

## WHEELMEN SHOULD BE ATHLETES.

BY JACK.

The average rider pays little attention to developing other parts of his physic than his legs and this is a mistake. There are many reasons why wheelmen should develop the muscles of their arms and body and grave reasons why fast riders should do so.

The man who is strong all over enjoys riding at least twice as much as the one who is only leg strong. He drinks in the air and changing scene with a pleasure that the other does not understand, and when it comes to a long ride through heavy roads, the man with strong legs only, cannot last nearly as well and does not find any pleasure in the ride. A cross country rider, one who does not follow the track or the smooth roads of a short section of country, needs a strong body to carry him through the heavy sand, the hard hill walking and the dangerous rutty road riding. Such rider needs training other than riding a bicycle only. He should wrestle, box, row, in other words, develop his body and arms, else he will not be a success at the cross-country game. Fast riding and racing undoubtedly strengthens, and to an extent develops, the body and arms but it has not so direct an effect, takes longer and neglects many muscles which should receive special attention. Many racing men, especially the champions, appreciate this fact and during their hours off the wheel go in for boxing, wrestling and other body and arm building exercises.

A good rider in a big city decidedly needs a strong make-up for, otherwise, he risks his life frequently. To illustrate, a rider came down the long slope of Williamsburg bridge, New York; the going was easy and he exceeded 20 miles an hour. Approaching a big cart he swung to the left to clear it. The traffic suddenly jammed ahead, the cart swung out and the rider was left only 3 feet of space to pass it in. As he increased speed to shoot through, the congestion ahead caused the carter to pull up and swing to the left, closing the gap. The iron girders and the river below were too formidable, so turning quickly to the right he seized the back of the cart with one hand. Stopping short, when traveling over 20 miles an hour, with all one's weight on one arm, is a big strain. But this particular arm was strengthened by long hard training in the gymnasium and stood the test. A dangerous fall, possibly a fatal one, was averted by a properly trained arm and grip.

Frequently we hear of wheelmen being killed, and it is often through an occurrence such as the one cited but when the rider had not trained his body and arms to aid him. Wheelmen should be athletes—it pays.

## PHILADELPHIA RUN.

On May 29, 9.30 p.m., seven members of the Eastern Division and two of the Amsterdam Wheelmen, started on a trip to Philadelphia over Decoration Day. The riders were B. Lawson, J. Arcaro, Bolil, L. Segal, W. Fuchs, F. Lilienthal, E. Schuber, A. Cooley, S. Segal.

The start was made with a crowd of street gamins asking all about where, why and what we were going to do, and we proceeded to the South Ferry and Schuber started in with a foot race with Arcaro for the length of the ferryboat.

The trip through Staten Island will never be forgotten. The fine roads, the music from a harmonica by Fuchs and Cooley, and the general good feeling will always recall the trip. Arriving at Tottenville just in time to catch the ferry, we checked up for centuries and stopped in Perth Amboy to "fill up."

Just outside the city limits, Cooley scored a double puncture, so we had another rest. Then we discovered a house in the middle of the road which was being moved, and that necessitated some good juggling on our parts. After climbing some hills and gliding down the backs of them, next arrived at New Brunswick, where we again stopped to have midnight dinner. From there till the sun came up behind us, we did nothing but talk and keep awake, and look at the lights of other lamps.

Daylight came and the bunch discovered two riders ahead, so they went after them, meanwhile not noticing that two men were left behind. Finally, at Windsor, the stragglers caught up, and after taking a rest, we started for Trenton. The roads being in fine shape, a good chance to make up time presented itself and taking advantage of this we got to Trenton at 4.30 a.m.

Chasing up a lunch room, we again discovered the two riders who had been ahead and now with us were Long Island Division members, so the total went up to 11 present.

Trenton being left for awhile, we crossed