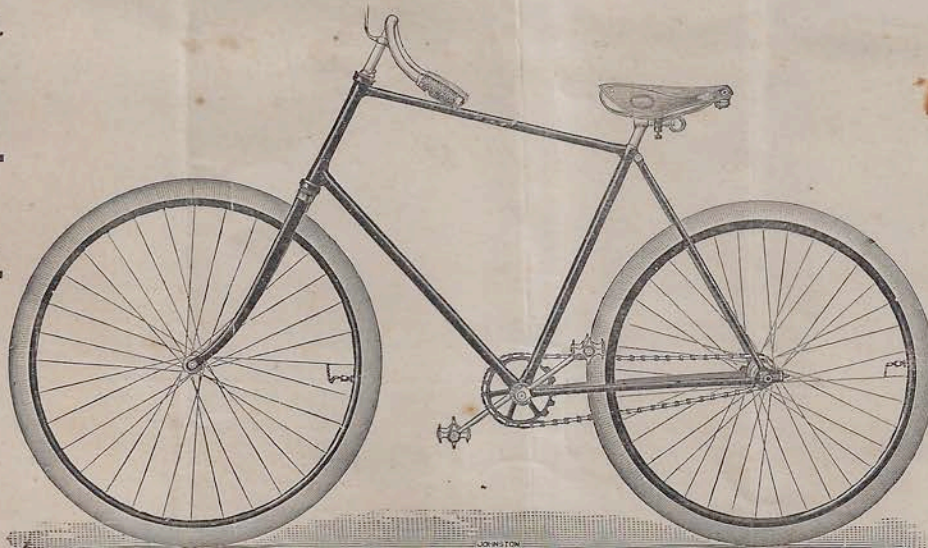
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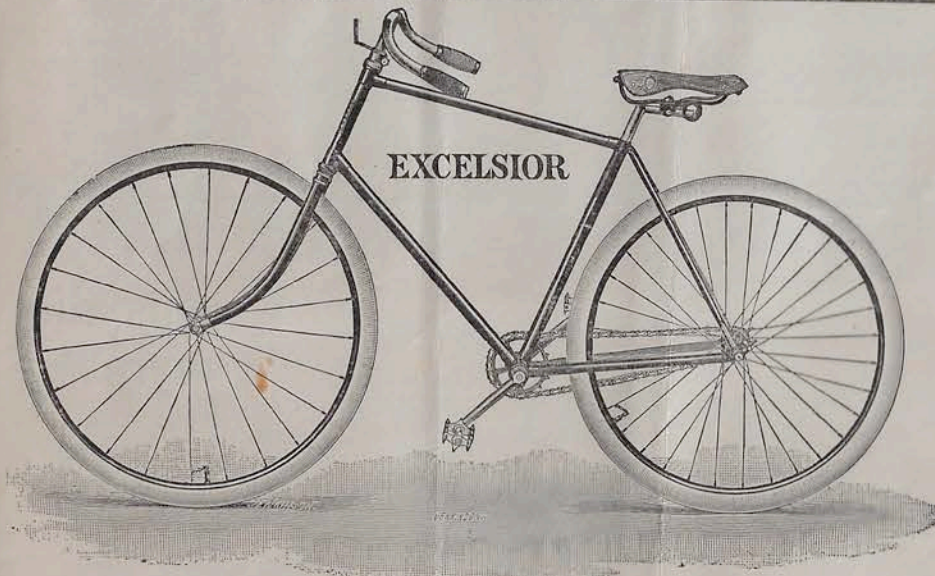
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**—\* The Record. \***

**Racing Notes.**

Poor racing on Whit Monday! Wingfield rode well. Chennells and Moren badly. Flett, Vidler, and Burchell absent.

The first two licenseless. Why will riders drive off getting the necessary permit so?

Bowie, of Finsbury, in the Opens moved his "Bantam" to a fine tune.

Wingfield, with better judgment, should have won the Open Mile as well as the Local, but ran himself out making pace.

It was an awkward spill that brought down three riders.

The front-driver was a picture!

Not, however, to the owner, who had saved up to buy a racer. This his first trial, too! Hard lines!

Moren's new machine did not seem to go well, or was it the rider?

Chennells, too, was dead "off," and actually lost ground!

Newing showed fair form, and should compete oftener.

Chennells, Moren, Burchell, and Hide entered for the Sports at Ashford on the 16th ult., but only the first-named went. He, however, had better stopped away, as his riding, to say the least of it, was disappointing, I am told.

"SADDLE-PIN."

**Fancy Dress Carnival.**

ON Wednesday next, the 6th inst., the Fancy Dress Parade will be held. It is sincerely hoped by the Committee that Members will do their level best to make it a grand success. The other local clubs have joined in heartily, and with fine weather we ought to duly impress the public with our fine feathers. It has been decided that the Members should wheel their machines this time, so as to allow the collectors plenty of time for their onerous duties. Another reason in favour of this mode of progression is that it is not always easy to ride one's "jigger" when attired in fancy costume. When, for instance, attired as "one of the darlings," and forgetting the absence of the accustomed "rationals," one tries to dismount in the usual manner, complications are likely to ensue.

The St. Leonards and Ore and Clive Vale Clubs are giving every assistance in their power, as also are other local clubs, and the whole concern should be a success.

The following is the route chosen: Start from Carlisle Parade at 7.30, along Front, up east side of Warrior

Square, along Royal Terrace, down west side of Square, along Norman Road East, down London Road, along Front to Colonnade, back of Marina to Victoria Hotel, along Front to Memorial and on to Fishmarket, back to Memorial and on to Fishmarket, via George Street, up Queen's Road to Waldegrave Street, through St. Andrew's Square back to Memorial, along Front to Warrior Square (round Lower Garden), and back to Carlisle Parade. The band of the 1st Cinque Ports Rifle Volunteers will be in attendance, and a collection will be made *en route* in aid of the Provident and Homoeopathic Dispensaries.

Those willing to act as collectors kindly note that the collection boxes will be given out at the Castle Hotel at seven o'clock. Prizes are offered for the three highest collections.

**Road Races.**

There having been a great diversity of opinion lately, respecting the advisability of our Club promoting road races, a few words at the present time concerning the same, may not be altogether out of place.

I consider that we should have races of both descriptions, and thus cater for both road and path riders.

It seems hardly fair that road riders should be boycotted entirely. I find that during the past season there were nearly thirty cycle races held in the Cricket Ground, our Club alone promoting one-third of that number. Now as there are a number of our Members who do not compete in the Cricket Ground, because, not possessing racing machines, their chance of winning is very remote, we should certainly do something for these riders in some other way; and when we consider the fact that every Member, without a single exception, who goes in for path racing, will compete in races held on the road, it will be seen that by giving road races, you cater for all. We must encourage young riders all we can, and road racing is the best inducement for them to take a greater interest in the Club.

Perhaps the chief argument of the opponents of road racing is, they say, the danger attached to it; but looking back at the great number of road races that have been promoted by the Clubs of this town, we find that not a single accident has occurred. On the other hand, there are a great number of accidents each season in the Cricket Ground, and these often of a serious character. This, I think, conclusively proves that road racing is undoubtedly the safer of the two, especially as the road races take place over a course where, with the exception of Hailsham market day, you can go twenty miles without passing any traffic whatever.

I hope the time is not far distant when our town will possess a properly banked cycle track, as the majority of towns of its size, so that local riders can indulge in cycle racing proper, and thus have the same advantages as others. There will then be some encouragement for them to devote their attention to the track, but as things are at present, local riders are greatly handicapped in this form of racing.

C. T. M.