

The Record.

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HASTINGS AND ST. LEONARDS CYCLING CLUB.

ESTABLISHED 1876.

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LADIES AND GENTLEMEN TAUGHT CYCLING.

GOOD TESTIMONIALS.

THE RECORD.

FIXTURES FOR THE MONTH.

Starting place for all runs, Robertson Terrace.
July 15th.—6.30 p.m. Fairlight Hall.
,, 22nd.—3.30 ,, Ladies' Day, Club House, Ninfield.
,, 29th.—5.30 ,, Road Race.
August 5th.—6.30 p.m. Bexhill.
Ladies invited to all the above runs.

THE LADIES' DAY.

The first Ladies' Day of the season was held on Wednesday, June 23rd, the weather being all that could be desired. A start was made from Robertson terrace at 4 o'clock, the ride to Ninfield via Bexhill and Sidley being greatly enjoyed by all. The Club-house was reached shortly before five o'clock, one and all being ready for the excellent tea provided. After tea and a wash a stroll was taken through the village, the quaint old houses, whipping post and stocks were inspected. On the return to the Club-house a concert was carried out by members and friends which was much appreciated, this was carried on until nine o'clock when a start was made for home, which was reached before ten o'clock. Everyone declaring that a most enjoyable half-day had been spent.

The next Ladies' Day will be held on Wednesday, July 22nd, starting from Robertson terrace, at 3.30 p.m., when it is to be hoped we shall see even a larger muster than before.

FOURTEEN MILE ROAD RACE.

The third road race of the season will be held on Wednesday, July 29th. The course being from the Briar's, Silverhill, to $\frac{1}{2}$ mile this side of Robertsbridge and back finishing at the bottom of the Harrow hill, distance about fourteen miles. The prizes will be of the same value as before, viz., £1 first; 12/6 second; 7/6 third. Entry forms to be obtained of the Secretary, and to be returned with the entry fee 1/- not later than Monday, July 27th. The club will leave Robertson terrace at 5.30, the race to start about 6-30.

THE WOBBLING NOVICE.

Many a rider whose (cycling) days have been long in the land, looks longingly back to the days of his novitiate. There is an indescribable charm in taking up some hobby—everything is new, everything has to be learned. Few who take up cycling, however, take up other pastimes, except it be in conjunction with their "first love." It may be that the actual period of learning even the present day cycle, is apt to take away a portion of the glorious idealism mentally conjured up by the novice. Some slight comfort is provided by the statement that it is a luxury compared to the fearful eccentricities of the obsolete "ordinary." Watch that ardent, restless youth,

beaming with delight, who is about to take his first lesson just across the road. His joyful countenance betrays no anxious forebodings, nor his trousered extremities the signs of bruises, his mind has not yet become bewildered with multitudinous records or his lips with cycling "slang"; his simplicity is such that he even believes the stupendous yarns of Jawkins, his mentor, who cannot ride "for nuts." In the fulness of time, the novice learns wisdom (?). He can tell you the times of every record under the sun, drags in every slangy phrase that is known in the cycling world, and passes on his information to the very next novice that he proudly takes in hand.

THE WHIRLING WHEEL.

The history of the bicycle is a short one, but it has already conquered and changed the civilized world. To countless numbers of people of both sexes the whirling wheel has opened a new and wider life. Its influence is felt in every department of affairs. The Church uses it for evangelistic tours. We hear of medical men discarding their horse and carriage in favour of this handier and cheaper motor. It is revolutionising woman's dress. It figures on the Stock exchange. It colours the ideas of preachers and theologians. In sermons and religious addresses bicycling experiences are used.

Nothing has been more remarkable than the rapidity of the evolutions of the modern machine. Only as far back as 1888 we hear of a sociable weighing 350 lbs., of an ordinary tricycle weighing 120 to 150 lbs., and a bicycle 70 to 80 lbs. The cycle of to-day, with its pneumatic tyres and other improvements is far ahead of this ideas of things, weighing as it does from 25 to 30 lbs. It is evident, however, that the evolution is not yet at its turn. See Benjamin Richardson's idea of an arrangement by which the energy now wasted on the brake in running down hill may, in some way, be stored up to be used in climbing up hill yet remains to be worked out. The man who does it will reap a fortune and be an enormous benefactor to the cycling community.

The medical world has ceased its headshaking, and now votes almost unanimously for the bicycle. One authority has, indeed, gone so far to say that 999 people out of a 1,000 could use the machine with advantage. With the fair sex cycling dress is still a vexative question. On the Continent the "rational," in its manifold varieties, has a vogue which it has distinctly failed as yet to obtain here. Society frowns on it, and it is not often seen on the road. The true cycling dress will in the long run evolve itself out of experience. French lady riders are confident that the "rational" will triumph over the skirt, and perhaps they are right. John Bull is, however, at present, distinctly not enchanted at the prospect.

There is, however, an unpleasant side to what is an inspiring theme. It is not to be denied that the cycle, so prolific in benefits to those who wisely use it, has, from its misuse by stupid and ill-conditioned people, added to the sum of public perils and grievances. There is a large section of the community, the aged, the weak, and the nervous, to whom it is simply a growing terror. Riding beyond a given speed on much frequented roads ought certainly to be made penal. The danger is not always in the crowded towns, but in the quiet suburbs, where the unherald rush of some idiots on wheels will often make a crossing or corner as dangerous as a battlefield.

These evils will, however, in time find their correc-

five. The fool, whose one idea is to convey his folly from place to place at a speed dangerous to the public, will be duly curbed, while the splendid possibilities of the machine he has done his best to bring into disrepute will develop from day to day. To ever-growing thousands it will contribute the joy of glorious motion and the luxury of contemplating under the happiest conditions, successive scenes of rural loveliness. Multitudes of toilers of both sexes will be permitted by its means to live in the country and to reach their employment in the towns by the cheapest and pleasantest of transits. The bicycle is making the town familiar with the country, and the rural roads and lanes, aforesaid so silent and deserted, populous with happy life.

Somebody has to pay for all this, and paterfamilias—especially where the olive branches are numerous—has now to meet a crushing highway rate, levied upon him in his own household. But he will get a good return for his money. His chief regret will be that he is not himself twenty-five years younger, to enjoy the good time which the whirling wheel, with all its future developments, promises to its lucky descendants.

JOTTINGS BY THE EDITOR.

The first Ladies' day was a great success, everybody appeared to enjoy themselves, and nearly all brought home with them a memento of their visit in the shape of wild or garden flowers.

Do not forget the next Ladies' day which should be, if possible, even more successful than the first. There is a number of our Lady members I should like to see on this occasion, who we have not yet had the pleasure of knowing, and who should not forget that the season is nearly half over, therefore we shall not have a chance of having many more of these social gatherings.

On July 15th, the evening run will be to Fairlight Hall, where the Hastings and St. Leonards Early Closing Association intend holding a Fête. All kinds of amusements will be provided, and for those going by cycle special arrangements will be made for the storage of machines, &c.

On Aug. 5th, the Bexhill Cycling Club intend holding a Fancy Dress Parade, when valuable prizes will be offered for best costume, &c., an evening run will therefore be held to our neighbouring town on this occasion.

I hope our members have not forgot that there is such a thing as a club boat provided for their use at Rye. It has been used but very little so far this season. Now that the hot weather has set in, it ought to be in constant use, for what could be more pleasant than a trip up the Rother with luncheon on the banks.

Whenever will some of our local cyclists have a little sense knocked into their heads, and instead of rushing up and down the front of an evening, go into the country and do their rushing. If somebody does not soon bestir themselves to put down the reckless riding of a few irrespons-

ble youngsters through the streets, the privileges at present enjoyed by the votaries of the wheel, are likely to be seriously curtailed.

On Sunday night last as the people were coming out of church some idiot came rushing through Robertson street, with one hand in his pocket and the other holding a whistle to his mouth, which he was blowing with all his might, as much as to say, clear out of my way, this road belongs to me. No doubt if he had happened to run against a stone he would have taken a part of the road home with him, or else left a portion of himself behind.

ODDS AND ENDS.

In Cycling the world has at last found a wholesome and pleasant recreation and exercise which is as ready available to one sex as the other, and equally beneficial to both.

Has the heat anything to do with the scorching which is so prevalent on the roads just now.

A sarcastic person says that from all he can see, at present, the cycle craze seems to be "falling off."

It is not always the fast, reckless rider that runs the greatest risk when riding in traffic, very frequently the cautious, nervous wheelman runs the greater danger.

Now that the heat is so intense cyclers should remember that their position awheel makes them peculiarly liable to sunstroke, and should take preventive steps in time.

"Let go thy hold when a great wheel runs down hill, lest it break thy neck with following it" is a quotation from Shakespeare, which might not inaptly be applied to brakeless scorchers.

Spreading a rumour is like making a spoke. The original statement is the wire; as this passes from hand to hand one man gives it a polish, another a thread, and others put the finishing touches to it.

This is what you might call "crossing the bar," said the Captain, as he made a frantic dive over the handlebar of the new jigger.

JUDGE: "Did you give audible warning, sir, before you knocked the man down?"
PRISONER: "Yes, your worship, I had a detachable gear-case on my machine."

IRONMONGER: "The Scorchers C.C. are going to have their run to-day."
CUSTOMER: "How do you know? Have you turned cyclist?"

IRONMONGER: "Oh no; but old Phipps, who hates cyclists, has just been in buying a gross of tacks, and he specially asked for sharp points."

CLUB RULES.

I.—That this Club be called the "HASTINGS & ST. LEONARDS CYCLING CLUB."

II.—That the object of the Club be the promotion of Cyclists' interests generally, the Hastings and St. Leonards district in particular.

III.—That each member shall pay an entrance fee of 1s., on application for membership, to be returned if not elected, and a subscription of 5s. per annum, payable in advance, at the Annual General Meeting, and any gentleman giving an Annual Donation shall be considered an Honorary Member. Any lady or gentleman being three months in arrears of her or his subscription and failing to pay on application, shall cease to be a Member.

IV.—That the Officers of the Club shall consist of President, Vice-Presidents, Captain, Sub-Captain, Secretary and Treasurer.

V.—That the Officers and seven Members shall constitute the Committee, with power to add to their number.

VI.—That the whole of the Officers shall be elected by ballot, and hold office for the term of one year.

VII.—That the Committee shall meet when required, for the purpose of transacting the business of the Club, five to form a quorum.

VIII.—That the General Meeting shall be held in January or February at the option of the Committee.

IX.—That the Committee shall be the governing body of the Club, manage and control the expenditure and general business of the Club.

X.—That the Secretary conduct the correspondence of the Club, and receive the subscriptions. The Treasurer to keep the accounts.

XI.—That the Captain shall exercise control over all Members on Club runs; in the Captain's absence the Sub-Captain or an appointed deputy shall take command.

XII.—That any Candidate for admission to the Club shall send in his name to the Secretary or any of the Committee, and be elected by majority at the first Meeting of the Committee.

XIII.—That all notices of Club runs be placed upon the notice boards by the Captain or Secretary.

XIV.—That the uniform of the Club be similar to that of the C.T.C. with cap. The racing colours dark and light blue.

XV.—That all Members attending Club runs on machines must appear in Club cap and badge.

XVI.—That any Member failing to pay any fines on application shall cease to be a Member.

XVII.—That no Member shall compete in any race unless his entrance fee and subscription are fully paid up.

XVIII.—That any Member wishing to withdraw shall give notice in writing to the Secretary.

XIX.—That 14 days' notice be given by the Secretary to the Members of the Annual Meeting, and that seven days' notice must be given of the proposed alteration of rules, and that such proposed alterations shall be given in the notice calling the General Meeting, together with report and balance sheet.

CLUB BADGES.

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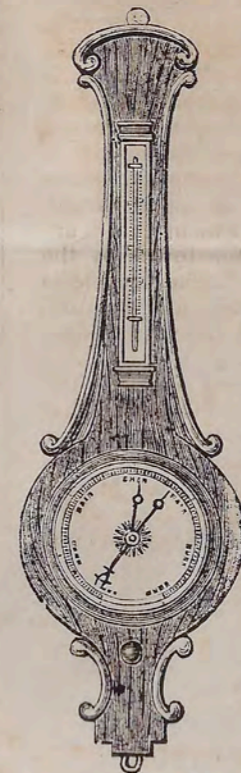
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