

" The 4th V.B. Norfolk Regiment, owing to punctured tyres.

" The Queen's Edinburgh R.V.C., and the 2nd team Galloway R.V.C., for physical reasons.

" Now it must first be observed that the running of the two winning teams this year was at the rate of about $15\frac{1}{2}$ miles an hour, as against about $12\frac{1}{2}$ miles an hour by the winning team last year—an enormous increase of speed. This may be put down chiefly to the fact that the roads were in good order in 1895, whereas in 1894 they were literally seas of mud. But it is also to be noted that the winning team this year rode two tandems and a single, whereas last year they rode singles only. In any case, the performances of all the first five, and especially of the first two, were very fine.

" Looking at these results from a military, as opposed to a purely racing point of view, one's thoughts on endurance naturally separate in their relations to the rider and his mount. Considering the pace aimed at, and necessary to win, in such a competition, it would be astonishing if there were not, out of the forty-five competing, one or two who were unfit to finish; and if one man fails in a team, the team is disqualified. Two teams were thus 'put out of action' by one man each. Another point, however, is worth noting. Although the 26th Middlesex only came in fifth, they finished in splendid condition. They were fit to use their rifles against an enemy, had there been one. This could not have been said of all the members of the other teams.....

" But equally important with physical endurance is machine endurance. This year, as last, the chief accidents which either delayed or stopped the teams were due either to punctured tyres or broken chains. The two teams of the Galloways, for instance, had ten punctured tyres. The 6th V.B. Liverpool were arrested in mid career by a broken chain. Last year the accidents were far more numerous, owing to the state of the roads; and the proportion of broken chains, owing to the absence of gear cases and weak chains, was enormous. But even with this year's great improvement, the lesson has not been completely learnt. And it is one of the great uses of this competition to bring before both Volunteer cyclists and the manufacturers the fact that, unless a machine can be relied on to stand such strains as this with *certainty*, it is useless for military purposes. The winning team had no punctures and no broken chains; but they had Dunlop tyres *especially prepared for military purposes*, and they had chain guards."