

1888

"Wheeling" May 23/88

On Monday the Southgate C.C. rode to Hitchin to see the finish of members qualifying for the 100-miles time medals and certificates. The course is from the 35th (Hitchin) to the 85th (Wansford) milestones, and of the four who started, all succeeded in getting inside the necessary 10 hours. Times: W. Marrs, ordinary, 8h 10m.; F. Goodwin, Facile, 9h 10m.; F. Shorland, 9h 55m.; F. G. Brunell, 9h 58m. It may be mentioned that the two last went some 8 or 10 minutes out of their way.—T. N. Todd, captain.

"Wheeling" July 18/88

E. ELVIN 12m. start won the Southgate 25 miles road race, on Saturday, in 1h. 40m. 10s., Shorland, 12m. second, and H. M. Marr, scratch, third. First and second rode geared faciles; Shorland, a lad of 17 having only had his machine a week—14 started. Mr. E. W. Richardson, president, has presented a silver challenge cup to the club, and Mr. Crisp, vice-president, has made it a handsome donation. *Floreat Southgate.*

THE "Geared Faciles" were home first and second in the Southgate road race on Saturday. They can go can these same "Faciles."

Wheeling Nov. 7/88
CELEBRATING A RECORD PERFORMANCE.

It was a happy thought of Percy Nix's to acknowledge in a graceful way the services rendered to him in his recent record ride, the acknowledgment taking the form of a dinner at the Maison Nix, at Brixton Hill, on Wednesday last. The invitations had necessarily to be limited to those directly connected with the day's doings on the 20th ult. Had Nix invited all his well-wishers in addition to his well-doers, every salon of the Holborn might have been engaged for the occasion. There were present Messrs. J. W. Boothroyd (Ellis & Co.), J. W. Hunter (Essex County C.C.), J. H. Price (the organiser of the ride), E. A. Powell (one of the official watch-holders), H. M. Hutchins (who paced Nix for fully 60 miles of the journey), Chapman (Norwood Safety B.C.), H. E. Green, W. Chater Lea, H. Silcock, J. W. Hughes, C.C., Barmore, P. L. Renouf (who had been over part of the doubtful ground during the day), English (who travelled from Peterborough for the occasion), Shorland (Southgate C.C.), and P. C. Wilson (Catford C.C.) Whilst A. J. Wilson (the other official timer) could not accept for Road Records Association reasons, and Mr. Kinsley, of Chatteris was precluded from attending by reason of the distance. The oratorical portion of the evening's programme was limited to the host's heart-grown thanks to the assembled guests, and to "Faed" and Kinsley, for their part in the accomplishment of his big performance; and a rep by Mr. J. W. Boothroyd, aptly and tersely expressing the gratification those present felt at having assisted in some measure in their host's successful record ride.

1889.

"Wheeling" May 22/89.

THE first of the series of 5-miles scratch races of the Southgate C.C. was run over a carefully measured and secluded course, and resulted as follows:—1st F. Shorland, 17 min. 42 sec.; 2nd R. L. Ede, 17 min. 43½ sec.; 3rd E. Royle, 17 min. 50 sec.

May 29/89.

THE Southgate C.C. 10-miles handicap was won on Saturday last by R. L. Ede, nett time, 36 min.; second, E. Royle; third, F. Shorland. *Fastest time 35-50.*

"Cycling" July 3/89.

THE "Geared Facile" again showed itself a splendid long-distance machine under trying circumstances when, on Wednesday last, Mr. F. Shorland, of the Southgate C.C., covered 100 miles in 8h. 2m. on a 42in. "G.F." The course was that selected by the club for the annual hundred miles any-day-you-please competition, viz, from headquarters to St. Neot's and back, and owing to the dry weather the roads were very bad, so that the performance is a good one. Mr. Shorland gains a silver medal, and expects to do a better ride later on.

"Cycling News" July 6/89.

On Wednesday last Frank Shorland, of the Southgate C.C., accomplished a good ride. Starting from headquarters at New Southgate, he rode to St. Neot's and back, covering 100 miles in 8h. 2m. The roads were in vile condition from the long drought, and, this considered, it is a fine performance. He gains a silver medal of his club, and looks a promising candidate for the £10 10s. challenge cup for this distance. He rode a 42in. "Geared Facile."

"Wheeling" July 10/89.

FRANK SHORLAND, of the Southgate Club, succeeded last week in gaining his 100 miles time medal, covering the distance in 8h. 2m. Considering the vile conditions of the roads, no pacemakers, and the course (Southgate to St. Neots and back), by no means a fast one, it ranks as a first-class performance, and speaks well for his machine, the "Geared Facile," and what he could do under more favourable conditions.

Cycling July 24/89

A Good Ride on a "Geared Facile."—Frank Shorland, of the Southgate C.C., accomplished a fine ride on Saturday last, covering 153 miles in 11h. 45m., on a 42in. "Geared Facile." He started from Hitchin at 8.45 a.m., in company with Messrs. Arnott, Driver, and Crosbie, all intent on twelve hours' medals. They rode to Wisbech and back, with the usual detour to Bedford, and kept pretty well together as far as Wisbech, but on the return Shorland took the lead and retained it to the finish, and but for the very strong head-wind on the return would have easily beaten the existing record of 158 miles. As it is, the performance is an excellent one, and speaks well for both man and machine. Arnott covered 147 miles, Driver 146 miles, both being mounted on safeties, and Crosbie, on an ordinary, 140 miles. All necessary checks were taken.

Shorland is a tall, slight youth of the stripling order, with a pleasant face of small proportions, ending in a tremendously long and thin neck, and has thin lower extremities hardly suggesting much pedalling power. He is quite young, so with care he should develop into a second Mills or Holbein.

"Wheeling" July 24/89

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"Wheeling" July 17/89.

CATFORD C.C. OPEN FIFTY MILES HANDICAP.

There is no doubt that the recent action of the Union in putting its foot down on advertised road rides will seriously affect the success of such events in future; indeed, unless the road men give more thorough support to open road fixtures, clubs are likely to confine their road handicaps to members, much to the detriment of genuine sport. Since the action taken by the ruling body, the big ride promoted by the Catford men on Saturday was the first event of the kind to take place in the South. True, the Bath Road Club had intended holding an "Open Fifty" a week or two since, but, through the very meagre support accorded to it, the race fell through. It was otherwise with the Catford fixture. Whatever the "Kittens" turn their hands to they carry through with spirit, and they secured nearly half a hundred entries, their own men supporting the affair right well. As is usual with Catford road rides the route was kept a profound secret until the route cards were distributed at the appointed starting point—a quiet spot near Walton, and as the course lay for a great part of the way through somewhat unfrequented roads, fears were pretty freely expressed that some of the men would lose their way. Nothing of the kind, however, occurred, thanks to the excellent arrangements and the numerous marshals. Some smart times were accomplished, the roads, though dusty, being on the whole, favourable to speedy riding. The surprise of the race was the defeat of M. A. Holbein by C. A. Smith, the latter seeming to be well suited by the hills. Dangerfield and Pyne also showed up to great advantage. The officials of the day were: Judge, Ernest Perman; starter, timer, and handicapper, E. A. Powell (official timer Catford C.C.) marshals: E. R. Scantlebury, W. G. Williams, H. L. Beney, A. H. Jackson, G. H. Webb, L. Whitehead, &c.; general hon. sec., Chas. P. Sisley; assistant hon. sec., James Blair. The following is a brief return of the result:—

	Start.	Full Time.
	M. H. M. S.	M. H. M. S.
1. K. E. Edge, Anerley B.C., Safety ...	26	3 12 2
2. H. E. Green, Catford C.C., Ord. ...	26	3 14 6
3. E. Dangerfield, Catford C.C., Safety 11 ...	3	0 50
4. E. F. Adams, Catford C.C., Ord. ...	26	3 17 57
5. F. Greville, Catford C.C., Safety ...	23	3 15 2
6. F. Shorland, Southgate C.C., Safety 19 ...	3	12 14
7. W. Long, Catford C.C., Safety ...	28	3 26 37
8. H. R. Pope, Anerley B.C., Safety ...	29	3 28 3
9. W. G. James, Catford C.C., Safety ...	6	3 5 53
10. C. A. Smith, Bath Road C.C., Safety ser. ...	2	59 59
11. P. T. Pyne, Catford C.C., Ordinary 8 ...	3	7 3
12. D. Spratt, Catford C.C., Safety ...	30	3 32 4
13. M. A. Holbein, Catford C.C., Safety ser. ...	3	3 13
14. H. J. Boyce, Catford C.C., Safety ...	30	3 25 21
15. M. S. Napier, Catford C.C., Safety 23 ...	3	33 7

Also ran: H. T. Arnott, 14m.; H. D. Wall, 21m.; A. J. Beale, 27m.; A. Nixon, 48m.; J. B. Neyroud, 37m.; M. Floyd, 30m.; P. Greville, 30m.; J. Blair, 17m.; J. A. Lawrence, 18m.; T. Green, 18m.; W. Arnott, 20m.; W. Smith, 23m.; F. Martin, 27m.; A. M. H. Solomon, 27m.; A. Lepetit, 30m.; H. T. Howard, 30m. In addition to the silver prizes for the placed men, the club awarded special medals to the fastest unplaced riders of ordinary bicycles, safeties and tricycles, and these were respectively secured by P. T. Pyne, C. A. Smith, and A. Nixon (who as the only tricyclist in the race strolled in at his leisure).

F. SHORLAND, a young rider of the Geared Facile, who first made his mark in the Catford open fifty recently, is doing some grand rides on the North Road on that successful mount, and we fancy he will be very near the top of the tree as a long-distance road scorcher presently.

MR. J. H. PRICE'S 24 HOURS' TOUR.

Mr. J. H. PRICE in choosing the night of the 12th for the start of his 24 hours' jaunt was wise in selecting one with a full moon, but he reckoned without the eclipse (and yet we have never heard that J. H. P. is of Hibernian descent), neither did he reckon on a big storm which burst over Hertfordshire and the adjacent counties before the time arranged for starting. The rain poured down in torrents and it was evident that the ride was out of the question; one or two adventurous wights attempted to brave the elements but in no case was any considerable distance covered. At ten o'clock on Saturday the weather had cleared and several men started for 12 hour trials. Only two, Arnott and Shoreland, were reported to have turned at Eye at 3.27, but they encountered many rain storms on the way and the mud and wind prevented any performance worthy of note, the above-named men only completing 102 miles. Many well-known road riders were down the road prepared to start and much disappointment was caused by the unfortunate weather. We understand that Mr. Price will run the ride in October.

"Wheeling" July 24/89.

ON Saturday last, Messrs. Shorland (Southgate C.C.), Arnott (Catford C.C.), Driver and Crosbie (North Road C.C.), started from Hitchin at 8.45 a.m. for a 12 hours' jaunt, and all succeeded in doing very creditable performances. They covered the first 60 miles in 3h. 55m., riding in company as far as Peterborough, and having made the detour from Girtford and back. Shorland and Arnott reached Wisbech together in advance of the others, and from this point Shorland took the lead and kept it to the finish. Reached Hitchin at 8.30 p.m., having covered 153 miles in 11h. 45m. From Wisbech he had to contend against a strong head wind, but is confident that if he had had a good pacemaker for the return journey he could easily have beaten the existing record of 158 miles. He rode a 42in. "Geared Facile," thus again proving the capabilities of this machine for long-distance riding and pace. Arnott (Premier safety) covered 147 miles in 12 hours. Driver (Mohawk safety) 146 and Crosbie (ordinary) 140, thus all securing silver medals from their respective clubs.

"Wheeling" Aug 7/89.

THE fourth Southgate C.C. 5-miles scratch race was held on Thursday last, and resulted in an easy win for Frank Shorland. The times were as follows:— 1st, F. Shorland, 18m. 14s.; 2nd, R. L. Ede, 18m. 16s.; 3rd, E. R. Royle, 18m. 33s.

Shorland's record from London to Edinburgh of 395 miles in 44 hours 49 minutes has been passed by the Road Records' Association—a fact which should once and for all silence the captious Scotch critics who so ungenerously assailed its *bona fides*.

FACILE.

As soon as the weather was good, Shorland's London to Edinburgh ride has been passed as record. His anonymous Scotch assailant can now place it in his pipe and smoke it as much as he likes.

Scottish papers who indulged in such uncalled-for strictures on Shorland's Edinburgh, must now feel ridiculously and the record has been investigated and there is little doubt that their main objection is because the youngster clean knocked out a time, over which they indulged in a few days previously. It was very Shorland, I'm sure, and I hope he will insult our friends across the Border before attempts to beat a record held by a

or the coveted "record" would have been attained. Shorland's chief objects were accomplished, generally well up in the records. In view of the deep interest taken in the record rides between London and Edinburgh, it will be interesting to compare the *modus operandi* of the two riders. A. M. Wisbech, a lawyer's clerk, is an old member of the Edinburgh Amateur B.C., as exclusive exists, and started on the trip on his holidays, paying all expenses out of his own pocket. The item for professional pacemakers was not included in his budget, he believes. He had all his own arrangements for telegraphing during the ride, and letters were sent to him. For long distances he rode on his own, and finally he got twenty signatures *en route*. Shorland is a clerk in the offices of Messrs. Facile, & Co., the manufacturers of the "Facile," is accompanied by Messrs. Watson and Waterson, the former manager, and a professional traveller, for the same firm. Shorland has nothing to do but mount his machine, and dismount when the proper time came. The gentlemen did everything else. One or two were sent to hotels, and had whatever was needed for the night, and arranged for pacemakers if necessary. Shorland was not a penny out of pocket in connection with the ride, and, as will be seen, he had no thought nor care beyond his ability to beat the record, which, thanks to favouring winds, pacemakers, sleep, and the all-powerful gold of the pocket, he was able to do in contradistinction to the Scotchman, minus good roads, pacemakers, and sleep. Shorland was only able to obtain eight signatures, while his list of names could not be produced, it is representative of the *Dispatch* when Berwick was a town unworthy of getting a mention. The moral of all this is obvious. The body I expect will hall-mark the ride, and Shorland is concerned, must make a search into the signature books of both riders, and try to get the maker's amateur flavour which characterised Shorland's ride, and try and set an example by the English organisation which has had no such rides in that country.

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"Wheeling" Aug 13/89.

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ANOTHER GOOD PERFORMANCE ON THE GEARED FACILE.

As soon as the roads and weather become good we hear of good performances on the Geared Facile and Farringdon. The latest took place on Wednesday last when Frank Shorland of the Southgate C.C., on a Geared Facile, and H. E. Green of the Catford C.C., on a Farringdon, started together (with several friends assisting) from Hitchin with designs upon the 50 miles, 100 miles and 12 hours records. They were timed by Mr. A. J. Wilson, and both covered the 50 miles just under 3h., Green thus making the second best performance ever accomplished on an Ordinary, and coming within 2m. 8s. of the record. The wind was against them for the last five miles, or the coveted "record" would have been attained. Shorland's chief objects were the 100 miles and 12 hours' records. He would have succeeded in both attempts had not the wind increased to almost half a gale on the return from Wisbech, notwithstanding which he covered the 100 miles in 6h. 52m., Green being 12m. later. Shorland then went on to Lincoln over roads good, bad, and indifferent, and in the end covered nearly 161 miles in 12 hours, finishing near Lincoln and being met by the timekeeper and Mr. Boothroyd. Shorland's ride is noteworthy, not only for the 12 hours' record thus established, but also for the fine pace shown in the earlier part of the ride, nearly 18 miles being covered in the first hour, and an average of very nearly 17 miles being maintained for the first 50 miles.

"Cyclist" Aug 7/89.

THE GEARED FACILE.

Shorland, of the Southgate and North Road Clubs, has this year developed into a distance rider of the first water; indeed, we believe from what we have seen of him that he will in a short time prove a second Mills, if not a glorified Nix. On Wednesday he started on a "G.F." for the twelve hours' record, and was paced most of the way by Green on a "Farringdon" ordinary. In an hour-and-half from starting he had covered 28 miles, while the 50 miles were rolled in 5s. under the 3 hours (18s. over safety record, however). Nothing daunted he held on his way, and finished the 100 miles in 6h. 52m., and when his 12 hours had expired he had ridden 160 or 162 miles (the exact distance is not yet determined). A. J. Wilson timed.

"Wheeling" Aug 11/89.

THE final race of a series of five miles scratch races of the Southgate C.C. took place on Thursday last, and was won by Frank Shorland, who thus takes the first prize, having scored three firsts and one second. R. L. Ede takes the 2nd prize, and E. Royle the 3rd. The result is another feather in the cap of the Geared Facile, which Shorland bestrides.

SHORLAND's performance in the North Road 50-miles proves conclusively that the Geared Facile is capable of great speed. Out of about 30 starters, including most of the cracks, he made the second fastest actual riding time, completing the distance in 2h. 56m.

THE fifth of the series of 5 mile scratch races of the Southgate C.C. was won on Thursday last by R. L. Ede in 17m. 2s. Second, F. Shorland, 17m. 5s. Ede and Shorland have now scored equal points, and as the next is the last of the series, it should prove a well-contested race for final honours.

"Bicycling News" Aug 10/89.

THE FIRST ROAD RECORD OF THE YEAR.—On Wednesday, July 31, Mr. F. W. Shorland, of the North Road and Southgate clubs, made a successful attempt to establish a creditable twelve hours' bicycle record. The day was fine and warm, and a strong breeze blew from the south at starting, increasing considerably during the day. Mr. C. E. Green, of the Catford, started at the same time on a "Farringdon" ordinary, Shorland riding a "Geared Facile." Started by Mr. A. J. Wilson, they left Hitchin at 8 a.m., and rode the first fifty miles in 2h. 59m. 54s. (Shorland) and 2h. 59m. 55s. (Green), the timekeeper also verifying Shorland's hundred miles time (after they had been to Wisbech) as 6h. 53m. 30s., Green being a few minutes later. The wind being now very strong, Shorland determined to run before it to Lincoln, and thither accordingly the timekeeper went by rail. Having no explicit directions, however, Shorland mistook the road, and wandered around Crowland and the Deepings ere striking the Lincoln Road. Then the final thirty miles were very hilly, so that Shorland was nearly seven miles from Lincoln when met by Wilson, who rode with him to the finish, his total distance (verified the following day by measurements) being 160½ miles in the twelve hours. This performance is all the more noteworthy since the rider had very little assistance from pacemakers. Green gave up the attempt soon after completing the hundred miles, the adverse wind having troubled him greatly, although his first fifty miles were only a trifle outside record for the ordinary bicycle.

"Darnet Press" Aug 17/89.

A most magnificent performance was accomplished on July 30th by Mr J. W. Shorland of the Southgate C.C. He started from Hitchin at 8 a.m., and covered the astonishing distance of 160½ miles in 12 hours on a "Geared Facile." Mr H. E. Green also did a fine ride on a "Farringdon" ordinary, riding with Shorland for the first 50 miles, which was accomplished in 2 hours 59 mins. 55 secs. The times and distances are verified by A. J. Wilson.

"Cycle Record" Aug 17/89.

F. SHORLAND, who has just sprung into notice as a road rider of the first water, is a sparely built young fellow, very long in the legs. He seems quite at home on the Geared Facile, and he first showed up well in the Catford open 50, in June.

"Agents Guide" Aug 15/89.

—The Geared Facile and Farringdon still continue to hold their own, and some fast times have been done on them. One of the latest is 100 miles in 6h. 52min., by Mr. Frank Shorland, of the Southgate C.C. Agents should by no means overlook these machines.

THE FIRST RECORD OF THE YEAR.

Last Wednesday F. M. Shorland, on a "Geared Facile," and C. E. Green, on a "Farrington," started from Hitchin with a view to establish a twelve hours' record for the ordinary bicycle. With a strong south-westerly wind blowing, the men were slipped at eight o'clock from Hitchin by A. J. Wilson. The first fifty miles was covered in 2h. 59m. 54s. by Shorland, Green arriving one second later, and continuing on to Wisbech and back, against the wind, to Peterborough, Kate's Cabin, and Norman's Cross. The first 100 was concluded in 6h. 58m. 30s. by Shorland, Green having now lost several minutes upon the Facilitist. The wind now being very strong, Shorland was advised to travel towards Lincoln, which he did, but his pacemaker falling behind he lost his road and went some nine miles out of the way. Wilson in the meantime had proceeded to Lincoln by train to time the finish, and left the Cathedral city at 7.30 to meet Shorland, which he did just 20 seconds before time. Shorland finished between 6 and 7 miles from Lincoln, having covered 160½ miles in twelve hours. The following day Wilson went over the portion of the road where Shorland went wrong, verified the distance and collected evidence. This scored another chalk to the "Geared Facile," and Messrs. Ellis & Co. are correspondingly happy.

"*Bicycling News*" July 29/89.

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The rain on Friday night utterly demolished "Johnnie" Price's projected 24 hours' ride, only two out of a dozen or so men who went to the starting place having the hardihood to start, and they were driven indoors at Buckden. A few made an attempt at a twelve hours' ride, starting in the morning, but the only news to hand tells us that Shorland and Arnott rode 103 miles in ten hours. Holbein took the midnight train to Peterboro' in hopes of the weather permitting a twelve hours' record, but at Peterboro' it rained hard and incessantly all the forenoon, and the project had to be abandoned. Deciding to ride to Buckden, however, Holbein, Williams, and Lea started at 11 a.m., after carefully encasing themselves in an original species of cycling waterproof garments, consisting of potato sacks, the effect being at once novel and picturesque.

Edinboro Evening News, Aug 2/89.

MR F. SHORLAND, a young London cyclist, has beaten the cycling record from London to Edinburgh by just over nine hours. He left the London Post Office on Wednesday at midnight, and reached the General Post Office, Edinburgh, at 8.49 last night. The last record was only made a week or two ago by Mr A. M. Donaldson, Edinburgh Amateurs, whose efforts have been eclipsed in a remarkable manner.

Morning Post, Aug 31/89.

LONDON TO EDINBURGH ON A BICYCLE.—Mr. F. W. Shortland, a member of the Southgate Cycling Club, last evening completed a remarkably successful road ride from London to Edinburgh, a distance of 397½ miles. He started from the General Post Office, St. Martin's-le-Grand, at midnight, on Wednesday, and going by way of Norman's Cross, Grantham, Belford, Doncaster, Durham, Newcastle, and Berwick, eventually reached the General Post Office, Edinburgh, at 11 minutes to nine last evening, the ride having thus been completed in 44h. 49min., or in 10 hours less time than the record made last week by Mr. Donaldson, of Edinburgh, who rode from Edinburgh to London. Mr. Shortland, it may be mentioned, is but 17 years of age.

NORTH ROAD CYCLING CLUB.

FIFTY MILES HANDICAP.

The popularity of the North Road Committee's policy in providing fifty mile handicaps instead of the short distance races advocated by a certain section of the club, is amply shown by the large number of entries for last Saturday's ride. The third race of the season was favoured by fair weather, grand roads, and a stiff breeze from the W.S.W. quarter, which made all the outward times remarkably fast. Had the course been straight away, the times done would have been scarcely to be believed; as it was Holbein beat the record for fifty miles on a Premier safety in 2h. 43m. 32s., the previous best standing to Mills's credit in 2h. 47m. Holbein covered the first twenty miles in 58m., and was well inside "evens" at half-way. The tandem pair, Bidlake and Goulding, made the fastest time done in competition on a tandem. The winner rode a Whippet and surprised the handicappers by the vast improvement in his form, consequent on his change from the ordinary to the safety. The arrangements were carried through without any hitch, A. J. Wilson timing, and the secretary assisting at the start. The various helpers who acted as marshals, checkers, pacemakers, and in other ways assisted the club, thoroughly earned and are hereby requested to accept the club's best thanks. The course was the same as on former occasions over the North Road between Hitchin and Buckden.

HANDICAP.

Mins. Start.	Mins. Start.
Holbein, saf. scr	Hall, saf. 20
aChater Lea, saf. scr	H. A. Kentish and
Isley, ord. scr	A. Kentish, t. tri 25
Bidlake & Gould-	Mason, ord. 25
ing, tand. tri. . . 4	Langridge, tri. . . 25
aWhite, saf. 5	Solomon, saf. 30
Shorland, " 5	Pope 30
aBrowne " 8	aShinn " 30
aMills, tand. 8	Price " 35
Isley, saf. 10	aBrumell " 35
Lawrence, ord. . . 12	Jones " 35
Driver, saf. 12	aRowley " 35
aGamble, ord. . . 15	aNixon " 35
Crosbie, saf. 15	Begbie, tri. 35
aSmith, ord. 17	Sangster, saf. 40
Marks, " 17	Ward, tri. 40
aKinsley, saf. 20	Moorhouse, tri. . . 40
Jewesbury, " 20	aWhorlow " . . 50
aPerks " 20	aBrowne " . . 50
	a Signifies non-starter.

	H. M. S.
1 Sangster, safety, 40m. start ..	3 18 5
2 Holbein " scratch ..	2 43 32
3 Langridge, tricycle, 25m. . . .	3 10 58
4 Solomon, safety, 30m.	3 15 59
5 Begbie, tricycle, 35m.	3 18 20
6 A. F. Isley, safety, 10m.	2 57 31
7 Pope " 30m.	3 20 12
8 Shorland, geared facile, 5m. . . .	2 56 26
9 Bidlake & Goulding, t. tri. 4m. . .	2 57 27
10 Driver, safety, 12m.	3 7 24
11 Laurance, ordinary, 12m.	3 14 12
12 Ward, tricycle, 40m.	3 43 39
13 R. J. Isley, ordinary, scratch	3 4 11
14 Jewesbury, safety, 20m.	3 24 35
15 Jones " 35m.	3 42 38

The following are the names of machines ridden by the leading men in the North Road competition last Saturday:—Holbein, "Premier" safety; Shorland, "Geared Facile;" Langridge, "Pilot" ordinary; Goulding and Ward, "Ripley" tricycles.

"Cyclist" Aug 14/89.

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Edinburgh Evening News Aug 31/89.

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NORTH ROAD CLUB HANDICAP.

THE FIFTY MILES RECORD BEATEN.

The North Road Cycling Club successfully brought off their members' third fifty miles road handicap of the season on Saturday last, over the usual course north of Hitchin. Rain in London deterred many from going down, so that out of forty-two entries handicapped by the committee only twenty-three men started, the full handicap being as follows:—M. A. Holbein, safety, scratch; W. Chater Lea, safety, scratch; R. J. Ilsley, ordinary, scratch; F. T. Bidlake and W. C. Goulding, tandem tricycle, 4m. start; G. R. White, safety, 5m; F. W. Shorland, safety, 5m.; J. G. H. Browne, safety, 8m.; G. P. Mills, tricycle, 8m.; A. F. Ilsley, safety, 10m.; S. C. Lawrence, ordinary, 12m.; P. E. Driver, safety, 12m.; A. W. Gamble, ordinary, 15m.; W. M. Crosbie, safety, 15m.; G. T. Langridge, ordinary, 15m.; P. Rivers Smith, ordinary, 17m.; D. Marks, ordinary, 17m.; J. H. Kinsley, safety, 20m.; A. E. Jewesbury, 20m.; H. W. Perks, safety, 20m.; W. L. Hall, safety, 20m.; W. C. Goulding, tricycle, 20m.; F. T. Bidlake, tricycle, 20m.; G. R. White, tricycle, 20m.; H. A. Kentish and A. Kentish, tandem tricycle, 25m.; H. A. Mason, ordinary, 25m.; G. T. Langridge, tricycle, 25m.; A. M. H. Solomon, safety, 30m.; H. R. Pope, safety, 30m.; G. T. Shinn, safety, 30m.; J. H. Price, safety, 35m.; W. F. G. Brumell, safety, 35m.; H. W. J. A. Jones, safety, 35m.; J. Rowley, safety, 35m.; A. Nixon, safety, 35m.; S. D. Begbie, tricycle, 35m.; C. Sangster, safety, 40m.; W. Ward, tricycle, 40m.; E. P. Moorhouse, tricycle, 40m.; H. T. Whorlow, tricycle, 50m.; A. Browne, tricycle, 50m.

The absentees were A. Browne, Whorlow, Moorhouse, Nixon, Rowley, Brumell, Shinn, Perks, Kinsley, Rivers Smith, Gamble, Mills, J. G. H. Browne, White and Chater Lea.

The wet had not extended far north, and the roads were found to be in magnificent order. A stiff wind blew from the south throughout, and as the route was out-and-home this made the last half of the journey troublesome, but, notwithstanding this circumstance, some splendid performances were recorded, the winner of the handicap turning up in the person of C. Sangster, who was handicapped, upon his ordinary bicycle form, to start from virtual limit, but who showed such great improvement upon the "Whippet" safety as to romp home at his ease, in the fast time of 3h. 18m. 5s. for the full distance, winning the handicap by 5m. 7s. from M. A. Holbein, whose performance upon a "Premier" safety was magnificent, record being beaten by 4m. 4s. Langridge, on a tricycle, took third place, his full time being 3h. 10m. 58s., and out of the whole field only four failed to finish, the actual times occupied—irrespective of starts—being as follows:—

NAME AND MACHINE.	H.	M.	S.
M. A. Holbein (safety)	2	43	32
F. W. Shorland (safety)	2	56	26
F. T. Bidlake } (tandem tricycle)....	2	57	27
W. C. Goulding }			
A. F. Ilsley (safety)	2	57	31
R. J. Ilsley (ordinary).....	3	4	11
P. E. Driver (safety)	3	7	24
G. T. Langridge (tricycle).....	3	10	58
S. C. Lawrence (ordinary).....	3	14	12
A. M. H. Solomon (safety)	3	15	59
C. Sangster (safety)	3	18	5
S. D. Begbie (tricycle)	3	18	20
H. R. Pope (safety).....	3	20	12
A. E. Jewesbury (safety)	3	24	35
H. W. J. A. Jones (safety)	3	42	38
W. Ward (tricycle)	3	43	39

J. H. Price (safety), H. A. Mason (ordinary), A. Kentish and H. A. Kentish (tandem tricycle), W. L. Hall (safety), W. M. Crosbie (safety), and D. Marks (ordinary), did not finish.

Mr. A. J. Wilson officiated as starter and timekeeper. The committee have decided on giving Holbein a gold medal for beating record.

The presence of Frank Shorland added very materially to the success of the meeting, and his performances during the day stamped him as the finest grass rider we have ever seen at Grimsby: in fact there is not a better man in the country on a rough track.

THE LONDON AND EDINBURGH CYCLE RECORD BROKEN.

Mr Frank Shirland, of the Southgate Cycling Club, has just broken the record of Mr A. M. Donaldson on the run between Edinburgh and London. Mr Shirland left the General Post Office, London, at 12 midnight on Wednesday, having been started by Loreste of the *Sporting Chronicle* and A. Powell, official timer of the North Route Club. He was paced to Norman Cross, 76 miles out, by Langridge, captain of the North Route club. Breakfast was here partaken of, and then, after the lapse of half an hour, he proceeded on his way to Grantham, arriving at the Angle at 9.50 a.m. There the young cyclist was joined by Mr Smith, Hanley, who brought him on by Retford, the latter place being reached at 12.30.

After lunch the journey was resumed by Bawtry, Doncaster, on to Burrowbridge, which was covered at a fine pace. The latter place was left behind at 7.40, Mr Shirland riding alone to Catterick (228 miles), which was reached at 9.50. Here he was joined by Mr I. W. Boothroyd. After a quarter of an hour's rest and refreshment, Mr Shirland retired to rest and slept soundly till 2.45 a.m. yesterday morning. Mr Boothroyd, on the journey being resumed, paced him for 15 miles towards Durham, and here he arrived at 6.40. Shorland found waiting him Mr Gerald Storey, of Geared Facile fame, who accompanied him until the Crown Hotel, Newcastle, was reached at 7.40. There, after a wait of an hour and twenty minutes, during which breakfast was served, Mr Shirland left on the stroke of nine still accompanied by Mr Storey as well as Mr Oliff, of Newcastle. The two proceeded by Morpeth and Alnwick to Bedford, where they arrived at 12.50. Here the record-breaker took a light lunch, and was joined in the northern journey by Mr K. Paterson, of Newcastle, who brought him along via Berwick to Dunbar, the latter place (367 miles) being reached at 5.50. After tea Shirland left at 6.20 alone, Mr Paterson having by this time retired. At East Linton he was joined by Mr A. M. Donaldson of the Edinburgh Amateur Bicycle Club. Mr Hally, of Edinburgh, and again by Mr I. W. Boothroyd. These gentlemen, joined by Mr Deau, of the Fortobello Club, accompanied Shirland to the G.P.O., Edinburgh, which was reached at 8.40.

The distance from the Post Offices of the two capitals is exactly 357 miles. The journey was accomplished in 44 hours and 49 minutes, thus beating the previous record of Mr Donaldson by about 19 hours. It should be mentioned that out of this total meals and sleeping occupied 10 hours, and the total riding time is therefore 34 hours, 18 minutes. The main object which John Shorland had in view in making the run was to obtain the gold medal offered by the captain of the North Road Club for record rides, and also the gold badge, and to demonstrate the adaptability of the geared facile for long distances. Mr Shirland has not yet attained his 18th birthday.

"Daily Telegraph" Aug 31/89.

The cycling record between London and Edinburgh of two days six hours and fifty minutes has been broken by Mr F. Shorland, of the Southgate Cycling Club, who, leaving St. Martin's-le-Grand on Wednesday at midnight, reached the General Post Office, Edinburgh, on Friday, at 8.49 p.m., thus reducing the record by ten hours one minute.

LONDON TO EDINBURGH ON A BICYCLE.—Mr. F. W. Shorland, a member of the Southgate's Cycling Club, last evening brought his attempt to establish a new bicycle record between London and Edinburgh to a most successful conclusion. He started on Wednesday at midnight from the General Post Office, St. Martin's-le-Grand, and, riding by way of Norman's Cross, Grantham, Retford, Doncaster, Durham, Newcastle, and Berwick, reached the General Post Office, Edinburgh, at eleven minutes to nine last evening, having covered the 357 miles in 44 hours 49 minutes, or ten hours less time than was occupied by Mr. Donaldson in doing the journey the reverse way a week or so ago. Mr. Shorland, who rode a geared Facile bicycle, is only seventeen years of age.

Daily Chronicle Sept 21 89.

Sporting Life Aug 21/89

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THE LONDON AND EDINBURGH RECORD.

F. W. Shorland, of the North Road and Southgate C.C.'s, was started by E. A. Powell, the Catford C.C. official timer, at midnight Wednesday, from the General Post Office, St. Martin's-le-Grand, for a ride to Edinburgh, with a view to reducing the previous best time done between these points—2 days 6 hours 50 min.—a distance of about 336 miles. Accompanied by W. J. Hunter, Essex B.C., and other pacemakers, Shorland made excellent progress via the main North Road, through Barnet, Hatfield, Hitchin, to Norman Cross (76 miles), reaching this point, without having dismounted, at 6.15. He left again at seven o'clock, having breakfasted, and continued to Grantham, 110 miles, which he made at 9.40. Retford, 145 miles, was reached at 1.6 p.m., fresh and well. 38 minutes was made, and he left again at 1.6 p.m., fresh and well. The weather continues fine and favourable, and Shorland is very confident of knocking some hours off the present record.

*Edinboro' Ev'g Dispatch
Aug 21/89*

ANOTHER CYCLING FEAT. THE EDINBURGH-LONDON BICYCLE RECORD AGAIN BROKEN.

The record ride of two days six hours and fifty minutes between the two capitals made by Mr A. M. Donaldson, of the Edinburgh Amateur B.C., little more than a fortnight ago, has just had a large slice taken off it by Mr Frank Shorland, of the Southgate C.C., London, who left the General Post Office there on Wednesday at midnight, and reached the General Post Office here at eleven minutes to nine last night, thus covering the distance inside of forty-five hours, and beating Mr. Donaldson's time by ten hours and one minute. With wind and weather favourable at the start, he rode to Norman Cross (76 miles), accompanied by Mr G. T. Langridge, of the North Roads C.C., without a dismount, arriving there at 6.15. After breakfast he was again in the saddle at seven, still accompanied by Mr Langridge and also Mr Jewsbury, of the same club. Soon his pacemakers fell behind, but four miles south of Grantham (110 miles), which was reached at 9.40, Mr W. Smith, of Hanley, met him and took him on to Boroughbridge (206 miles). At Retford (145 miles), which was reached at 12.30 and left at 1.6, dinner was taken, and at Wetherby (194 miles) tea, and the journey resumed at 5.50. After a short stoppage at Leeming (222 miles) Catterick (228) was made at 9.50, and after a light supper and a bath, the record breaker went to bed and slept till 2.20 A.M. yesterday, and having taken some food was again on the road at a quarter to three. Mr I. W. Boothroyd, also of the Southgate C.C., rode with him to Heighington (244 miles), which was not reached until five, some time having been wasted through their missing the road. For the next fifteen miles he went on alone, but at Durham (259 miles) Mr Gerald Stoney, of Newcastle, took him up at 6.40, and had him at Newcastle (274 miles) at 7.50. After breakfast, he left at 9, still with Mr Storey, and reached Belford (322 miles) at 1.10. After a stop of half an hour for dinner, now with Mr Robert—better known in cycling circles as "Bob"—Paterson, of Newcastle, who made pace for him to Dunbar, he was at work again, and Berwick (333) was passed through at 3 o'clock, and Dunbar (367) was the next resting place, at 5.50. He had barely started at 6.20, when Mr A. M. Donaldson, who had trained at East Linton, picked him up and took him along to the finish. Haddington (379) was passed through at 7.20, and soon Mr S. Dean, the secretary, and several other members of the Portobello C.C., were met; and Mr Dean and another Portobello clubman also went on to Edinburgh, where he arrived as above mentioned at 7.49. The machine ridden was a 42-inch geared "Facile," weighing about 34 lb. Mr Shorland, who is a slim youth, eighteen years of age, and who has lately distinguished himself in southern road races, was very fresh at the finish, and did a magnificent performance. The distance is within a mile or two of 400 miles, but a trifle over 400 miles was actually covered. On Thursday the wind was directly behind him, although the roads in some places were rather rough. Yesterday it was almost dead calm, and until he reached Scotland the roads were good. On this

side of Berwick, however, in some places they were heavy. Two London gentlemen went from place to place along with him by train, and always had his food ready, and made all his arrangements for him, and this was a great advantage. It will be noticed that Mr Shorland reversed the usual route, riding north instead of south. Mr Donaldson may possibly have another try at this record before the end of the season, as it will be remembered that in the first stage of his journey the weather was bad and the roads very heavy, and with equally favourable circumstances he should have a chance of lowering Mr Shorland's record. After so fine a performance it is probable that henceforth this record will be lowered by minutes, and not by hours.

MR SHORLAND INTERVIEWED.

Mr Frank Shorland is a commercial clerk in London, and is eighteen years of age in September. He is 5 feet 10½ inches in height and of slender build, only scaling 9 stone 7 lb. As he did not perspire much on the journey, he has lost very little weight, not over 3 lb. at the outside. He rode a 42-inch geared "Facile." His experience of this machine commenced but a twelvemonth back. About six weeks ago, he did 160½ miles in twelve hours, which is the record of the "Safety." Last year he gained four medals for long distance rides, all but one being on the geared "Facile," while this year he has carried off six medals. Mr Shorland, who was interviewed this morning by one of our reporters, stated that his object in undertaking this ride was first to secure the gold medal offered by the captain of the Northroad Club for the record to Edinburgh, and, as an enthusiastic believer in the "Facile," to prove the great ease and speed with which this machine is suited for long distances.

THE JOURNEY.

He was started on the journey at midnight on Wednesday at the General Post Office, London, by Larzette, of the *Sporting Chronicle*, and A. Powell, official timer of the Northroad Club, and Langridge, captain of the Northroad, who kindly paced him to Norman's Cross, a distance of 76 miles, which Shorland accomplished without a dismount. With the exception of a little shower between Aiswick and Belford, which had the effect of making the remaining part of the roads greasy and heavy, the weather was throughout favourable. Having left Norman's Cross, he reached Angel Hotel, Grantham, at 9.50 A.M. At this point Mr Smith, of Hanley, kindly took Mr Shorland up and brought him on to Retford, which was reached at 12.30, and after dinner they left at 1.6, passing through Bawtry, Doncaster, on to Boroughbridge, which point was reached at 7.40. Here Mr Shorland lost the services of Mr Smith. Riding on to Catterick (228 miles out), Mr Shorland was received by Mr I. W. Boothroyd at 9.50 A.M. After taking a light supper Shorland went to bed at 10 o'clock, and slept soundly till 2.45 A.M. (Friday morning.) On starting again, Mr Boothroyd brought Shorland on to within a few miles of Durham, where he was met by Mr Gerald Stoney, of "Facile" fame. Leaving Durham at 6.40, Shorland arrived in Newcastle at 7.40. At the Crown Hotel a good breakfast was partaken of, and Shorland started punctually again at 9, still accompanied by Stoney, reaching Belford at 12.50, at which point Mr Robert Paterson, of Newcastle, took him up. He left again at 1.40, and passing Berwick he arrived in Dunbar at 5.50, having covered in all 367 miles. Here Mr Paterson relinquished the office of pace-maker. At the St George Hotel, Dunbar, Shorland partook of a light tea, and mounted again at 6.20. At East Linton he was joined by Mr A. M. Donaldson, of the Edinburgh Amateur Bicycling Club, and Mr Hally, the well-known Edinburgh cyclist agent, who, in company with Mr J. W. Boothroyd, and Mr Dean, of the Portobello club, brought Shorland right into the General Post Office, Edinburgh, which point (395½ miles) he reached at 8.49, making a total time of 44 hours 49 minutes from post office to post office, and beating Mr Donaldson's record by 10 hours. It may be mentioned that out of this time 10½ hours were taken up with sleeping and taking refreshments, thus leaving a total time in the saddle of 34 hours 18 minutes. Shorland intends starting for the Northroad twenty-four hours' race open competition on the 7th September.

A REMARKABLE RIDE.

Last evening Mr. Shorland, of the Southgate Cycling Club, reached Edinburgh, having ridden from London in 44 hours 49 minutes, being 10 hours faster than Mr. Donaldson took a fortnight ago. He was despatched by our London representative from the General Post Office, London, on Wednesday night, and arrived at eleven minutes to nine last night. Considering that the distance (397 miles) is straight away, and not over picked roads, this performance is one of the most extraordinary ever recorded. Mr. Shorland, who is a mere youth of eighteen, rode a geared Facile.

"Daily News" Aug 31/89.

EDINBURGH-LONDON BICYCLE RECORD AGAIN BROKEN.—The record ride of two days six hours and fifty minutes between the two capitals made by Mr. A. M. Donaldson, of the Edinburgh Amateur B.C., little more than a fortnight ago, has just had a large slice taken off it by Mr. Frank Shorland, of the Southgate C.C., London, who left the General Post Office there on Wednesday at midnight, and reached the General Post Office at Edinburgh on Friday night, covering the distance inside of forty-five hours, and beating Mr. Donaldson's time by ten hours and one minute. Mr. I. W. Boothroyd, also of the Southgate C.C., rode with him to Heighington (244 miles). The machine ridden was a 42-inch geared "Facile," weighing about 34lbs. Mr. Shorland, who is a slim youth, 18 years of age, and who has lately distinguished himself in southern road races, was very fresh at the finish, and did a magnificent performance. The distance is within a mile or two of 400, but a trifle over 400 miles was actually covered.

Edinboro' Evg Despatch Aug 2/89.

DONALDSON'S RECENT RECORD SHADOWED.

Mr. F. W. Shorland, a member of the Southgate Cycling Club, last evening completed a remarkable road ride from the General Post Office, London, to Edinburgh—a distance of 397 miles. He started on Wednesday at mid-night, and riding by way of Norman's Cross, Grantham, Retford, Doncaster, Durham, Newcastle, Berwick, reached Edinburgh at eleven minutes to nine last evening, having completed the journey in 44 hours 49 minutes, or ten hours faster than the record made by Donaldson last week in his ride from Edinburgh to London. Shorland is seventeen years of age.

Edinboro' Aug 2/89.

MARVELLOUS PERFORMANCE—EDINBURGH AS RECORD AGAIN BROKEN.—The record made between the two capitals more than a fortnight ago by Mr. A. M. Donaldson, of the Edinburgh Amateur Bicycle Club, has just been broken by Mr. Frank Shorland, of the Southgate Cycling Club, London, who left the General Post Office, London, on Wednesday at mid-night, and reached the General Post Office, Edinburgh, at 11 minutes to nine, beating the previous record by 10 hours 1 minute. He rode a 42-inch geared Facile. The first day the weather was perfect, the wind being favourable, although the roads were slightly rough. Yesterday it was almost calm, but for the last seventy-six miles there were in some places very wet. He rode the first seventy-six miles without a dismount, and reached Catterick (223 miles) at 9.50 p.m. After a four hours' sleep he started again at 7.40. Yesterday morning Newcastle (274) was reached at 1.10. There breakfast was taken. Dinner was taken at Belford (322) at 1.10, tea at Dunbar (367) at 5.50, and Edinburgh (395½) reached at eleven minutes to nine. The distance ridden was actually over 400 miles on account of his taking the road on two occasions. The arrangements for the ride were perfect, and he was accompanied by pacemakers for nearly the whole distance.

Sport & Play Sept 3/89.

The Land's End to John o' Groat's scorch seems to have very nearly died out, but recently a new craze has sprung up for establishing a record from London to Edinboro'. Only recently Mr. Donaldson did this route in remarkably good time, but his performance was completely put in the shade last week by Mr. Shorland, who, on a "Facile" safety, rode the full distance of 395½ miles in the extraordinary time of 44 hours 49 minutes, which beat the previous record by no less than ten hours. It is a marvellous ride, and speaks volumes for the easy-running qualities of the "Facile."

EDINBURGH TO LONDON.

THE RECORD AGAIN BROKEN.

Mr. Frank W. Shorland, of the Southgate C.C., London, has succeeded in reducing the record by ten hours and one minute, doing the distance from capital to capital in the splendid time of one day 20 hours and 49 minutes. It was his intention originally to start from London on Monday morning next, but the wind veering round to the south-west last Wednesday, it was resolved to make a start at once. The southern metropolis was accordingly left at Wednesday midnight, and he rode with such good effect that he arrived in Edinburgh at eleven minutes to nine on Friday evening. The weather throughout was most favourable, and the roads, excepting the last 70 miles, in good condition. From Berwick to Edinburgh they were heavy in some places. Mr. Shorland rode a 42in. "Geared Facile," weighing about 34lbs., and Messrs. Boothroyd and Waterson, of Messrs. Ellis & Co., went from place to place along with him, mostly by train, and made all arrangements, so that he had every possible help on the way. The hero of the ride was very fresh at the end of his long journey. He is a tall, slim youth of 18 summers, and weighs about 9½ stone. He has put the record where it will stand, unless the journey be made under very favourable circumstances, and even then it can only be lowered by very little, as at the best the 400 miles course is not by any means like a racing track.

Leaving London at midnight he rode to Norman Cross (76 miles) without a dismount, arriving there at 6.15. Mr. G. T. Langridge, of the North Road C.C., paced him thither. After breakfast he was again in the saddle at seven, still accompanied by Mr. Langridge, and also Mr. Jewsbury, of the same club. Soon his pacemakers fell behind; but four miles south of Grantham (110 miles), which was reached at 9.40, Mr. W. Smith, of Hanley, met him and took him on to Boroughbridge. At Retford (145), which was reached at 12.30 and left at 1.6, dinner was taken, and at Wetherby (194) tea, and the journey resumed at 5.50. After a short stoppage at Leeming (222), Catterick (228) was made at 9.50, and after a light supper and a bath the record-breaker went to bed and slept till 2.20 a.m. (Friday), and having taken some food was again on the road at a quarter to three. Mr. I. W. Boothroyd rode with him to Heighington (244), which was not reached till five, some time having been wasted through their missing the road. For the next fifteen miles he went on alone, but at Durham (259) Mr. Gerald Stoney, of Newcastle, took him up at 6.40, and had him at Newcastle (274) at 7.50. After breakfast, still with Mr. Stoney, he left at 9, and reached Belford (322) at 1.10. After a stop of half-an-hour for dinner, now with Mr. Robert—better known as "Bob"—Paterson, of Newcastle, who made pace for him to Dunbar, he was at work again, and Berwick (338) was passed through at 3 o'clock, and Dunbar (367) was the next resting place at 5.50. He had barely started at 6.20 when Mr. A. M. Donaldson, E.A.B.C., picked him up and took him along to the finish. Haddington (379) was passed through at 7.20, and soon Mr. S. Dean, the secretary, and several other members of the Portobello C.C., were met, and Mr. Dean and Mr. Mackinlay, P.C.C., also went on to Edinburgh, where he arrived, as above mentioned, at 7.49.

MR. DONALDSON has not had to wait long for the lowering of his Edinburgh and London record. Last Thursday, at midnight, "in the deep stillness of a summer even," Mr. F. W. Shorland (North Road C.C.) started from the General Post Office, St. Martin's-le-Grand, and in the course of seventy-five minutes reached Barnet, whence he crowded on sail, or rather piled the pace on his "Geared Facile," eventually reaching Edinburgh in 1 day 20 hours 49 minutes, or about 10 hours inside Mr. Donaldson's time.

"Wheeling" Sept 4/89.

1889.

Jottings.—Well done, Shorland. London to Edinburgh, 44h. 49m.! What next? the pistol firer at an amateur race was last week fined because he had no gun licence.

* * *
DONALDSON'S record has not lasted very long, as Shorland, on a Geared Facile, has simply crumpled it up.
* * *

* * *
It was fortunate for Shorland that Jewesbury, whom Langridge was to make pace for to York, did not turn up at the G.P.O. last Wednesday, as the North Road "versatile statoot," to whom the strike has given a holiday, took Shorland along for 89 miles, the other pace-makers giving out. He turned up casually at Ditton on Sunday, having ridden 400 miles in the interim.
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* * *
SHORLAND'S performance on the Geared Facile is another sterling testimonial to the road-consuming powers of that wonderful little machine. Ghosts of the old stage coachmen, shadow of Dick Turpin, wraith of Black Bess, what do you think of London to Edinburgh by road in under 45 hours by a lad not yet eighteen?
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* * *
THE record made by Mr. Donaldson from Edinburgh to London quite recently has not been long lived. On Friday morning Mr. Shorland passed through Newcastle on a record breaking expedition, doing the journey the other way on to the Scotchman, and accomplishing the entire distance in ten hours less than the Edinburgh club man. Mr. Shorland was riding a Geared Facile without a brake, and those who were alongside him at any time during the journey assert that it was hard work keeping up with the record-breaker, much less making the pace for him. Gerald Stoney on a similar mount coached him over a good part of the route between Durham and Auld Reekie.

"Cyclist" Sept 4/89.

Donaldson's record between Edinburgh and London has already been beaten. F. Shorland rode the distance last week in 20h. 49m.—1h. 1m. faster than Donaldson. He was mounted on a "Geared Facile."

"Wheeling" Sept 4/89.

DONALDSON'S record may now be remembered among the sheaves which have fallen, Shorland and the Facile being now the heroes of the hour. Nothing daunted, however, the local flyer intends having another cut at the record on its being passed, and I think he is good enough to put a notch higher.

"Wheeling"

ANOTHER WONDERFUL FACILE RIDE.

SHORLAND BEATS THE LONDON TO EDINBURGH RECORD BY TEN HOURS.

OUR readers will remember that we recently gave a full account of a journey from Edinburgh to London, accomplished by Mr. A. M. Donaldson in 2 days 6h. 50m., beating all previous records. Mr. Frank Shorland, of the Southgate and North Road C.C., who is now spending his holidays upon his favourite steed, was fired to emulation by this, and concluded that he would beat this ride or perish in the attempt. Last Wednesday morning opening bright and fair, he, in consultation with Mr. I. W. Boothroyd, decided at very short notice to start at midnight. The needful arrangements were hurriedly but carefully made, and Mr. W. J. Hunter, of the Brixton Ramblers B.C., kindly volunteered to act as pace maker for the first part of the journey. At the "witching hour of night" quite a numerous company was assembled at St. Martin's-le-Grand to witness the rider start on his long journey. Mr. E. A. Powell, of the Catford C.C., and Mr. O. H. Lurette, of the *Sporting Chronicle*, timed the departure, which took place just after the bell of St. Paul's had tolled the arrival of midnight, the timekeepers in their wisdom pronouncing that the Cathedral clock was $\frac{1}{2}$ m. fast. By a piece of great good fortune for Shorland Mr. G. F. Langridge, captain of the North Road C.C., started with him, and one or two other men piloted him on through the stony streets as far as Highgate Archway. Barnet was reached at 1.15, and the silent town soon left behind. At Hitchin Mr. Hunter retired, leaving Shorland in Langridge's hands, who paced him very judiciously all the way to Norman Cross, which the pair reached at 6.15, Shorland not having dismounted since leaving the G.P.O. This in itself is a very creditable ride, though in view of the long journey before Shorland, Mr. Langridge wisely kept the pace moderate. At Norman Cross they met Mr. Jewsbury, of the North Road C.C., and after a good and well-earned breakfast, the three proceeded, accompanied also by Mr. I. W. Boothroyd, who made the pace as far as Stamford, where Mr. Langridge retired. Several miles before reaching Grantham, Shorland was met by Mr. W. Smith, of Hanley, also on a "G. F.," and the pair, proceeding at a capital pace, reached Retford (145 miles) at 12.30. After dinner at the Pheasant they resumed their journey at 1.6. Tea was taken at Wetherby (194 miles), reached at 5.30, and left at 5.50. Twelve miles further, viz., at Boroughbridge, Mr. Smith retired, having accompanied Shorland nearly 100 miles, thus rendering him most valuable assistance. From this point the rider had a lonely journey of 22 miles to Catterick, which he reached at 9.50, and where he was again met by Mr. Boothroyd. They stayed at the

Angel, which comfortable old hostelry they can strongly recommend. Shorland had now covered 228 miles in 21h. 50m., a really fine performance, as a great portion of the road was very heavy going. The celebrated Leeming-lane, "with surface like a billiard-table," proved a complete fraud, the recent heavy rains having left the road very rutty and almost unsafe to ride at any speed. By previous arrangement Catterick was the point selected as the finish of the first day's ride, and accordingly after a light supper Shorland went to bed and slept well till 2.30 a.m., when he was again up, and at 2.45 started with Mr. Boothroyd in the dark, and over a road unknown to both. All went well to Pierce Bridge, where unfortunately a wrong turning was taken, and fully four miles covered on a wrong road. Shorland proceeded without a stop over some very heavy and hilly road to Durham (259 miles), which was reached at 6.40, and here he was met by Mr. Gerald Stoney, who had kindly ridden out from Newcastle, and who took him along at a spanking pace to Newcastle (274 miles) reached at 7.40. Here he had a long stay for breakfast and left at 9, still accompanied by Mr. Stoney, who took him on to Alnwick (308), whence Shorland proceeded alone to Belford (322), which he reached for dinner at 1.10 and left at 1.40, now accompanied by Mr. Bob Patterson, the well-known cycle agent of Newcastle, who had most kindly

volunteered to help him along, and who rode with him to Dunbar (367), which the pair reached at 5.50. It was now quite clear that a magnificent ride would be done, and record "knocked into a cocked hat," and numerous wires were sent to riders in Edinburgh. Leaving Dunbar at 6.20, Mr. Shorland was met at Linton by Mr. A. M. Donaldson, of the Edinburgh A. & B.C., who, with true sportsmanlike feeling, now assisted Shorland to beat his lately-made record. Mr. Dean, of the Portobello C.C., and several other riders joined in, and a spanking pace was kept up over vile road all the way to Edinburgh, where, at 8.49 p.m. on Friday, Shorland finished one of the finest road rides ever accomplished, being timed in by several clerks at the G.P.O. His total time was thus: 44 hours 49 minutes, being 10 hours 1 minute less than the previous record. He finished very well, ate and enjoyed a good supper, went to bed early and slept the sleep of the guest, waking up once or twice only with the idea that it was "time to go on again," and sinking blissfully back into repose on realising that the end had come.

Shorland rode a 42in. "Geared Facile" light roadster, weighing about 35lbs., with $\frac{1}{2}$ in. and $\frac{1}{4}$ in. tyres, and without brake. It carried him from start to finish without a single mishap, except the breakage of a spoke while going at great pace over some cobbles. On the whole the circumstances were tolerably favourable, but by no means wholly so. A great part of the road was much rougher than was to be expected, owing to heavy recent rain and little subsequent traffic. Rain recom-

menced about the time he reached Alnwick, and from this point the road was very heavy going. His actual riding time was about 34 hours, giving an average pace of nearly 12 miles per hour, as the distance actually travelled was fully 405 miles. Shorland did not touch alcoholic stimulant from start to finish.

We congratulate Mr. Shorland on a grand performance. None but cyclists can realise the amount of courage and dogged perseverance necessary to accomplish such a feat.

Ernest Winson 13/88

THE LONDON-EDINBURGH CYCLE RECORD.

A REPLY TO MR SHORLAND.

[FROM OUR CYCLING CORRESPONDENT.]

MR SHORLAND'S letter in yesterday's Dispatch is a real school-boyish affair, and I recommend him to get his manager to help him in future. To begin with, I am no friend of Mr Donaldson's beyond knowing him "insulting insinuations" references to his being in the employ of Ellis & Co.; but, of course, he cannot deny this fact; and as to any insinuation, I can only say "If the cap doesn't fit, he should not put it on." Certainly it is not true that he was met at every point by Boothroyd and Waterston, because that would be impossible; but, as he says, "during two days' riding I was only met at six places." I think three times a day—for meals I presume—was quite sufficient.

I must only repeat that he did not show his signature-book when it was asked for, and he "gives himself away" in mentioning it was in the hands of a friend. Where was the friend? If he had it only for a few minutes he could not have been far away. By the by, the signature-book in question was a very poor affair, as compared with Donaldson's regularly drawn up form—with 28 signatures, I now find, which means a signature for every 12 or 15 miles. It is true that the circumstances were entirely favourable. The wind was in his back for the first 24 hours and entirely calm the next day, this in a way counteracting the bad roads encountered in the Midlands. How is it that we never heard of the three soakings-through with rain before? His pacemakers are interested persons, it will be noticed. Mr Smith, of Hanley, is a mystery, but he rode a G. F.; Mr Gerald Storey, of Newcastle, is the opposite, as a half page testimonial from him relative to the good qualities of the G. F. is advertised in the cycling papers every week.

Another point remains to be noticed, and that is—Shorland in conversation stated he had slept ten hours, but this was altered afterwards to four hours. How did he come to make the mis-statement?

Finally, it is an error to say Donaldson paid £8 for "professional" pacemakers. His whole expenses for the two days came to that sum. Naturally he paid the breakfasts or lunches of those who made the pace for him, much against the wish of a number of these gentlemen. In some cases he paid the railway fares of the riders back, but surely Mr Shorland does not consider that made them professionals. On the other hand, Mr Shorland does not deny that he and his two friends are in the employ of Messrs Ellis—facts which he carefully omitted to mention in the interview with our representative published on August 31.

14TH, 1889.

SEP

DAY ON THE GREAT NORTH ROAD.

Some and pace me over the North Road on Saturday," Moorhouse had remarked to me a few days before the "Coh, and I, feeling flattered at such a request from a record-breaker and Union time medallist, humbly concurred. This was the cause of my emerging from the rain at Bedford on the same afternoon, and after in vain trying to give up tickets for self and machine, making for the great North Road, Buckden and Norman Cross. As I northwards I am struck by the excellence of the road's surface, for the rain, which had been heavy in town, seems in places to have had no effect, and even when it is apparent to the eye it has little effect on the running of a cycle, so free from looseness is this highway of ours. What a record-breaking day, I remark to myself, and fired by the thought, I do at least two miles in the next ten minutes. Just as I prepare to reduce this really high rate of speed a bystander remarks, "Go it" (he described me as "old 'un," but I won't repeat that), "you'll get home first if you hurry." This led to explanations, in the course of which he informed me he took me for a competitor in the 24 hours' road ride of the North Road C.C., and that he quite thought I had ridden no less than 20 miles in 17 hours—an idea I quickly dispel from his ale-charged brain. Soon I reach

The George and Dragon at Buckden,

and after requesting a hasty meal, because "I'm going on to Norman Cross to meet Moorhouse," I am shown into the comfortable sitting-room, in which so many good men and true have been seen, where, lo and behold, my man is sitting with three others discussing a cosy dinner as if no such thing as a road ride is on. From him and his companions (W. Ward, Bidlake and Hawgood) I learn various particulars of the event, which I cannot do better than detail here. In the first place, the route the riders have taken began at Hitchin, went thence to Girtford Bridge, then to Bedford and back to Girtford, on to Wisbech by the main road, from there a turn south was made to Huntingdon, back to Wisbech, on to Lynn, back to Wisbech, to Long Sutton, Sutton Bridge, and via Long Sutton to Holbech, back to Wisbech, and via Peterborough and Biggleswade right back again to Hitchin, the whole route comprising 303 miles. Over this course no single hill of importance can be found, so the ingeniousness of the planning out will be at once apparent. For the affair 42 entries had been received, and of these 36 started, all classes of machines bar the tandem safety, being represented, the safety, of course, being the most prominent. It appeared that upon starting tandems were told off to go first, with ordinaries, safeties, and tricycles to follow in the order named, but

The three-wheelers flew off at a great pace,

and, led by Mills for the first part of the journey, put in over 18 miles in the first hour, heading everything, with the exception of Holbein, for a long way. Other classes seemed to have travelled fast, too, for the list of retirals at the 12 hours' point was long and important. While Mills was going in splendid form about 75 miles out, the axle of his machine had given way and put him out of the race. Otherwise he would, no doubt, have done great things. The early part of the ride had been taken over good roads, but with no moon visible, and there was a wind blowing from the N.E. which delayed the riders, especially when bound from Huntingdon to Wisbech. The 12 hours' records had all been cut, Holbein taking that for the safety with 175½ miles, Langridge that for the ordinary with 154 miles, while Goulding and Ward, by a careful piece of arrangement, the former agreeing to share the honour with his rapidly-fatiguing friend, managed to pass the 151st milestone at precisely the same moment, 12 o'clock. Holbein, in addition to this, had ridden the 100 miles in 6h. 33m., and at 10h. 31m. from the start his mileage had reached 154 miles. The tricyclists had done well, too, altogether, all four having covered their 100 miles inside 7.20. Luckily, up to 12 o'clock a.m. the rain had kept off, so that any dampness which fell affected not the 12 hours' times. At about 12

o'clock rain came down heavily for over an hour, and this on top of the hot pace which nearly all had indulged in persuaded many to retire from the competition. Bidlake, being shut out from his fellow-tricyclists early in the race, had plugged along doggedly for 70 miles, then, finding he could benefit others by retiring more than he could himself by keeping on, slowed up, and timed Goulding and Ward at 12 hours. Moorhouse, who had lasted well with the leading tricyclists up to Wisbech on the outward journey, was left by them there by some misunderstanding, and after trying in vain to catch them for about 70 miles gave up, and returned to Buckden by rail, having done 143 miles in 12 hours. Langridge, just before reaching the 12 hours' point, managed to break the fork of his machine, and though he rode in and got the record, discretion suggested a return by rail, so he relinquished all idea of making an ordinary 24 hours' record. Dickenson, of Sheffield, was unfortunate to fall badly early in the day and damage his eye, while Harker, of Coventry, and Hawgood had found some hours before that 24 hours' events were not for them that day. These details explain the presence of so many men at Buckden, and after having thoroughly digested them, as well as a square meal, we settle down to wait for Holbein, who has been advised by wire as a likely arrival at any moment. Before he appears, however, one or two other competitors, who have not been the full distance, turn up, sign, and go on their way quietly and comfortably.

After many False Alarms,

in which the children delight, the cry comes of "Holbein is here," and we rush out pell-mell to greet him. He looks very "fit" in his tight-fitting black jersey suit, which no one can complain about on the score of appearances, although it is perfectly thin and light. After swallowing some refreshment, supplied on the instant by one of the fair inhabitants of the George, he is on his way again at a tremendous bat, leaving P. C. Wilson and Dangerfield, who are pacing him on a tandem, a severe task to make up the 50 yards lead he gets. Alfred Nixon strolls in two minutes after, but he goes mildly on his way, with the intention of doing 153 miles in the 24 hours. Holbein has already done 250 miles when he arrives at 6.31, and having no less than 5h. 29m. left, there is every probability of his doing a great performance, nothing short of a bad break-up being likely to reduce his pace. This does not take place, fortunately, and, as we learn later, he goes on to Hitchin, and round about there he eventually finishes his 323 miles in the twenty-four hours, thus beating all previous "bests" by about 26 miles—a simply marvellous piece of riding. The next best performance by comparison promises to be Goulding's. Bidlake having promised to take him to the finish, I, in a weak moment, agree to accompany him. Before he turns up, however, various other men appear,

Sheffield and the North

being particularly well represented. Tinsley Waterhouse, sportsman that he is, paces a few, and uses words of scorn to men with any retiring feelings within them. Sternwhite, Shorland, Spencer and Young go through together, all having done good performances. Shorland is stiff in the ankles, but otherwise fit, and though he can hardly do as well as rumour says he anticipated, still his ride promises to be a splendid one for so youthful a rider. He gets to the 292 miles point by 12 o'clock, and thus gets within measurable distance of the old record. The brothers Cawood, J. G. H. Browne and Cocker also appear with good 12 hours' performances, but with no record of having done anything since. Then as we wait for Goulding, who will not be in, so we hear, for two hours, a couple of Pickwick men appear, one, and perhaps both of them, looking ghastly in their Pickwick record-breaking garb. They turn out again, and reach Norman Cross later, we afterwards learn, but in what state, as far as we were concerned, is not known. Then all of a sudden the tricyclist's arrival is announced, and Bidlake and I bolt for our machines, light lamps, and in a few seconds I am careering along the London Road at a pace awful to contemplate—at least, I found it so. I lost my wind, my

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FRANK SHORLAND, of the Southgate and North Roads C.C., went over to Ireland on land on miles R.C.C." fr back. easily, t The road and ther outward This is "Facile" capacity conditio

Frank Shorland and his "Geared Facile" have been seeking fresh worlds to conquer, and in Ireland on Saturday in the 100 miles road C. The route was from C. and the road was very at out of eight starters complete the distance, sult is a striking evidence under unfavourable cir-

ALL ACCOUNTS DUE ON PRESENTATION.

O'BRIEN'S Wicklow Hotel.

No 37 6.7 & 8, WICKLOW STREET.

Messrs Waterston DUBLIN.

"Cyc

Shorland, on Wanderers' 100

100 Miles Road day, and resulted "Facile." The e very bad, and race ever held it success, though its being so.

Irish

WANDERERS' 100 MILES OF

Starter—O J Thompson, Tim F M'Court, C J Thompson, and T This event was decided on lay from the canal bridge at Newbridge, Curragh, Kildare back to the starting point. Seven out of the seventeen call of the starter as follow Dempsey, W C C; W Lem G Joyce, unattached (Dubl kenny), and were sent on t They started at a fair pac peded them greatly and we The roads were heavy for t patches were met, when th Bead 'chucked it,' as the which was reached in 2hrs 1 The others plugged on stead and Joyce a little behind, b left Wayne and Shorland st behind. The leaders reach turned by W F M'Court at l made a better pace homewa turn journey at 3 15 pm, w they again faced the roads which had been pretty go towards Kildare, and the f them very heavy in places. way, but he had a bath, w waiting for him in sportsm up, for on resuming the r exhausted by the time he r land he frequently ran int owing to a side slip. Shor anything like resistance, sl Dublin the going was awf was met by several men a company after his long, s well at about 7 p m, hav all stoppages for checki 15 mins later, very much who finished the distance, occupying no less than 11 1/2 hours.

1889

Sep 20	Bedroom attd	5
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Oct 2/89.
is persistently pushing at for record breaker Shorland from London 4 hours 49 minute by 10 hours 1 minute Dublin Wanderers 1 of the same rider.

Oct 2/89.
eserves well of his honour of winning the golden opinions of conduct in helping a spirit animating the d rather lose a rac near advantages. It e road cracks to put elp another rider in ls; and in an actual l competitors to start pacemaking. There 7 in the recent Bath ratch men were so ise to take turns at ing a handicap—the en, and the foolish d and disgraced by

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23/89.
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"Cyclist" Oct 25/89.

1889.

"Little Blue-man" Sept 24/89.

15

THE FIFTY MILES TRICYCLE ROAD RECORD BEATEN.

On Tuesday, the 15th, W. C. Goulding, the holder of the 24 hours' tricycle record, started from Hitchin on the record thoughts intent, with a view to lowering the best time for fifty miles on a tricycle, which stood to the credit of G. P. Mills—2h. 53m. 25s., made October 25th last year—and succeeded in accomplishing the distance in the very fine time of 2h. 50m. 20s., beating record by 3m. 5s. Goulding was started from Hitchin at 3.17 3m. 5s. Goulding was started from Hitchin at 3.17 3m. 5s. Goulding was started from Hitchin at 3.17 3m. 5s. Goulding was started from Hitchin at 3.17 3m. 5s.

Cyclist Oct 25

Little Blue-man Sept 24

Shorland says that long-distance riding has increased his weight considerably. For instance in his London to Edinburgh ride he gained 7lb, and in his recent North Road 24 hours ride, when he covered 292 miles, his weight again increased 3lb.

Shorland does not believe in drinking during long distance rides. His motto is 'eat plenty.' He says long distance rides always increase his appetite, and he eats voraciously when he stops. We think Shorland is right, and a man should train to ride long races without drinking. Stick to the grub.

F W Shorland, of the Southgate and North Road Cycling Club, and W Waterson, of the Birchfield C C, Birmingham, are at present staying at the Wicklow and enjoying themselves tip-top. They both express themselves in strong terms over the disgraceful treatment received by Irishmen at the hands of the Surrey Bicycle Club. The courtesy and hospitality which they have met with in this country is, in their opinion, a striking contrast to the un-English manners of their London brethren.

The race itself calls for little comment beyond what is given in another column, but I must say it was very unfortunate for the competitors that the rain should have come down so inopportunistly and made the going very heavy, besides which the wind was dead ahead on the outward journey. Despite these drawbacks young Shorland finished up strong and fresh, and without any apparent traces of fatigue. He seemed much disappointed that there was no one to slog out a finish with.

Shorland's mount was a geared Facile geared to 63in, and weighing about 38lbs, the rims were light and the back wheel was also very light-looking, and the machine seemed as rigid and solid after the 100 miles of rough riding as its rider looked fresh and vigorous. Shorland and his Facile are, no doubt, a great combination, and when he matures a little will be almost invincible.

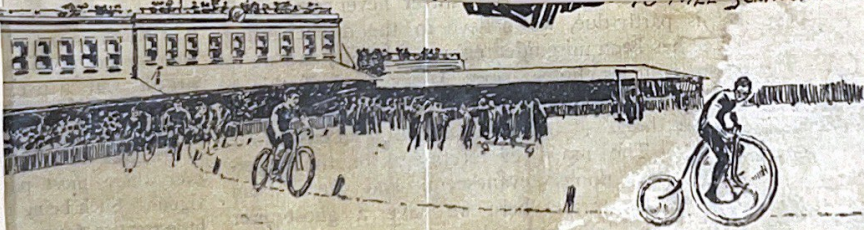
Wayte got to Maryborough with Shorland and started back, and he kept company with Shorland as far as the Curragh, when he betrayed signs of great exhaustion, running into the Facile man's wheel a few times, when the latter for safety at last spurred and drew away. Wayte, however, pluckily pursued the contest, and finally finished up about fifteen minutes behind the winner in 9h 41mins 26secs.

Airjay and a spectator riding in with Shorland, and doing and neck finish to the tape, was a sight for the gods. They narrow shave from coming an almighty smash at the finish through the crowd at top speed, their handle-bars overlapping other.

An Edinburgh paper describes a remarkable record bicycle (Facile) ride from London to Auld Reekie, 400 miles, by Mr. Shortland, of London, 18 years of age, and a well-known pedaller. By luck in weather, and having friends to meet him and provide food at several points, he escaped delays, making the run inside 45 hours, and arriving fit and fresh at the Northern capital, where wheelmen escorted him to the Club. The performance is ten hours shorter than Donaldson's.

Another record gone! On Tuesday last, W. C. Goulding, of the North Road C.C. succeeded in establishing a fresh record for fifty miles on the road, by completing the distance in 2hrs. 50min. 20secs. The previous record was 2hrs. 53min. 25secs., made by G. P. Mills last year. Mr. F. Shorland (holder of the London to Edinburgh record) started at same time on a geared Facile safety, and finished 7secs. in front of Goulding; his time, 2hrs. 50min. 13secs., being the best ever done on this form of machine, and less than seven minutes outside M. A. Holbein's record.

... finished less than three minutes outside Mills's time. The ride is further proof of the excellence of the "Geared Facile" as an easily-manoeuvred mount and rather upsets the oft-"stay," but



E. Kemp.
SILVERDALE CL.

FINAL OF THE ONE MILE SAFETY HCP
SHORLAND & MORRIS ON PNEUMATIC TYRES
LEAVE THE FIELD.

... inside the time previously accomplished of machine. Amongst other road records well-known points that of Frank W. Shorland from the G.P.O., London, to the G.P.O., at 404 miles, in 44h. 40m., on Aug. 29 out as a notable feat of endurance. It is a ride made during the year. On Aug. 1, the 24 hours record for Welsh roads to the usual record-reducing safety type of

"Cyclist Record" Nov 16/89.

and going to collar a record or two, so as to present season?

... 2000, the captain of the famous Southgate C.C., for pointing out a slip of the pen in my last week's notes, where I credited Mr. Holbein with doing his famous ride of 324 miles on a "geared Facile." He rode a Premier, by Hillman, Herbert, and Cooper, on that occasion, as he always does. It was Mr. Shorland who did a wonderful performance on the geared Facile when riding from London to Edinburgh. Both of these brilliant performers are members of the Southgate Club. The longest twenty-four hours' record of the geared Facile is 297 miles; that of the Premier, 324 miles.

The Best

Wheeling Nov 16

FRANK SHORLAND made an attempt at the 100 miles road record last week, but meeting with an accident, and the state of the road being unfavourable, he relinquished the task at half distance.

"Wheeling" Nov 13/89.

BEYOND the yearning of F. Shorland for a record "just to finish the season with," little more is likely to transpire in the speedy branch of 1889 cycling. We have reached the time when "records cease from troubling and scorcherers are at rest."

Scottish Cyclist July 2/90

1890

"Irish Cyclist" July 2/90.

25

THE COMING KING OF THE ROAD.

Ever since the fuss about Selby's "Old Times" coach record from London to Brighton and back, made two years ago, Metropolitan road scorchers—whose name is legion—have cast a longing eye on this course as a probable road to fame some fine day. These longings, however, will doubtless have received their quietus by the news that Frank Shorland had eclipsed even the most sanguine expectations in cutting the coach time by no less than 31 minutes. P. C. Wilson, who had attempted the task on the previous week, had been obliged, owing to indigestion, to desist when on the return journey, and six minutes within Selby's time. Shorland, however, has been as decisively successful in this as in his London-Edinburgh record, when, as will be remembered, he broke Donaldson's freshly-made record by over ten hours forty minutes. A few months back not a little press capital was made out of the fact that six London riders had beaten Selby's time by five minutes, sharing the distance in relays, but common work-a-day wheelmen scouted this latter performance as a trivial affair. Shorland has proved he cavillers to be at least correct by his individual success. Of course he rode a "Geared Facile," but, unlike the Edinburgh-London machine, it was fitted with Pneumatic tyres, which, as the road was rough in places, undoubtedly helped him; still, this machine has always proved its merits as an easily driven type of cycle, and, as Shorland himself confessed he would be unable to equal his "Facile" time on a chain-driven safety, we may take it for granted that, good as the man undoubtedly is, his mount shares the honour with him. The details of the ride are significant. He started from Hatchetts, Piccadilly, on Wednesday last, at 7 a.m., following the coach route throughout, via Streatham, Croydon, Surley, Crawley, Handcross, Cuckfield, Clayton, and Pyecombe, to the Old Ship, which he reached at 10h. 45m., beating coach time by eleven minutes. His return journey was made in 3h. 34m., or twenty minutes better than coach time, thus giving a total time of 7h. 19m., which is thirty-one minutes better than Selby's record, and nearly six minutes better than the time made by the four bicyclists who took the task on in sections last April. He had good pacemakers throughout, Messrs. P. C. Wilson, Hutchens, Percy Nix, G. E. Osmond, Bartlett, and E. Hale assisting, and considering that the course is about 108 miles in length, and mostly hilly, the performance strikes us as being likely to stand for some time.

"Irish Cyclist" July 2/90.

Shorland left Piccadilly at 7 a.m., accompanied by P. C. Wilson and — Hutchens as far as Streatham, whence he went to Croydon by himself, and was there met by P. A. Nix and E. Osmond, who paced him towards Cuckfield, Shorland running away from them. E. Hale took him for five miles, but could not hold him, Shorland going on alone for the last nine miles to Brighton. The same course was repeated, reversed, on the way back, except that the record breaker left his pacemakers at Chelsea Bridge, and finished the last bit of street work alone, riding up to the coach office at 2.19 p.m.

OUR LONDON LETTER.

SHORLAND SMASHES THE BRIGHTON RECORD.

One man on one machine has been the journey from London to Brighton and back in record time. The man was F. W. Shorland, of the Southgate and North Road Clubs, and his machine, of course, a Geared Facile, fitted with pneumatic tyres. The rides Shorland had previously accomplished were quite sufficient to entitle him to be classed among the leading road riders of the day (his London to Edinburgh in 44 hours 49 minutes, his 292 miles in 24 hours, and his 50 miles in 2 hours and 46 minutes); but this last ride to Brighton and back, a distance variously estimated at 106 to 108 miles, in 7 hours and 19 minutes, places him at the head of the road men of this year up to date.

He has beaten the coach and 64 horses by 31 mins.; he has done better than the combined efforts of the four Brighton men by 13 mins., and has eclipsed the four Catfordian scorchers by 6 mins. He is a promising lad. Some people are fond of comparing the North Road and Catford men; here then is a suitable fact to start making deductions from. One N.R. man faster than four Catfords.

The pneumatic tyre, no doubt, was a help to him, but the pneumatic tyre does not clear the traffic or level the hills, or even drive the machine as some would have us believe.

Shorland had only been over the road once before, and did not know Crawley from Handcross, or Red Hill from Clayton Hill; he had various pacemakers, though, that kept him in the right road. So much did he beat record by that E. A. Powell, his time-keeper, was not in Piccadilly when he returned. P. C. Wilson, Dangerfield, Linley, and others were fortunately on the spot and took his time, and by subsequent comparisons with the official time-keeper when he arrived, they got the exact figures.

There is a great feeling of satisfaction, to my mind, that a man has got this record who is not a member of one of those clubs that have offered twenty guinea prizes for the ride. Shorland went for sport not pots, and has his reward.

The Brighton coach record has gone at last. Ever since Selby drove four-in-hand from London to Brighton and back (with sixteen teams) in 7 hours 50 minutes, for a wager, cyclists have repeatedly essayed to beat that time, and so difficult a feat has it proved that at last it became an accepted thing that four men should share the task, using one machine. Even then, only on three occasions has the coach time been beaten by these four men's united exertions; even such grand road-riders as M. A. Holbein, P. C. Wilson, and S. F. Edge having failed to accomplish the task single-handed, although riding some of the best light safeties obtainable.

The Brighton Road is a very good one. Its surface is almost as smooth as that of the famous Great North Road, and there are some fast stretches on it. But it is hilly, decidedly, and the hills are so situated as to "take it out of" cyclists going for speed. The London end, too, comprises some twelve miles of streets, with tramways nearly the whole distance, so that the route is one requiring genuine road riding ability as distinguished from the fine-drawn path-like velocity attained by the regular class of English road-record breakers.

Ball Mall Gazette June 27/1890.

**THE BRIGHTON ROAD BICYCLE RECORD BREAKER,
A CHAT WITH MR. F. W. SHORLAND.**

Mr. Shorland's exploit of Wednesday has already been briefly chronicled in these columns, but a representative, after some difficulty, managed to run the "knight of the road" to earth yesterday afternoon in a bicycle factory in the Farringdon-road, and gathered some details of the ride from his own lips. Mr. F. W. Shorland is quite a young man, not yet nineteen years old; he looks the picture of health, and weighs 10½ stone.

"I went home to Southgate from my desk here on Tuesday evening, made my preparations, and came back to town to sleep at a little hotel near Covent-garden. I did not sleep well, but was up at five on Wednesday morning. I went to Piccadilly, and saw Mr. E. A. Powell, my timer, and started. Two pace-makers accompanied me to Streatham, and my time to Croydon was 45 minutes. Crawley I reached at nine o'clock (two hours after starting), and I arrived in Brighton in 3 h. 40 m. I rested ten minutes there, started for home at 10.50, and was back by 2.19. Going down Clayton Hill was rather a ticklish affair, and I was rather nervous about the cabs in Piccadilly, which might have ruined everything in a moment. You see the whole road is hilly for forty-nine miles out of the fifty-one, which makes it stiff work. I was only alone for eighteen miles."

Mr. Shorland is extremely modest, and it was not easy to gather that he had broken the twelve-hours record last year by covering 161 miles; and he could hardly be induced to mention his ride from London to Edinburgh, also in 1889, in 49 h. 49 min.—another record-breaking performance. He produced a massive chain and gold watch which he had won for other feats.

Mr. Shorland is a member of the North Road Cycling Club, and several other clubs.

"What about training?" he was asked.

"Oh! I never diet myself," was the reply; "nor do I go in for any special training. I am always riding when I have the chance."

"And when did you first find yourself astride a bicycle?"

"Two years ago."

The geared "Facile" machine on which the journey was made was then inspected. It has not a very elegant appearance, but is evidently "a good 'un to go." The rubber tyres are filled with air by a foot ball inflater.

Several previous attempts at the same feat have been made, including one in which four riders tried to cover the distance on one machine. The four have been badly beaten, however, and even "Jim" Selby's coach time (7 hr. 50 min.) has been put in the shade by thirty-one minutes. It must be remembered that he had many relays of horses—sixty-four animals altogether, it is believed.

As the chat concerning one of the most remarkable 'cycle rides ever accomplished came to a close, it was amusing to recall the scornful incredulity of the driver of the Brighton coach yesterday morning, when he was asked if he could throw any light on Mr. Shorland's whereabouts.

The "Chat" June 25/90.

Brighton to London.
To-day F. W. Shorland, on a safety bicycle, beat Selby's coach record to Brighton and back. Starting at 7 a.m., Shorland reached Brighton at 10.45, and Piccadilly again at 2.19; his total time being thus 7 hours and 19 minutes or 51 minutes inside the record.

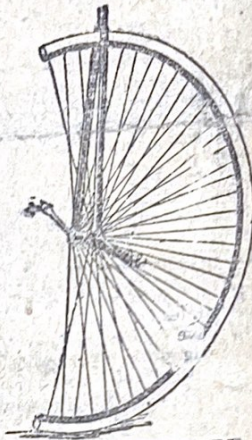
Bicycling News June 24/90.

We learn from A. E. Powell, who took the times, that F. W. Shorland, on a "Geared Facile," has beaten the Brighton coach record single handed, doing the double journey in 7 hours 19 minutes.

The "Geared Facile" and Frank Shorland knock corners off the coach record. Jim Selby's time with 64 horses and a four-wheeled coach, 7h. 50m.; Frank Shorland's time, unaided and alone, save for the trusty "Facile," his own stout heart and strong muscles, 7 hours 19 mins.



Mr. SHORLAND.



PNEUMATIC TYRE.

THE CYCLING RECORD.—Once again the cycling record has been beaten, and the long-expected event, the lowering of the coach time to Brighton and back by a single rider, has been accomplished. Frank Shorland did the journey, mounted on a pneumatic tyre safety machine, by Messrs. Ellis, of Farringdon-street, in 7 hours 19 minutes, 31 minutes less than Mr. Selby's coach, which changed horses six times, and six minutes less than the time in which the four cyclists, riding alternate distances, accomplished the feat. It is generally admitted that the pneumatic tyres have "done the trick," and it is probable that they will be much greater favourites in the future than they have been in their short past. Mr. Cooper, one of the partners in the "Premier" manufacturing company, perhaps the largest in England, informs us that since Mr. Shorland's ride they have received innumerable orders for the pneumatic tyres.

The cycling wonders almost weekly recorded might well make those lovers of athletic sports who died as late as the early '70's turn in their graves—providing always of course that there is now enough left of them for such an exercise. Yet somehow, either because custom blunts perception, or because the perceivers do not possess the faculty of communicating to others what it is they have perceived, it is rare indeed for the workers of these wonders to receive due recognition. Certainly they never get it in the ordinary, the very ordinary, channels of sporting information, though now and again these self-same channels slop over with greasy gush concerning performances much less wonderful. Two months ago, when some bicyclists made hay of the late Jem Selby's record-drive to Brighton and back in 1888, about which so much ink was spilt in the usual fulsome adulation, our Mr. PEXDRAGON pointed this out, and appraised the relative value of the two performances. This week, as readers can see for themselves, our Mr. P. has other fishes to fry for their entertainment. Otherwise he would have found a congenial theme in yet another cycling feat, which has just been accomplished over the same old ground. But I am determined that it shall not pass unrecorded. So listen all ye who are interested.

* * *
At seven o'clock last Wednesday morning Frank W. Shorland, of the North Road Club, started from Hatchett's, Piccadilly, for Brighton. He followed the coach route throughout, via Streatham, Croydon, Purley, Crawley, Handcross, Cuckfield, Clayton, and Pyecombe, to the Old Ship, which he reached at 10 h 45 min, beating coach time by eleven minutes. His return journey was made in 3 h 34 min, or twenty minutes better than coach time, thus giving a total time of 7 h 19 min, which is thirty-one minutes better than Selby's record, and nearly six minutes better than the time

made by the four bicyclists who took the task on in sections last April. The machine used by this quartet was a "rear-driving safety," with back and front wheel of as nearly as possible the same diameter. Shorland rode a "geared Facile safety" front driver, fitted with pneumatic tyres. The "G. F." is a dwarf machine, but the front wheel is of nearly double the diameter of the back wheel. It is a good machine for getting up hill and for long steady-runs, as the pedals come well under the rider and enable him to use his weight well. The new tyres inflated with air were doubtless also of service over the rough macadam from London to within a mile or two on the Brighton side of Crawley. Beyond that I do not fancy they helped him much. The hill-climbing capacity of his machine was, of course, valuable; but after all it was the man and not the machine who made the record, and those who claim all the credit for the pneumatic tyres will do well not to forget Shorland.

* * *
Beyond question Shorland's feat must be regarded as a great one. I reckon the distance from White Horse Cellars to the Aquarium at Brighton and back about 108 miles, and the gradients both ways are particularly stiff. On the roughness of the roads on the London side of Crawley there is no need to enlarge. Yes: it's a big thing, whichever way you look at it—but, big as it is, I shouldn't wonder if Shorland presently beats it, for I am told that the latter part of his outward journey on Wednesday was travelled under somewhat unfavourable conditions. He is a mere stripling—barely nineteen years old, but is of the wiry sort, and a real good stayer—more by token that he already holds the London-to-Edinburgh record (44 h 40 min). Finally, the youth is modest withal—an excellent quality in a young athlete, and in an old one too for that matter.

"Cyclist" Jan'y 21/91.

1891.

"Bicycling News" June 20/90 39

PRIMROSE LEAGUE DEMONSTRATION AT HENHAM PARK.

TEA & MEETING OF THE "ROUS" HABITATION.

GRAND CYCLING & ATHLETIC SPORTS.

Extract from "THE HALESWORTH TIMES, & SOUTHWOLD ADVERTISER,
Tuesday, June 16th, 1891.

Henham Park has become associated in the popular imagination with many interesting "functions," the best remembered being those which mark the various phases in the life of the present noble Earl, commencing with the Grand Volunteer Review given in the very early days of the youthful Viscount Dunwich down to those notable gatherings which emphasised his lordship's coming of age. Sandwiched in between these were innumerable Charitable Bazaars and Cottage Shows, which has made the beautiful Park the most popular hunting ground of the local gregarious bent upon pleasure. Nature herself has been also exceptionally kind, undulating the wide domain with sloping lines of beauty, causing great oaks to outstretch their extended arms, while, like human seniles, they seemed to buttonhole you while they babbled of a past, when this was indeed "Merrie England," and of an Arcadian simplicity which was never disturbed with the hoarse shriek of the locomotive nor any of the fierce competitions of our XIX century existence. The brilliant green of the June grass was relieved by auriferous glory, of buttercup, deep tinted with auriferous glory, while the chirp of the cricket, the song of the bird and the brilliant toilette of the ladies all vied with each other in making of Thursday one of the "red letter days" in the humdrum annals of our modern life. Not less familiar is the pretty little village of Wangford, which, however, on this occasion, was hardly recognizable. Flags, banners and bunting met the eye everywhere, while a handsome triumphal arch, bearing the mottoes "Success to the "Rous" Habitation" and "Welcome to all" was erected by Mr. J. Chilyers, who had greatly assisted in the decorations, and added to the *en fete* condition. To pass up and down the street was then as difficult as negotiating Ludgate Hill or the Bank, people, horses, waggons, carts, shows, stalls,

and dogs being inextricably mixed in good-natured confusion. One showman, certainly the most daring of his greatly daring kind, announced that within the modest dimensions of his tent "All the wonders of the world" could be seen for a penny. It was estimated, and that estimate was well within the bounds of probability, that nearly 4,000 persons were present at the Sports, and when it is remembered that the ground was two miles from the nearest railway station (Blythburgh), the fact becomes all the more remarkable. The Southwold Railway conveyed about 300 passengers, but the road was the more popular route, no inconsiderable number of the visitors arriving in waggons kindly lent by farmers in sympathy with the occasion, nearly every village within a wide radius contributing one or more waggon loads.

The interest shown in the event by the noble owner of Henham Hall and the Rous family was not confined to the granting of the use of the Park, but both the Earl and Countess of Stradbroke the Lady Hilda McNeill and Lady Gwendoline Rous spared no pains, trouble, or expense to secure the comfort and amusement of their numerous and heartily-welcomed guests. The Rous Habitation of the Primrose League now numbers nearly 1,300 members, an eloquent fact largely attributable to the energy of its late and present secretaries, Lady Hilda McNeill and Lady Gwendoline Rous. The Ruling Councillor, Lord Stradbroke was everywhere where anything needed attention, a faculty inherited from the Countess, whose ubiquity was also well in evidence. Simultaneously with the Sports there was a meeting at the Primrose League Tent, preceded by a bountiful tea to which 800 members of the League sat down. The Earl of Stradbroke presided over a large and enthusiastic audience, being supported by the Countess of Stradbroke, Lady Hilda McNeill, Lady Gwendoline Rous, Mr. James Jackson, Mr. and Miss

-On Saturday last, with ad Club added another events. The usual out- ver by 44 starters of an ished, all on pneumatics ary, the Hoopers on a ion ordinary. Shorland Boothroyd tyre, pipping umber" pneumatic with he finish, but sprinted an home. R. J. Ilsley, rd's straightaway solid- utes. H. Arnold made tching him, but subse- ttle more than he had der, with a cross wind to-day are faster than ar. Sundry policemen the finish. Result:— 10 2h. 45m. 8s. (1); A.); H. Arnold, tricycle, ghton, solid ordinary. Child, safety, 5m., and, safety, scratch, scratch, 2h. 39m. 17s. h. 46m. 20s. (8); W. 5s (9); A. F. Ilsley, Rowley, tricycle, 25m., osbie, safety, 10m.,

Apr 20/92.

ersen and Miss h for 6, 12, or 24 other pair in the r like to meet ary of it! Let rs' jaunt.

May 6/91

to us the other is none the less orland's memor- on a "Geared acemakers had 4, being a trifle way back. All half miles from watchful man in ne, and carried ge. Meanwhile roceedings, and n and ink, one y, and held it e other popped stage whisper The cyclist at machine—and sement of the

791.

ultiplié» (Geared achines de route) de 50 milles sur , samedi dernier, et de sa valeur et lent sur la moitié n Facile muni de 0 milles (80 kil. 46 m. 29 s., soit d de l'invincible

on se rappelle la journée magnifique que ce dernier avait eue pour faire ce record, on peut se demander si Shorland n'a pas en réalité surpassé cette performance.

of the feats performed on his beloved Facile.

* * *

This was sad enough, without the other unfortunate incidents, which did even more than the weather to mar the absorbing interest of the contest. Chief among the competitors riding safeties were M. A. Holbein, who rode a victorious 324 miles in 1889, and a second victorious 336 1/2 miles last year, and G. P. Mills, the demon rider of some years ago, whose fame received additional lustre on his recent brilliant success in the Bordeaux-Paris race, when he defeated Holbein upon French soil. To the amazement of all, both these riders met with misfortunes which put them out of the race. Holbein, besides sustaining a nasty fall over H. H. Spencer, who fell before him on some thick mud, was ridden over by R. W. Lloyd, whose pedal inflicted a deep gash extending for five inches upon the prostrate long-distance champion, making it utterly impossible for him to resume his saddle. This occurred only four miles from the start, and the chance of Mills doing a phenomenal performance continued rosy until well after mid-day, by which time F. W. Shorland was at the head of affairs. Mills then fell behind, suffering from rheumatism and the leg work his 68in. gear imposed upon him, and shortly after three o'clock, when Shorland was an hour ahead of him, reluctantly relinquished his unavailing stern chase, completely disconsolate.

As Saturday evening wore on, with its torrents of relentless rain discharged from an inky moonless sky, the marshals, pacemakers, and spectators from distant points along the route congregated at Hitchin, and their hopes ran high of Shorland at least being successful in beating Holbein's record made last year. But this was not to be, and after hours of suspense the expectant crowd experienced the novelty of rushing from the shelter of the Rose and Crown to welcome a victor who had failed to supersede record. Twenty minutes before midnight the sounds of flying feet proclaimed the advent of Shorland, who, after nine hours' exposure to the storm, seated upon a broken saddle, which tortured him not a little, was fain to be content with a total of 326 miles. His mount was a Boothroyd-tyred "Farrington" safety, geared to 63in. Eighteen minutes later the blast of a cyclone rent the silence of the almost deserted market-place, and J. F. Walsh, towering above the saddle of his 59in. "Premier" pneumatic ordinary, dashed upon the scene, the giant bicyclist having ridden 306 miles. In accomplishing this magnificent feat, Walsh had beaten his own record of 172 miles in 12 hours by eight miles, and that of Mills of 273 miles for 24 hours—made as long ago as August, 1886—by thirty-three miles. More than thirty minutes elapsed before the third and last man to reach Hitchin appeared, in the person of F. T. Bidlake. The North Road secretary had finished at midnight with 304 miles to his credit, upon a pneumatic-tyred Coventry Machinists' tricycle, with a Carter's chain-case. His appearance was startling in the extreme, the encrusted road grit all over him making identification difficult even to his most intimate friends. In the enthusiasm created by the arrival of these three riders, all the disappointments of the day were forgotten, and when we retired at about one o'clock, we left an animated throng in possession of the snug rooms of the Rose and Crown. Sunday morning found Shorland, Walsh, and Bidlake up betimes and freshly arrayed, their features bearing no traces of their recent heavy exertions. On another page will be found a full account of the doings of the other competitors. Had Shorland used a chain-case and been spared his saddle trouble he must have lowered Holbein's record, for he finished with both time and strength in hand.

THE 24 HOURS' FIGHT.

G. P. MILLS VANQUISHED — SHORLAND BREAKS RECORDS — WALSH BEATS NESBITT AND THE 24 HOURS' ORDINARY TIME—HOLBEIN BADLY HURT.

By T. A. EDGE.

Greater interest has been taken in the issue of this year's North Road Club 24 hours' ride than any which has previously taken place. For three years Holbein has stood out in advance of any other long-distance road-rider, and it was not until G. P. Mills, the old champion, proved at the commencement of the season in the Bordeaux-to-Paris road race that he (Mills) still retained his old form as a long-distance rider that Holbein was thought to have a rival in the field. The race in France was not looked upon as a thorough test of the two riders' abilities. Holbein was not suited by the course. It was thought on the North Road, where Holbein has always shown such wonderful form, that he would prove the superior of Mills, hence the verdict of the race has been awaited with feverish excitement; excitement which was increased when it was known that many other men of long-distance fame had undergone a special preparation for the contest, including J. A. Bennett, J. E. L. Bates, F. Shorland, H. H. Spencer, and others. There was a feeling of uncertainty in the minds of good judges as to whether one of the riders named would not equal in speed and stamina the hitherto invincible Holbein and Mills. Up to the present I have been speaking of riders of safety bicycles, but lovers of the "good old ordinary" were all anxious to see how near Nesbitt and Walsh would approach the safety men in the distance they rode. F. T. Bidlake was mounted on a Marlborough Club tricycle, and no one was thought equal to him on the three wheeler. Many clubmen took the opportunity of riding in the race, making use of the checking arrangements to secure the club medals offered for certain distances ridden on the road, the number of starters was a large one, and the principal were as follow:—Safeties: M. A. Holbein, G. P. Mills, F. W. Shorland, J. M. James, J. E. L. Bates, H. H. Spencer, J. J. McCarthy, P. C. Twentyman, J. A. Bennett, T. R. Marriott, R. W. Lloyd, H. Mitchell, T. Monkhouse, and J. Lancashire. On ordinaries: J. F. Walsh, R. C. Nesbitt, and E. J. Waygood. On tricycles: F. T. Bidlake, E. P. Moorhouse, Alfred Nixon, W. J. A. Butterfield, F. W. Butterfield, and W. M. Crosbie. On tandem tricycle: C. A. and L. Hooper.

It will be seen that the name of "Bath Road" Smith is absent. On his recent form he was thought to be a dangerous rival to Holbein and Mills, and his absence was deplored by many.

As previously mentioned, the

INTEREST IN THE RACE

was the expected struggle between the first and second men in the Bordeaux to Paris ride, but the expectation was spoiled by a nasty fall which Holbein was unlucky enough to get three miles from the start. H. H. Spencer colliding with him and bringing down several other riders at the same time. Spencer managed to go on again, but Holbein was cut very badly on the thigh, the pedal of a falling machine cutting a gash six inches long and quite deep, which necessitated the Biggleswade doctor's aid to stitch. A bed for the disabled one was secured at Dan Albone's