GYCLING S

strange as it may seem to those who are vise from
the event, Shouland did not sext at Herne Hill as
subtle flevourite in the first race for the Cone Cop. It
as it is sufficient to the Cone Cop. It
is given the smallest on the North Road Schour ree
and wen the previous four all-day sevent at the
N.H.C.C. with pregressive totals from 399 [miles and
294] miles in the two events of 1888 to 321 miles, a
unique performance on solid Verse in 1888, and in 1899. 2A marks of the history of long distance cycling that Frank Shorland was the first man to vide over 400 miles in the day, and proceeded from 413 miles 163 yds., in the 189 race, to 486 miles 440 yds. in 1883, and 460 miles 1250 yds. in his third year, trong be interesting to hark back to the year preceding the first of those scenies and success the here westion past. first of these events and survey the then existing posi-tion of 24 hours competitive work on the road. For, A LTHOUGH it is now one of the most familiar land

of 361 miles 1446 yds., and the track at Herne Hill had undertaken November of 1891, Holbein its winner's total was not a , 336] miles, winning on a cushion-tyred cycle all pneumatically-mounted rivals. He had a private

this private trial confirmed

from the ever-recurrent competitive effort against men who were trying to lap each other by incessant, if irregular, efforts. Morefor, great as Holbein was as a stayer at high speed, he never had a sprint up his sleeve, and the fight which on the road would get a man over, on paper form, Shor-land's small-total win of the '91 road "24" was on a very away, and keep him away Holbein ought to outstay everyone in an all-day ride. But the intimates of both Holbein and Shorland had man for the essentially trickier work of the track the general public view that different sort of task

as well as stay, and the bicycle when leading Hol-bein by a substantial mar-gin, so those who realized that the extra dash of wet day, and in the previous race he failed only because of his being knocked off his F. T. Bidlike at the time of his greatest 24-hour tricycle ride, when he finished second to Shorland and defeated all other satety riders. His record still stands.

as well as stay, and tho
knack of tackling every
competior as and when he made his effort, were
characteristics of the then less famous rider, pinced
their faith to Shorland from the first.

The first count is seen was seen that Hollsein record and the man himself simultaneously. J. E. Bates, the only other entrant on a geared Ordinary had retired at about 55 miles when this rush for the hundred was in progress, but Edge kept on in a good second place until after half-time, when at 225 miles

ing the unusual feat of beating a man's by doing 5 hrs. 5 mins. 3 secs., perform

dit, Shorland which stood of 5 hrs. 6

beat the ex far off, kept the 100-miles

In that first event, it room was seen that Holbein was out of this element on the track, and he never save the winner any trouble, for after the first real save the winner any trouble, for after the first real save that the track specification are the same partial and the same track work was not build a same present of the great of the partitions. It is no dispuragement of that great of the note of the same tracks as unimpactable testimony to his great powers as a cyclick, but the path was not a place that suited him, and a mean first it alone.

through into second place, but Shor-land, having a useful lead, was content to ride at such speed as James cared

F. W. Shorland after his first win in the Cuca Cup race (reduced from a front-page drawing in "Oyeling"),

retired.

James had now

ad now worked place, but Shor-

RIDES THAT MADE HISTORY.

it. The first four hours or so of the race passed uneventfully at a fairly high a uniform speed, but the scrap which scattered things arose corrosity shortly darker 80 miles. S. F. Edge was riding a with Shorland in the leading group, and certain feed with Shorland, in a consider for Edge State. p.ayiul tashion, plucked from the prof. of Edge's as-

the occasion a n d a l-though an-Edge said expropria thed at the sistant. Na anana, thing

avail a b l e eeble prac he rather

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other sample

lapped the lot, and then, noput down they could not agree they had leveloping a squabble joke showed symptoms of remarked and with that he head, left the that unti

ticing

point was not





Brundrett,

Besides these seven bicyclists, two men had started on tri-cycles—F. T. Bidlake and ing the Bradford Moorhouse. with 379 The latter rider

ured at a first 50, mer, after and the Much 200 in-

at 45 miles,

than 18 startand no fewer

Humber Co. for business advance-ment, and the N.C.U. considered him as unworthy of a licence, on the suppoing ability, not for his commercial value. Vast trouble and stormy meetings ensued, and his final appeal was not hierard until the week after the very nearly suffering rejection from the racing community in consequence. He had quitted the Crypto Co. for the doning the front-driver in favour of the more usual type of bicycle, and the second sition that he transferred for his rid occasion in July, 1893, Shorland abanTRACK "TWENTY-FOURS." F. W. SHORLAND'S

waled on the Appeals Committee at the eleventh—or should one say the 22rd i—hour, or there might have been some ugy scenes at Herne Hill if the public who had come to see the rifer who was now their red-hot favourtie had been halked by the follies of a licensung committee that had not even begun to learn the ele-

ments of consistency in their efforts to carry out a policy. However unfitted by the cloud of uncertainty as to his starting, Shorland gave a good account of

with 413 miles to his credit, forth a special effort to make another lap, so without much incident, but with a display of continued conto travel, and only occasionally put James lying second with 407 miles. These two members of the North his credit, J. M.

himself on the day. Of the previous rumers, neither J. M. James, S. F. Lige, nor M. A. Holbein res-porared, but an early fight of extreme severity occurred between Storband and the neutry-lacovered Wold-bein and A. V. Linion, who later achieved world-wide fame as a long-distance riber in Continental contexts. Starting at a 31-an-hour average, and doing a tride more in the second, and to

Road Club were the only competitors nary, an Ordi Irish m a n

the prev the road

out time be man to run

F. W. Shorland after his third victory in the Cata Cup race—a reproduction of a two-page supplement to "Cycling" in 1884.
The title given to this portrait at the time was a "The Long-distance Klugy" a designation to which Shorland had an unchallenged claim.

inrther trifle more in the third, the leaders began husting at 70 miles from the start, when Linton stark to all the efforts made to leave him, and Storland, having trouble with his bigste, had to change his madyles, and to at a he After this he carried as he are the start of t though only odd seconds out-side, Lindon just failed to get on the books for that dis-tance, but at 102 miles, where the figures for the prewas approached, Linton leading, but the record was just mussed, it having been pushed up earlier in the year to 4 hrs. 45 mins, and vious Cuca race stood good, he, as leader, was about 20 minutes ahead of record. Before the 110th mile was crapping until, as in the arst race, the 100-mile point was approached, Linton ried on a fierce contest with Lanton to regain the lead, still further got into trouble and renewed the all-out

reached, however, Linton had trouble, Shorland rehad trouble, Shorland regained the lead, and Linton died savay to nothing and stopped at 120 miles, after a most game schibitton of plinck as a norice and a rare gift for speed in sgite of lauferier, belp and excluere attriction and excluof this kind helpers inside

m who was lying second was the trigolials, F. T. Bildike,
a. the three-wheel driston that year including five
to starters, the others being H. Arnold who had retending become the hart record ladder for the type,
the starter Drids, and J. G. Sames, we sterem. Dots
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to Driv and Linton was an inknown and withil to success, and Linton was an inknown and withinly frendless. The breaking pri statics laving demolished the most serious opposition, it now transpired that the rider who was long second was the triggelist, F. T. Billake, the three-whood division that year moduling frow starters, the others have free H. Arnold, who had reconsist to some the beautiful properties.