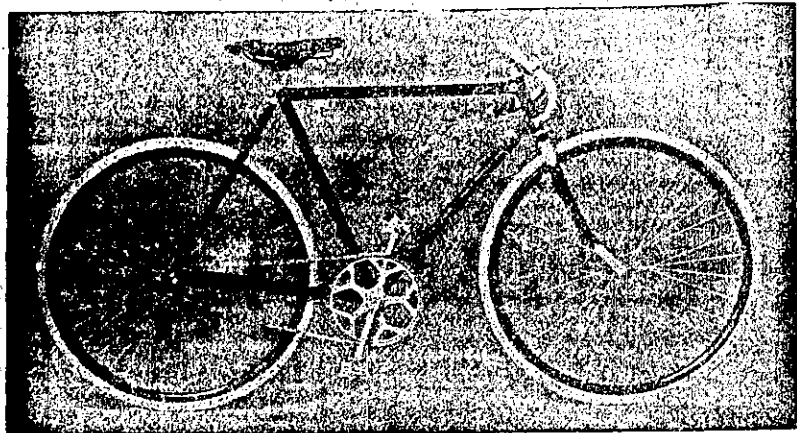


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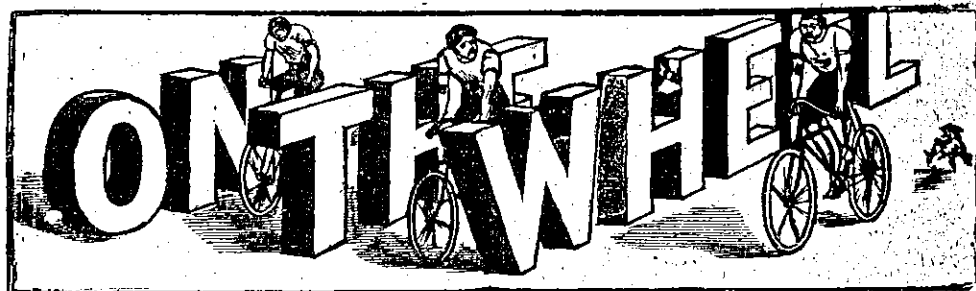
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(By Atlas.)

The annual meeting of the Wellington Cycling Club, held last week, was largely attended. The report and balance-sheet, which showed the club to be in a sound condition, were unanimously adopted, after which the following officers were elected for the ensuing season:—President, Mr A. de B. Brandon; captain, Mr J. Fenton (re-elected); deputy-captain, Mr W. L. Roberts; committee, Messrs Laurensen, Morrison, Perkins, Thomas White, Young, and Rose; hon. auditors, Messrs Chegwidden and Brand. Messrs E. B. Walker, J. N. Beckingsale, and H. G. Smith were elected life members.

At a meeting held in Timaru recently it was decided to revive the defunct Timaru Cycling Club, and after discussion it was resolved to form an amateur cycling club to be known as the "Timaru Tourists' Cycling Club." The subscription was fixed at 5s, and all those present (about forty) and the names of about twenty others were given in as members. The following officers were elected:—President, Dr. R. S. Reid; vice-presidents, Messrs W. J. Cotterill, S. G. Raymond, F. J. Rolleston, and H. J. LeCren; captain, Mr H. Amos; vice-captain, Mr Mahoney; secretary, Mr E. Crawford; treasurer, Mr F. Watson; committee, Messrs P. Scaley, C. Hall, J. Thompson, M. Higgins, and C. Collins; delegates to the Centre, the President and Mr Hassell (it being decided to join the League).

The inter-club competition among the clubs affiliated to the New South Wales Cyclists' Union, promoted by the Dunlop Tyre Company, was brought to a conclusion over the Flemington course, near Sydney, on August 23, when the Balmain, Redfern, and Glebe Clubs competed in the final heat, and the first-named club proved the winners with 16 points. Redfern being second with 20 points, and Glebe last. At 3.30 the riders were sent on their journey, and about an hour later W. Lawson, of the Balmain Club, had completed the distance of twenty miles. The road was heavy, and the riders were literally covered with mud at the finish, but a splendid finish was witnessed between Lawson and Lyon (Redfern), who were first and second home. They were almost together about 250yds from the finishing post, but Lawson then put his head down and came away like lightning. Time, 59min 12 3-5sec.

Frank Beauchamp, the well-known racing cyclist, sends the following chatty items to the Dunlop Tyre Company, from New Jersey (U.S.A.), where he is at present racing with W. Martin:—Paced and scratch races are all the go in Paris just now. It fairly makes your hair stand on end to watch the motors flying round on

the small eight-lap tracks. The French style of racing programme would not suit Australians. Racing starts at 9 p.m., with very long intervals between races. The usual programme consists of one handicap (two heats and final), match race (two heats), and a straight-about motor race. The racing in France is pure, no dividing up stakes, simply because they have nearly all scratch races, with only first riders qualifying. The tracks here are so fast that Martin is pushing 108 gear, and I intend following his example. The majority of tracks on the circuit are made of wood, and eight laps to the mile, very highly banked, and very strange to ride on. The winner is generally in the front three laps from home, and stays there. Falls are very prevalent racing on these small wooden tracks. The majority of the racing cracks have skin off their knees and elbows. After a fall the riders' friends set to work to take out splinters. Amateur racing is very popular here. They run both classes at the same meeting. Have seen forty-five starters in amateur handicaps, and scratch races. Martin and I raced at Nowhaven a few days back, but did no good, as we have only had three rides after six weeks' boat travelling. I felt very unsafe racing round the track, which was like riding round the inside of a cup. The track was banked to an angle of 48 degrees. Martin and I raced at Revere Beach, starting in the Half-mile Championship of America. Bill fell. I led to within a few yards of home, when condition told. Also started in Ten Miles Scratch Race. I went for laps and got several. Thirty riders started. Bill finished fourth. Kramer, the holder of the American championship, is riding very fast. Lawson is the next best. There is no betting on racing here, and the sport is much purer than in Australia. Many of the good handicap riders here state their intention of coming to Australia for next season.

Thus London "Sporting Life" on amateurism in England:—"In the professional ranks it is well known that certain riders partner each other in races, and sometimes three or four riders will be instrumental in one man winning, providing all goes well. Now, although this state of things goes on among the riders who have to live by their winnings, etc., we think it very desirable that such a state of affairs should not be tolerated in the amateur ranks, but from what we have seen and heard of late, it seems to be quite the thing now among the "pures" to help each other to win, and to prevent so-and-so from getting through. If a man has a cup to win outright nowadays, it seems to be the usual thing for some of the promoters to get someone down to save the cup, while the holder relies on the assistance of one or two of his friends to get him through. This is all very well in its way, but prejudicial to amateurism.

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An English writer professes to have seen Rigal, the French motorist, riding at a pace of ninety-eight miles an hour for the space of a few minutes.

British motorists appear to be at last holding their own with the speed men of France and Germany. Following upon Edge's win in the Paris-Vienna race comes the news that the Ardennes race, held on

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