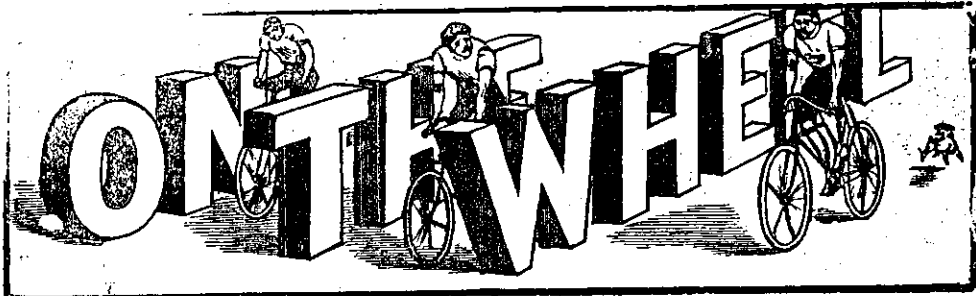


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BY CYCLOS.

THE AUCKLAND CYCLE ROADS LEAGUE.

Messrs P. A. Vaile, J. A. Cooper, and A. A. Davies, acting for the League, and the chairman of the Epsom Road Board, Mr Samuel Hesketh, on behalf of the Board, have settled upon a set of conditions upon which members of the Auckland Cycle Roads' League are allowed to ride on the Epsom Footpaths. The various conditions and rules are as follows:—(1) The league is responsible for careful riding and good conduct of members; (2) members cycling on Epsom footpaths must wear league's badge and carry printed card of rules supplied by club; (3) every member must ring his bell 20yds from a pedestrian; (4) members meeting or overtaking pedestrians or passing street corners must slow down at a distance of 20yds to a speed not exceeding five miles an hour or dismount; (5) scorching is prohibited; (6) the time during which cycling on footpaths is allowed is from sunrise to sunset; (7) members causing annoyance or injury to pedestrians shall be dealt with by the league, which pledges itself to assist the Board in prosecuting offending members and indemnify it against expenses; (8) league at its own expense to post notices of the conditions in conspicuous places throughout the district; (9) the privilege may be modified or revoked at any time if complaints are made by the residents or pedestrians. It should be noted that the concession extends only to members of the league, wearing the league's badge, and cyclists who are not members, or who, being members, use the footpaths when not wearing the badge, are liable to prosecution. League members can now enjoy a smooth run from Newmarket to Greenwood's corner. Needless to say, the league is delighted at the manner in which the Epsom Road Board has met it, and hopes to obtain on similar terms further concessions ere long. The privilege granted practically puts every member of the league availing himself of it on his honour to assist the Board in every way to maintain order and the rights of pedestrians.

The hon secretary of the Auckland Cycle Roads' League received, last week, a telegram from Mr Geo Fowlds, M.H.R., as follows:—"Government will introduce Bill in the Council, if passed, there will take charge in the House." This finally sets at rest any doubt that may exist as to the intention of the Government in connection with this measure, and, as there is practically no opposition to the Bill throughout the colony, cyclists may look forward to being able to provide themselves with good tracks at no distant date.

At Manchester on July 14, Platt-Betts lowered the one-mile flying paced cinder track record to 1min 47.2-5sec. The previous record was 1min 54.3-5sec.

There is a knack in hill-climbing, which takes some little time to acquire. The figures some riders cut even on the level would mark them as very bad hill-climbers, although it must be added that very few, cyclists retain their gracefulness of riding when a stiff incline is tackled. Many riders wobble unreasonably when ascending a hill, which not only increases the labour of the task, but also renders them sources of danger to any one descending. To secure the best results of one's efforts in hill-climbing, the pressure on the pedals must be even and steady; an inclination forward renders the work somewhat easier, inasmuch as it keeps the weight of the body falling forward, which in its turn, is utilised to increase the pressure on the pedals. No swaying of the body from side to side should be indulged in, as it increases the labour of propulsion, and adds greatly to a riders unsightliness.

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