

Must Ride the Goat.

There are a number of bicyclists in Denver who are unable to join any of the clubs which make their runs in daytime, and have therefore organized a bicycle club to be known as the "Owls of the Night."

The wheelmen composing the club last summer made a run together to Colorado Springs and then ascended Pike's peak at night. All of the runs are to be made at night, and several novel features of club life are to be introduced. The club intends to have once a year a big feast, and following it at 12 p.m. will start out upon a long trip and make a century in the fifteen hours following.

They will have a club house wherein everything will be upon the unique and weird order, designed to impress the members of the club. The admission to the club will be performed through the initiation of the members by the means of weird and fantastic ceremonies.—*Ex.*

Items of Interest.

The English press are greatly agitated over the probable appearance of Windle, Zimmerman, Rich and Murphy on their tracks next year. Windle, however, says he is not going.

The declared value of exports from Birmingham and Coventry to the United States for the year ending Sept. 30th, 1891, was \$621,664.99. Looks as though the Yankees rode English wheels somewhat.

The English 24 hour road record stands at 336 miles; the Dutch, 255; the Scotch, 244; and the Irish, 242; the difference in each case being fully accounted for by roads, weather and pacing conditions.

According to the definition of the National Cyclist Union the new Crypto Geared Ordinary will come under the safety head. *Bicycling News* suggests that the definitions be altered so as to allow of the C. G. O being classed as an "ordinary."

Not long since a certain rider of this city received in change from a restaurant keeper a twenty-cent piece, which the man said could readily be passed for a "quarter" "Dead easy," replied the cyclist. Two days later the cyclist informed the restaurateur that he had indeed passed the "twenty" for a "quarter." "Where did you pass it?" "At this desk, when paying for my dinner yesterday."

The police of Bay City, Mich., are still after the sidewalk-rider's scalp. They recently managed to catch a bicyclist riding on the Eighth Street sidewalk. He was hustled into the waggon and driven toward the police station, but was permitted to alight at his home and come to the police court later, where he was fined \$2. On account of the criticism of local newspapers, the police have declared a boycott on the reporters, and keep their arrest register out of sight.—*Referee.*

A novel idea is the one adopted by a Racine wheelman named Hopkins. Terry Andrae claims that Hopkins has a ten-pound weight under his saddle when riding his cushioned Humber around town, and if he has a long distance to travel *he takes off the weight* so as "to make the machine run easier!" Terry suggests that Hopkins ought to take the weight along with him, so that it could be thrown out as an "anchor" when descending steep hills. This would be going back to old principles, when the "drag" was used on carriages.—*Bearings.*

High gears are all right for the hardy scorcher, and the slow, apparently easy motion has a fascination for the novice, who is often of such slight physique that a gear much higher than his size of the "ordinary" wheel would be tiresome and injurious. There are other reasons why high gears are not universally desirable. "Some riders are natural pluggers," says a writer in *Wheeling*, "while others are fast pedallers and dislike hard work. From a wide experience I think that for all-round riding, especially where the ordinary roadster safety is used, a gear varying from 56-inch to 58-inch is the correct one. For the road scorcher one from 60-inch to 63 inches will be found the most suitable; for very long distances, 60 inches for preference. It is a great mistake to imagine that because a man uses a high gear he can travel faster. This in many instances has been proved altogether wrong. When a man is tired he can generally pedal fast down hill. It is the uphill work which puzzles him. Men in thoroughly good condition, with their muscles trained to stand hard plugging hour after hour, can ride high gears; but, as a general rule, it is a disadvantage to any but such men, and even to them the high gear may be a questionable advantage. It is always better to be moderate in your view, so it is better to have a gear an inch or two too low than choose one which is above your powers to propel. A high gear means incessant hard work."—*Bearings.*