

Cycling

A MIRROR OF TORONTO BICYCLE CLUB EVENTS
AND DEVOTED TO THE INTERESTS OF
CYCLISTS IN GENERAL

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Hamilton and the C.W.A.

Accounts from the Ambitious City in regard to the C.W.A. meet are very encouraging, and there is no doubt but that this will be the most successful meet in the history of the Association. The H.B.C. are leaving no stone unturned to insure a brilliant affair, and we can assure visiting wheelmen that their wants will be thoroughly looked after. As to the races themselves we need hardly say anything, for the track is second to none in Canada, and we understand first-class accommodation has been secured for the racers.

Of course, to the Torontos the centre of attraction will be the road race, on July 2nd, and in order to be successful the team will have to put in the next two or three weeks in good solid work. Montreal, Hamilton, London, Kingston and the Wanderers are all sure to have good teams in the field, and an exciting time may be expected. There will be no walk-over for any team, but a good stiff pace from start to finish.

Changes in Racing Rules.

After considering the matter carefully, the Racing Board have decided not to take any action with reference to classifying pneumatic tired wheels.

The following amendments have been made to the Racing Rules:

Paragraph 1, of Clause E, is amended by providing for a three-mile safety championship.

Clause 24 of the Track Rules is struck out, and the following inserted in lieu thereof:

Clause 24. A novices' race is open only to those who, up to date of event, have never won a first prize in a bicycle race at a race meeting, and shall be the first race of a meet.

The term "bicycle race" in this paragraph shall not apply to run and ride, obstacle races, or races without hands, but shall only be deemed to apply to races in which the contestants are to ride their bicycles throughout, and in which the winner is the first contestant to cross the Scratch.

On behalf of the Racing Board,

T. ARTHUR BEAMENT, *Chairman.*

OTTAWA, May 20, 1891.

The Weight of Safeties.

Several of our American exchanges are discussing the question of weight of safety machines, and it seems to be a generally-accepted fact that, for a man weighing from 175 to 225 pounds, a safety can be built which would not weigh over 48 pounds all on, while for a rider weighing 120 or 130 pounds, the wheel should not be heavier than 36 or 37 pounds. The above is the opinion of the leading importing firms, though the American manufacturers think that a good wheel cannot be built of a less weight than 45 or 50 pounds, and accordingly fit all their riders, light or heavy, with the same weight wheel.

Our own opinion is that wheels should be of different weights, and the wheel made to suit the rider in each case; for, given two riders of equal ability, one weighing 120 and the other 200 pounds, the lighter man should certainly not be compelled to take a wheel intended to carry the heavier weight. Of course, it is much cheaper for the manufacturers to build only one weight of machine, and, so long as they are able to sell them readily, there will be little change. The time is not far distant, however, when light riders will demand light wheels, and the makers will have to build accordingly.

A Lantern Parade.

As a very befitting opening to the Torontos' New Club House, we think the members should get up a good lantern parade. It would materially aid in turning aside whatever little prejudice may still lurk in the minds of our new neighbors, and at the same time be a very pleasant entertainment for our friends and the public generally.

The next issue of CYCLING, the last one prior to the C.W.A. Meet, will be published on Wednesday the 24th inst. Correspondents will please note.