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Sports

Management

INCLUDING
MOTOR GYMKHANAS

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Useful Advice and Handy
Hints for Hon. Secretaries
: : : and all : : :
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By **H. HEWITT GRIFFIN, M.J.I.**

34 Years Sports Official

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Official Timer - F.A.C., N.C.U., N.F.B.U. & at OLYMPIC
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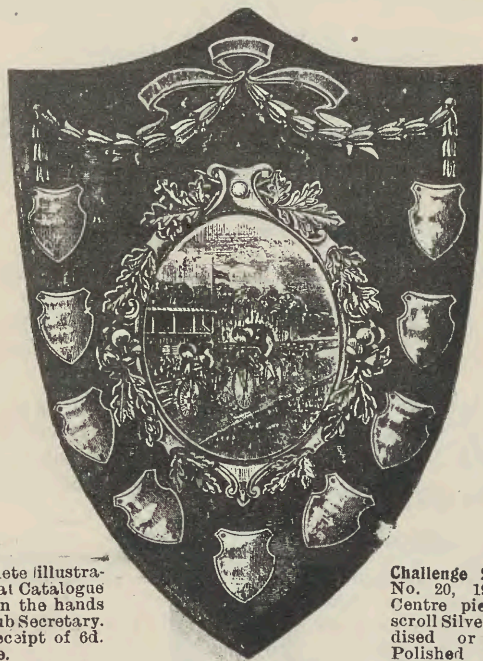
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(ILLUSTRATED),

BY

H. HEWITT GRIFFIN, M.J.I.,

Author of "Athletics," "Cycles and Cycling," and other Standard Works,

MEMBER AND OFFICIAL OF

London Athletic Club (1876), Senior Member of Committee (1882);

Ranelagh Harriers (1882), Senior Vice-President and Honorary Timer;

Putney A.C. (1891), Senior Member and V.P.;

National Cyclists' Union (1881), { Official Handicapper (1886), Timer (1892),
and Judge.

Southern Counties Amateur Swimming Association (1879), { Past President
(1904);

and various other Governing Bodies, Clubs, and Acting Sports Official
34 years (1874—1908), also formerly

Amateur Athletic Association, { Official Handicapper and for some time
Chairman Southern Division;

S.C.C.A., V.-P. (1884-6) and 18 years Official Timer.

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Secs. and all Officials carrying out Athletic Sports, Cycle
Race Meetings, Motor Gymkhanas, &c.,

BY

H. HEWITT GRIFFIN.

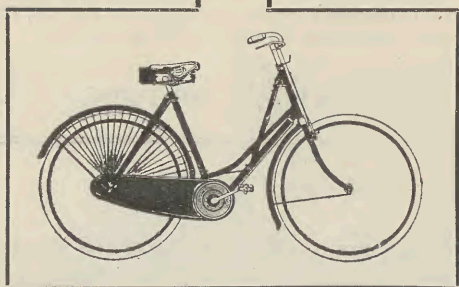
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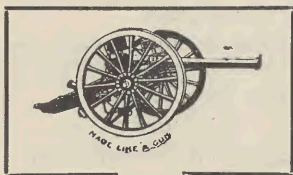
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PREFACE.

For more than a third of a century I have been in close and constant official touch with all-round sport, more particularly Athletics, Cycling, and Swimming, also, of recent years, Motoring.

Attending and officiating at sports all over the country, it is, time and again, made very evident that, even at some of the best, biggest, and old-established sports, there are many things open to considerable improvement, while minor meetings or newly-established sports are often painfully out of gear, for want of skilled advice. It was to meet both cases that this little book was written. The novice in sports promotion will be taken from Alpha to Omega, from the first inception to the distribution of prizes and after, while old sports promoters will be able to pick up a few wrinkles.

To give myself a freer hand, and allow straight talks instead of pedantic platitudes of dry-as-dust regulations, rules and instructions, I have created

“SAM SCRIBE,” Hon. Sec. “BELLEVILLE” Sports,

and in telling HIM what to do and what not to do I am TELLING YOU and every Hon. Sec. and Sports Official who honours me by following my advice.

TIMEKEEPING is at once not only the most delicate and most skilful of all operations in connection with sport, but it is the only one which needs the employment of a costly equipment, yet, more than any other, this branch of sport is open to improvement, more especially in the inefficient watches generally used in athletic events. So important is this that I have written a special chapter on “Clocks, Clockers, and Clocking,” which I hope will lead to a much needed reform.

Motoring is now so interwoven with our daily life—business and pleasure—that I have extended my “Hints” to the carrying out of that popular, and useful, form of amusement, a Motor Gymkhana.

Finally, I desire to thank three people to whose co-operation I have been enabled to produce the book:—

(1) Messrs. Bell and Sons, who, most kindly, have lent blocks from their copyright book, “Athletics,” to show designs for laying out courses, etc.

(2) Mrs. Wood’s Typewriting Bureau (5, Norroy Road, Putney), for the care and despatch with which my “awful fist” was unravelled and made clear for the printers; and

(3) Putney Press, Ltd., 333, Putney Bridge Road, who have turned out the book capitably, and carried out my instructions to the letter.

Also my friends the Advertisers.

Lastly, I do not profess my “Hints” are complete or perfect, and I will gladly receive any addition, on points I have missed, in order to make future editions better qualified for the double claim.

H. HEWITT GRIFFIN, M.J.I.

Saint Oswald’s, Putney,
21st May, 1908.

N.B.—The bulk of this book was written last year, and it was intended to be issued on or before above date, but various causes conspired to delay its publication. This accounts for the “Appeal for Accuracy” on page 109 seeming out of date.

H. H. G., 9th July, 1908.

P.S.—I am at all times ready to give advice to clubs or other sports promoters.

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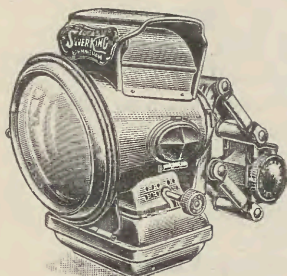


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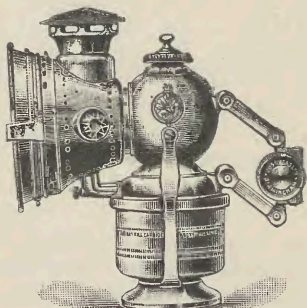
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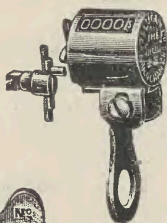
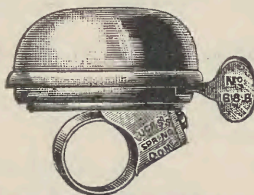


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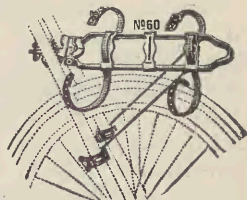


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CHAPTER I.

Preliminary Steps in Organising a Sports Meeting.

FORE-WORDS.

Town or country. It makes all the difference. By town I mean London chiefly, but practically any very large place, such as Liverpool, Manchester, Birmingham, Bristol, or any town where there are other sports held; and your meeting would only be one of many, and therefore, although it may be of general interest, it can only hope to secure sectional support, and it can hardly hope to be the district's sporting event of the year at first; you can, later on, easily make it so if you act on the hints given in this little book. It is the town of 5,000 to 20,000 population which most readily lends itself to thoroughly "booming" a meeting. Even a place of 3,000 inhabitants may hold sports which would put many a big town to blush. I have seen a "gate" of three or four thousand in a place of a few hundred inhabitants, an eight thousand "gate" in a town where the population was little more than quarter that figure, and without a big place near to draw upon.

You—aided by a good committee—can do as well for your place by either developing an entirely new meeting, or licking an old one into shape, and putting new life into it by energetic promotion and capable management on the day. Give the people something to look forward to, good to see and discuss afterwards—and your sports popularity is assured, and good gates guaranteed for the future. At the same time you must make the meeting attractive to visitors and the competitors. Let your prizes be good and well chosen, and be liberal. The accommodation must be excellent, and everything done for spectators' convenience and the competitors' comfort. It pays, for when they return to their homes and clubs, they will have a good word for your sports. The "Belleville" meeting will be talked of far and wide.

PRELIMINARIES.

I will presume your town (in memory of a place near which I was born in Canada) I will call it Belleville, a pretty name, and so far as I know, unappropriated in this country. So

in speaking of "Belleville," you will know I mean your city, or rather, the town or village which claims you as a resident; likewise, if I speak of "Sam Scribe," or simply "Sam," I mean YOU—the hon. secretary of the sports. This will not only save time, but permit me to "talk straight," instead of giving pedantic "directions."

Presuming Belleville boasts of a Cricket, Football, Cycling, Athletic, or Cross-Country Club—if it doesn't, it should—one of these ought really to "father" the meeting, and, still presuming, you are hon. sec. to one of these bodies. If so, try to get one, or several of these, to take up the sports scheme. If it seems too big for them, start out fresh. Talk the matter over with those likely to aid in its development; or if the inspiration comes to more than one, then let them compare notes as to the most suitable man to act as hon. secretary. In every town of the kind some smart young fellow will have come to the front by reason of his energy in connection with Cricket, Football, etc., or even milder forms of amusement. Without being snobbish, the higher class (socially), and the more presentable in form and speech he is, the better, for he will mix with all grades in his work, have a lot of interviewing, from the prospective president, "Lord Knowswho," downwards, and will have an immense amount of correspondence, and so forth. He must also know something of book-keeping, as the sports accounts have to be kept. Belleville is not different from other places, and everything will point to "Sam Scribe" as the man for the place, so he (*i.e.*, you) can set to work.

There are two roads open. If the venture is to be run by a club it ought, if not already affiliated, to join either the A.A.A. or N.C.U. If Athletic, Harrier, or Cricket, etc., Club, the former; if a Cycling Club, the latter. If merely a sports meeting, then you must obtain a "permit" (10s. 6d.) from each (it would be better and cheaper to belong to—a club—one or other body). The names and addresses are:—

National Cyclists' Union, 27, Chancery Lane, London.

Amateur Athletic Association, 10, John Street, Strand, London.

Or the Centre of the former, or Branch of the latter, in which your Belleville is situated, or Irish, or Scotch Governing Bodies. (See List near end of book.)

MINUTE BOOK AND CLUB HISTORY.

Although only founding the B.C. and A.C., it is (we hope) going to last many years, and in time to come its then past history will be interesting, so it must be carefully preserved from the outset. Get a large, stoutly-bound, blank memo.

London. I have used these for over 20 years, and notices can be made very effective, as several colours may be used at the same time.

CALLING A MEETING.

The first step, if working without a club (it is better, as pointed out, to join or form one as a preliminary) is to have a notice printed calling a meeting of those likely to be interested. If possible, this had better not be in a Pub., then you might get the Vicar to take the chair, particularly if, by good luck, he should happen to be an "Old Blue." If there is not a suitable room elsewhere then you must perforce go to the chief hotel in the place (the landlord will be glad to have you and place a room at your disposal, especially if it be made the sports' or your club's headquarters). A C.T.C. or N.C.U. "house" for choice. Now send out notices—printed on post cards—somewhat as follows:—

PROPOSED ATHLETIC AND CYCLING SPORTS.

A meeting of those interested will be held on
 day 190 , at 7.30 p.m., at the
 Hotel, High Street, Belleville, to make arrangements for
 holding the above. A. Goodfellow, Esq., J.P., has kindly
 promised to preside (or the Rev. Oxon Blue, M.A., ditto).
 Your attendance, and that of your friends, or offers of
 help will be appreciated.

SAM. SCRIBE,

Hon. Sec. (pro tem.),

Hope Villa,

Anchor Road, Belleville.

Coach your chairman re the aims and objects of the sports. If it is suggested that a club be formed, be sure that a proper resolution is proposed, seconded, and put in proper form:—

That the Belleville Cycling and Athletic Club be and hereby is formed.

Not one quarter of our existing clubs were ever legally constituted. In any case a committee will be appointed to draw up a scheme, and be sure real workers, well-known men, and those of some local importance are appointed. Little can be done at a preliminary meeting—the date of sports fixed, with due regard to other galas in the neighbourhood. Have that most useful of little handbooks "The Athletic Directory," price 3d., from "Athletic News," Withy Grove, Manchester, or Fleet Street, London, or any Newsagent. Also consult the fixture lists in "Athletic World" ("Cycling and Football Chat"), "Athletic News," "Sport and Play," "Sporting Life," "Sportsman," etc.

MID-WEEK OR SATURDAY.

It depends on local circumstances. If Belleville shops close early on the Wednesday or Thursday, that afternoon might do. If sufficient notice is given there are always plenty of athletes and cyclists who can get away during the week, and if held in June, July, and August, the start can be made pretty late—3 to 3.30—giving men time to get to Belleville. If Saturday, then a more ambitious sports meeting is expected, but, whatever date or day, you must make the sports a credit to Belleville, and worthy of Blankshire. In time they may rise into the County sports, and be for Blankshire what the Chelmsford meeting is for Essex, and you become a worthy follower of Bob Cook.

With the committee appointed, no time must be lost. With the model programme which follows you have a list of events ready—the less it is altered the better. If there is a local (amateur) football club, you might add "Kicking the Football," for some supporter thereof, who might not otherwise donate to the sports, would give a prize for that (failing that, try a big manufacturer of footballs), so it will cost you nothing and be an attraction and bring in the football followers. The same remark applies to "Throwing the Cricket Ball."

GET OUT THE PROSPECTUS AND ENTRY FORM.

This may be either two or four pages—the latter is better, but costs more—or for the lowest price you can get A.A.A. or N.C.U. Official Entry Forms (respectively 1s. 8d. and 2s. 3d. per hundred, per post) and print on the back, but Belleville will do better than this.

For over a quarter of a century I have been hammering away at the question of improved entry-forms, and word by word, line by line, space by space, the crude affairs of 1880-1885 have evolved into the complete, cover-all-points forms of 1907-8, like those used by up-to-date meetings such as Bishops Stortford, Uxbridge, Essex County, Wymondham, Norwich, Early Closing, and heaps of other places. I was one of those who drew up the first A.A.A. form in 1885 (what a primitive thing it was), some of the improved early N.C.U. forms—revised the A.S.A. forms, etc. At present both the A.A.A. and N.C.U. forms are painfully behind the times and imperfect. The N.C.U., when pretty perfect, was mutilated in 1905. The A.A.A. form directs that, "every space filled up," there is no provision for the "virgin" runner, or the athlete who has only competed in two or three events. It sadly needs complete revision. The most complete and perfect entry form ever issued is that for Bishops Stortford sports, 1908. It contains all A.A.A. and N.C.U. points and many

important details neglected by both. A post card to R.A. Mumford, Windhill, Bishops Stortford, will bring you a copy. Both A.A.A. and N.C.U. have recently made some minor alterations regarding club events, etc.

On the outer page of your form set forth the particulars of your sports, and, if possible, some of the chief presented prizes (an active canvass by the committee must be made for these), names of handicappers, details of trains, cheap fares, etc. Write to your railway company immediately the sports are decided on, asking for cheap fares from the nearest big town and other places; they will also show some of your big bills at stations. You might also arrange with one or two hotels to have a "sports lunch" at a fixed and moderate tariff for the many visitors to Belleville, and mention same.

If a four-page prospectus, then the outside (1) will contain announcement of sports, trains, etc., and page 2 (inside) list of events, particulars as to

ENTRY FEES,

etc. These are generally far too high, 2s. 6d. one event, 4s. two, or 5s. three events. Moreover, athletes and cyclists (although some of them are evidently monied men of leisure, from the way they trot about the country, from London to Plymouth, Dublin, Glasgow, etc.) look askance at high fees. If you want to attract men and entries to Belleville let it be 2s. first event, 1s. each extra event, for athletics and cycling. Other events 1s. each, boys or girls 6d. each.

BANK AND CASH ACCOUNTS.

The local bank would be sure to oblige by giving you a temporary account. A responsible man would, before this, have been appointed treasurer. The account ought to be in the name of the club, if there is one, if not, say "Belleville Sports Meeting" Account. ALL cash and donations received ought to be paid in, cheques for expenses and payments to be drawn by hon. treasurer and hon. secretary.

The books you will require:—

1. Bank books—provided thereby.
2. Cash book—note of all cash received and paid.
3. Entry books—(a) All entries as received, cash, name, address, and events entered for (keep this for next year's circularising), and
(b) Separate heading for each event, showing name, club, colours, etc., of entrants.
4. Sheets for handicappers (see Chap. IV.).

I have given examples of these in "Athletics," and again advise you to procure that book (1s. post free from Bell and Sons, York House, Lincoln's Inn, W.C., or through any news-agent). All entries must be carefully checked, and a receipt sent together with ticket of admission to sports, and be sure you are paid the entry fees. See A.A.A. law on that point:—

No entry shall be tendered or accepted unless accompanied by the entry fee, and all entries must be made and races run in the real name of the competitor.

If you accept unpaid entries you (and your club) will get into trouble as well as the entrant. The N.C.U. rule is even stricter:—

Any competitor sending in his entry form unaccompanied by the entrance fee shall be suspended, and any club or sports promoter accepting any entry unless accompanied by the fee shall be suspended from holding sports, such suspension to be subject to appeal.

The A.S.A. rules:—

No entry shall be accepted unless accompanied by the entrance fee.

So you must be careful. A good many competitors try to "bounce" clubs—especially back markers—in this way. Do not be "bounced."

CHOOSING YOUR EVENTS.

You have not even chosen your events yet. Let us look at the submitted programmes, and see if we cannot fix up something better than any.

EVENTS.

There are three main considerations:—

1. The programme must be made attractive.
2. Funds at your disposal.
3. Scope of sports—open or local.

The results of these are also affected by prize value. Let us take the events first.

If you wish to attract outside entries you must give each section (a) short distance runners, (b) middle and long distance runners, and (c) cyclists, a couple of handicaps, and, to bring in the back mark runners or scratch division, a level race. Most likely funds will not permit of two scratch runs, therefore you must choose a middle distance which will bring both sections of runners together. There is no use putting up only one handicap in either class. It is not worth while for men to travel to the meeting for perhaps only a few seconds' trial, such as a sprint, to be a passive onlooker for the

rest of the afternoon. With two events in each, and a chance at a scratch race, your meeting will be at once popular and well supported.

But these are not the only things to be considered, there ought to be at least one local event (for the "maiden" youths of your district), besides boys' races. I am, by the help of the printer, "talking" to you, my hon. sec. and committee, of the average country, small or minor town athletic meeting. Before we go any further perhaps you would, as a guide, like to see what other towns and places have done. I will hazard take, say half-a-dozen places, so that you can, after this hint of possibilities, "cut your coat according to your cloth."

SIX SPECIMEN PROGRAMMES.

BISHOPS STORTFORD.		CRAWLEY A.A.C.	
29th Annual Sports—Whit-Monday, 1907. Population 5,326. From London 30½ miles.		8th Annual Sports, Wednesday, 23rd August, 1905. Population 3,824. From London 30 miles.	
	Events. Entries.		Events. Entries.
100 yds. ... Club.....	9	100 yds. ... Club.....	9
120 yds. ... Boys.....	24	100 yds. ... Boys.....	14
120 yds. ... Open.....	16	100 yds. ... Open.....	19
220 yds. ... Veterans.....	19	100 yds. ... Hurdles (Club) ..	5
440 yds. ... Open.....	21	100 yds. ... Hurdles (Open) ..	7
880 yds. ... Open.....	19	100 yds. ... Veterans.....	9
1 mile ... Relay Teams	12	300 yds. ... Boys.....	14
2 miles ... Scratch Run	11	440 yds. ... Club.....	10
	131	440 yds. ... Open.....	16
		1 mile ... Open.....	21
		2 miles ... Club.....	13
			137
CYCLING.		CYCLING.	
½ mile ... Open.....	40	1 mile ... Open.....	26
3 laps ... Open, Scr.....	26	1 mile ... Club.....	8
1 mile ... Open.....	39	2 miles ... Open.....	23
1 mile ... Open, Novices	29		194
½ mile ... Club.....	21	EXTRA EVENTS.	
1 mile ... Club.....	21	High Jump.....	6
	177	Tug (Teams of 6).....	36
EXTRA EVENTS.		16 Events—Total Entries 236	
Walk, Run, Cycle.....	16		
Sack Race.....	10		
Tug-War (10 per team)	40		
17 Events—Grand Total			
Entries ...	373		
Sports lasted 4 hrs. 51 mins. No interval, but very wet.			

Two successful seaside places may now be quoted:—

SOUTHWOLD SPORTS.

Thursday, July 20th, 1905.
Population 2,800.
From London 109½ miles.

	Events.	Entries.
120 yds. ...	Open hdep.....	11
440 yds. ...	Open hdep.....	20
880 yds. ...	Open hdep.....	18
1 mile ...	Open hdep.....	13
		62

CYCLING.

¼ mile ...	Scratch Open	14
1 mile ...	Hdep. Open...	17
2 miles ...	Hdep. Open...	16
		47

7 Events—Total Entries 109

LITTLEHAMPTON SPORTS.

34th year—August Bank-Holiday, 1907.
Population 7,363.
From London 62 miles.

	Events.	Entries.
100 yds. ...	Open.....	45
220 yds. ...	Boys.....	18
220 yds. ...	Club.....	10
440 yds. ...	Open.....	36
880 yds. ...	Open.....	23
1 mile ...	Open.....	27
1 mile relay	Local.....	12
		171

CYCLING

¼ mile Scr.	Open.....	18
½ mile ...	Open.....	21
1 mile ...	Open.....	21
3 miles Scr.	Open.....	17
		77

EXTRA EVENTS.

Tug (2 of 8) and Consolation 16

13 Events—Entries 234

I could fill several big volumes with extracts from over 1,000—nearer 2,000 I suppose—programmes in my possession, the vast majority of which sports I have personally attended, and officiated at. Two more samples will be sufficient—of more ambitious ventures.

WINDSOR L.C. & A.C.

13th year—Wednesday, 21st August, 1907.
Population 13,958.
From London 22 miles.

	Events.	Entries.
100 yds. ...	Open.....	35
100 yds. ...	Club.....	6
120 yds. ...	Boys (under 10)	27
220 yds. ...	Boys (over 10)	33
300 yds. ...	Open.....	40
880 yds. ...	Local.....	17
1 mile ...	Open.....	30
2 miles ...	Walk.....	22
		210

8 Athletic Events 210

CYCLING.

¼ mile	Scratch Open.....	27
½ mile	Hdep Open.....	42
1 mile	Hdep. Open.....	46
¼ mile ...	Club.....	11
5 miles	Scratch Open.....	13
		139

5 Bicycle Events—Entries 139

Total 13 Events—349 Entries.
Sports lasted 4 hrs. 16 min.
(28 min. interval).

With Meredith's Time Trial
4 hrs. 49 mins.

LINCOLN BICYCLE SPORTS

34th year—Saturday, 26th

August, 1905.

Population 47,072.

From London 130 miles.

	a	b	c
120 yds...Boys.....	4	40	30
120 yds...Open.....	9	76	55
220 yds...Open.....	7	70	36
440 yds...Open.....	5	51	30
1 mile Run Open.....	1	95	61
1 mile Walk Open...	1	74	37

6 Athletic Events 27 406 249

CYCLING.

	a	b	c
$\frac{1}{2}$ mile...Open.....	16	127	69
1 mile...Open.....	10	117	72
1 mile...Local.....	3	26	23
1 mile Scratch Open	7	60	39
1 mile Scratch Lincoln	2	16	19
5 Cycling Events	38	346	217
Second Rounds and Finals (heats) ...	12	—	—

Total—11 Events, 77 Heats,
752 Entries, 456 Starters.

Sports lasted 3 hrs. 51 mins.

a, heats; b, entries; c, starters.

THE BELLEVILLE PROGRAMME.

What others did. What will you do?

Consider the specimen programmes:—

BISHOPS STORTFORD.—This is one of the very best “Holiday” meetings in the country. The programme is perhaps too ambitious for most clubs or places, with its 17 events. Short and long distance runners are both provided for (the scratch run brings in some of the best men of the day), as are cyclists (weak on absence of walking and mile running handicaps, and too many club races).

CRAWLEY.—Too many 100 yards. Double dose hurdles. No second open distance running handicap. No scratch Cycling.

SOUTHWOLD.—For a small unpretentious meeting, which is “feeling its feet,” an excellent programme. A scratch run and local events will doubtless be added. But if you cannot go beyond seven events, here is a good model.

LITTLEHAMPTON.—The oldest and one of the most successful sports on the South Coast. Hon. Sec. E. Yorke, J.P. has been hon. sec. almost from the first, and is perhaps senior sports secretary in the Kingdom. The 13 events cover nearly everything except an open scratch race for runners. In cycling “Ground Records” are made a feature (which see).

WINDSOR.—During the seventies and eighties the Windsor and Eton sports, with “Captain” Tom Dyson as hon. sec., were famous, but after leaving the Home Park, they died down, and were followed by the Windsor Liberal Cycling and Athletic Club, which, from a small beginning, has been by Hon. Sec. Percy Pettitt worked up into one of the best meetings near London. Quite a model in its management, and splendid

training for young hon. secs. to attend and assist in some minor capacity. The weak point in the events is the absence of a second middle distance running handicap, and a scratch race for athletes.

LINCOLN.—One of the greatest meetings in England, and a red-letter day on the athletic calendar. Lincoln is famous for three things—Cathedral, Handicap (Horse Race) and Sports. Prizes value £180 are distributed. Six railway companies run cheap trips. The missing second distance event ($\frac{1}{2}$ mile run) has now been added, and a scratch sprint would still further improve this great meeting. But at Lincoln the whole of the gigantic programme is hustled through at hurrican-tempest speed. Heats are hurled after heats, sometimes before the officials can get up the tape for the next, or even mark their programme. To “clock” at Lincoln is the very toughest timing trial of the whole year anywhere; it keeps the watch-holder’s nerves taut as a well-strung bow the sports through. It is an education in how to work off a big programme, to see how Tom Chambers (“Lincoln’s Live Man”) and his able committee get through what would land many sports managers in hopeless confusion.

BUT you do not want this sort of thing. Lincoln is a magnificent meeting, with splendid entries and grand prizes. At the same time it is like a panorama or cinematograph of stirring pictures, rushed along so fast that you are unable to enjoy its beauties. You want to take things more leisurely, but at the same time, avoid drag. In short, your programme must be varied and interesting.

To begin with we will divide the events to be considered into three classes:—

NECESSARY.	IF POSSIBLE.	ATTRACTIVE EXTRAS.
2 Sprint Handicaps (Running.)	Walking Race.	1 Mile Walk, Local (Postmen with 20 lb. bag).
1 Middle Distance Scratch.	High Jump.	Costume Scramble.
2 Distance Handicaps.	Long Jump.	Boot Race.
2 Bicycle Handicaps.	Throwing Cricket Ball (Members' local Club)	Donkey Race for Committee and Officials.
1 Bicycle Scratch.	Ladies' Egg and Spoon Race.	Sack Race.
—	Veterans' Race.	
3 Open Events.	Relay Race.	
2 Boys' Races, Local Handicap.	Hurdle Race.	
1 Local Novices Run Scratch.	Novices' Cycle Race.	
1 Local or Club Bicycle Handicap.	Putting the Shot.	
—	Girls' Races.	
12 Events about minimum		
EXTRAS.		
1 Tug of War.		
1 Consolation Race.		

CUTTING DOWN THE PROGRAMME.

Don't! Unless you see it is impossible to get the funds together. But you must—"nothing venture, nothing have." There are, doubtless, a number of youths in Belleville who would like to test their powers, but fear to do so in an open event, hence the offer of a couple of local, or club races. A scratch quarter for men who have never run will bring out local talent (and, perhaps, unearth a budding champion); besides, prizes for these are small. Ditto boys' races—these are one of the most paying events on the programme. Every boy has admiring parents, sisters, cousins, or aunts, besides friends of his relations. They'll come to see "Johnnie run." Add a girls' race—a 5s. watch for first is enough, if you know where to buy it. Or a ladies' egg-and-spoon race for members of ladies' committee might come before close of tea interval.

THE BELLEVILLE CHALLENGE TROPHY.

If a good trophy could be put up for the 500 yards scratch, it would add to attractions, but a £5 cup "won outright" for the first year would perhaps be better. Then a challenge cup, to be won three times, might follow. It ought to be worth £15 or £20. Think of the £50 and £100 "pots" put up for bicyclists, and so few for runners. The £60 "Atalanta" Cup at Chelmsford is an exception.

CANVASSING LIKELY COMPETITORS.

The "N.C. Review" contains monthly lists of all riders licensed by each Centre—names and full addresses. If your club is—as it ought to be—affiliated, you will receive the "Review" each month post free. If not, send 1s. to Secretary, N.C.U., 27, Chancery Lane, for numbers of current year containing lists. The only list of athletes' addresses is to be found in the little book already referred to more than once.

ADVERTISING AND POSTERS.

Immediately you have fixed your date, send notice to all sporting and athletic and cycling papers. Then a month before the sports, advertise—if in the South, in "Sporting Life," and "Sportsman" (both Fleet Street, London), "Athletic World" ("Cycling," and "Football Chat") (published Wednesdays, Surrey Chambers, Cursitor St., Chancery Lane, London). If in Midlands—in "Sport and Play" (Lionel Street, Birmingham), and "Athletic News." Also latter and "Sunday Chronicle" (both Manchester) for North and general. Mondays and Wednesdays are the best days for the London

dailies, as on the latter capital athletic notes appear therein by "Expert" and "Veteran," respectively, in the "Life," and "Man." Cycling events should also be advertised in "Cycling," 15, Roseberry Avenue, E.C., without fail. Advertising runs into a lot of money, so, although desiring publicity, you must go steady. Once a week, and week' entries close—twice.

Let your advertisement show what you have to offer. Something this way:—

BELLEVILLE CYCLING AND ATHLETIC CLUB.

First Annual Sports—Wednesday, 27th May, 1908

Open Handicaps.

100 yards and 300 yards	} Running.
880 yards and 1 mile	
½ and 1 mile—Bicycle.	

Also Two Scratch Races.

500 yards—Running.
½ mile—Bicycle.

All events under A.A.A. laws, or N.C.U. rules.
Cheap entry fees and railway fares. Forms and details from Sam Scribe, Hope Villa, Belleville.

To occupy a 2 in. space.

Send entry forms to offices of the sporting papers, to— if in the South—the various athletic grounds—Stamford Bridge, Fulham; Recreation Grounds, Paddington; Stadium, Shepherd's Bush, London; Cycle Track Trainer, Crystal Palace; Dressing Room, Memorial Grounds, Canning Town; London County Grounds, Herne Hill, S.E.; National Ground, Kensal Rise, N.W. Above all, be sure to send full details to Athletic Reporting Agency, 2, Whitefriars Street, Fleet Street, London; which is presided over by J. E. Fowler-Dixon (who still holds the 50 mile running record), and supplies the Press generally with most up-to-date details of sports and pastimes.

POSTERS IN NEIGHBOURHOOD.

Unfortunately, the poster producing firms have not yet risen to the importance of a good bill. Many of those seen have been drawn by artists (save the mark) who never could possibly have been at athletic sports. A small fortune awaits the firm who will put on the market real representations of real sports by a real artist. Far and away the best athletic artist of the day is S. T. Dadd, but, so far, no firm has been lucky enough to secure his services for this purpose. Good

showy posters you must have—Stafford and Company, Netherfield, Nottingham, issue some coloured pictures for this purpose. These, and some big bills about the sports, must be well posted, not only in Belleville, but in the surrounding towns and villages. If in the heart of the country, see bills are well distributed. See the whole neighbourhood is made aware of, and interested in, the sports. Do this well and your turnstiles will click merrily. Of course, you will advertise in the local papers, and keep them “fed up” with news of the sports. If the reporter who attends to this section is on your committee, all the better. If your local printer cannot quote you very cheap (get as much work done in Belleville as possible—but you need not pay through the nose for anything) for 10,000 small bills, you can get them done for 9s. or 10s. in London. These ought to be distributed all over the neighbourhood, particularly on market day in surrounding towns. “News of the World,” Fleet Street, London, makes a special feature of supplying small bills with an advertisement of their own on the back.

On the Saturday before, and on the day of sports, have a number of board-men with picture posters, and giving out circulars. On all these be sure to mention “LADIES’ TOURNAMENT—A handsome watch and case will be presented to some lady among the spectators—perhaps YOU may win it”—or words to that effect. These men must parade the town, particularly the railway station approach, morning and evening.

STRANGE APATHY OF SEASIDE PLACES.

Queer, is it not, how badly sports are advertised at all the seaside places? Margate, Ramsgate, Herne Bay, and other resorts, know not the meaning of sports. Hastings used to hold some capital sports, but they were killed by lack of advertising. I have attended several there, but never saw a board-man, or bill, on the beach, where hundreds of people knew nothing of the sports, and would have been only too glad of a little change. It is the same at nearly every other seaside resort where sports are held. Local advertising is neglected. Yet even if your Belleville is the seaside it will not suffer in this way I am sure.

CHAPTER II.

The Sports Ground.

LAYING OUT THE TRACK.

Does Belleville possess a Cricket Ground, a Football Field, or even a Recreation Resort? There must be some level piece of sward of five or six acres which is available—the Cricket Ground for choice. If the Cricket Club is not actually running the sports, they are sure to meet your wishes, and let you have use of ground at a moderate rental or share (say, 20 per cent.) of gate. Football grounds are generally too small and rough, cricket grounds are larger and smoother, but it must be as level as possible. Size determines everything: firstly, whether a course four or five laps to the mile is to be laid out; make it one of those. Bishops Stortford, Chelmsford, and Leatherhead—amongst others—have five-lap courses, but the even “Quarter” (Mile) lap is infinitely preferable. You must carefully study the field, so as to get the best and smoothest course. If there is already a pavilion—and its position is suitable—you will probably make it the grand stand. If not it will pay to erect one—the cost of temporary staging is not great; it ought to be, in part at any rate, covered, and have rows of raised seats, with special railed-off central space for local “big wigs.”

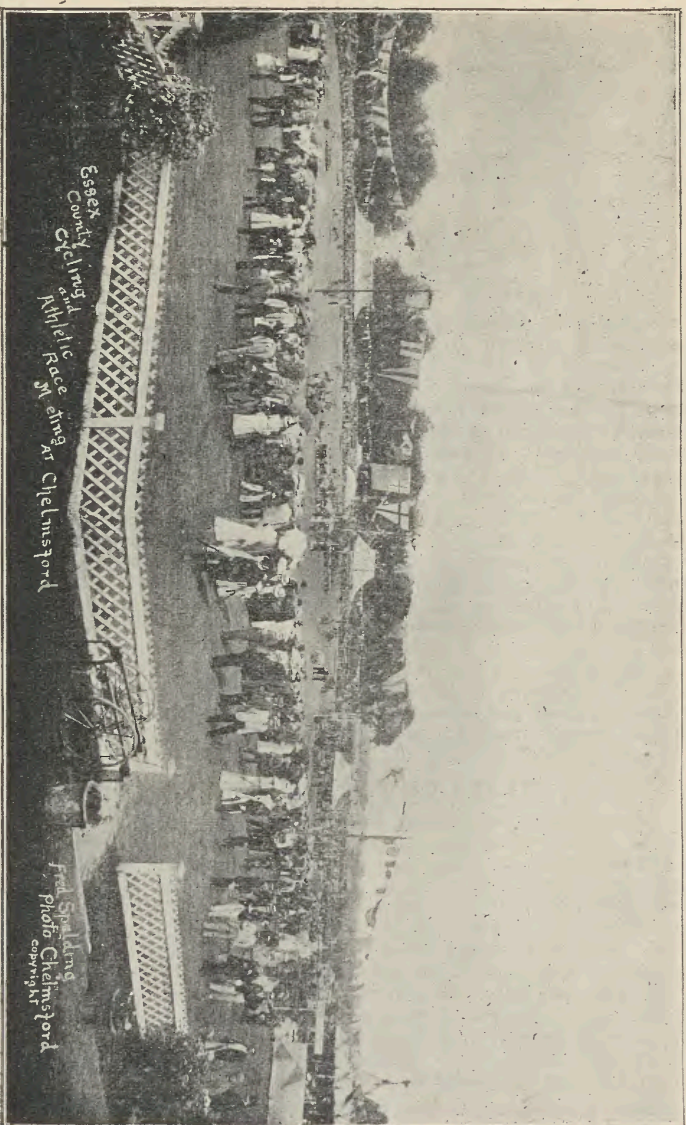
PLANS OF THE COURSE.

By the courtesy of Messrs. Bell and Sons, I am able to give the plans which are so great a feature of the book “Athletics,”* and on which you will find many more details than I have space for here. It is always better to employ a man accustomed to the work, such as Tommy Shepherd, Jack White, or Charlie Perry (Stamford Bridge Grounds, Fulham, will find them), Fred Jenny (Recreation Grounds, Paddington), who will mark out starts, put up flags, ropes, etc., and help generally. But if you follow these measurements and instructions, you can make a good job of it; but it requires much more care, trouble, and time than you, if unused to the work, would think. Of course, these measurements may have to be slightly modified. You may have to make the

*“Athletics” (see advt.), 1s. post free, from Geo. Bell and Sons, York House, Portugal Street, London,

ESSEX COUNTY SPORTS, CHELMSFORD.

(By permission of Robert Cook, Hon. Sec.).



Essex
County Sports
at
Kittlinghoe Race
at Chelmsford

Field Sports
Photo Chelmsford
Copyright

Best decorated Sports Ground—anywhere.

arena shorter and broader. In any case, the N.C.U. and A.A.A. law must be observed:—

“Every track shall be measured 12 inches from the inner side of the path.”

That is to say, the inner edge of the running line proper is one foot outside the line marked by the flags, etc. At Chelmsford, a model meeting in many respects, a white line two inches wide is marked all round the course ON the running line—this is the line which is then measured, and neither runner nor cyclist ought to come inside it. As a rule, however, this is marked on the flag line, and measurements are made a foot outside. A note as to:—

CERTIFICATION OF TRACKS MEASUREMENT.

It prevents after-dispute, and shows that “they know how to do things in Belleville,” to have your track properly certified. In fact it ought to be the rule. When the track is properly marked out, ask one of the town surveyors to measure the track. Most likely he will do this *con amore*, or return his fee (generally £1 1s.) in the form of a prize. He will then issue a formal certificate, somewhat as follows— from actual examples:—

Borough Surveyor's Office,
16, Alma Road, Windsor,

21st August, 1906.

I hereby certify the length of a line, one foot outside the inner edge of the track at St Mark's School Ground, to be 440 yards (four laps to the mile).

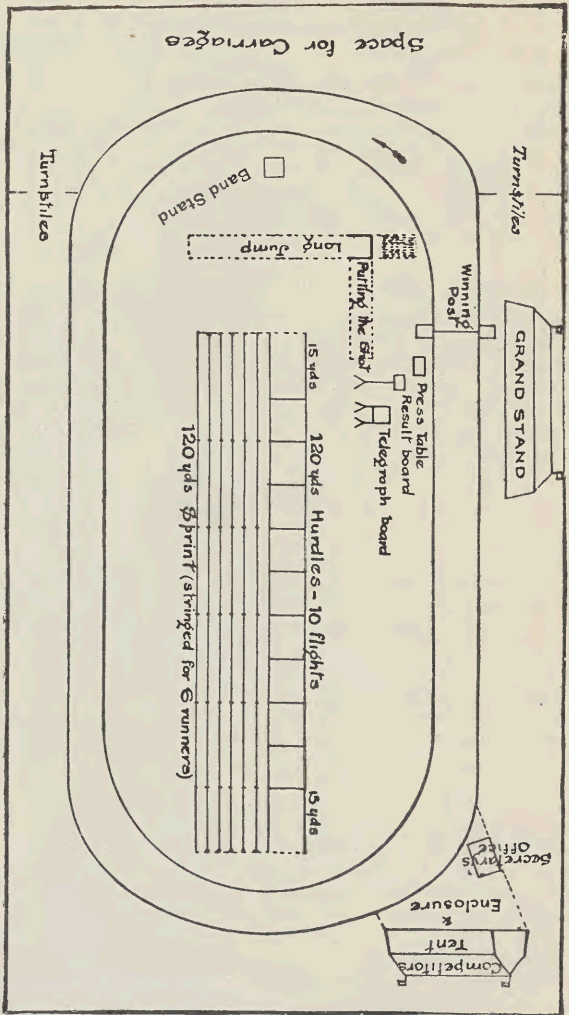
E. A. STICKLAND, A.M.I.C.E.

Often at country—and even big meetings in, or near, town—great carelessness is shown in this way. As a sample, I will quote what occurred some years ago.

HOW NOT TO MEASURE A TRACK.

It was at G——, where one of the best meetings in the County of Surrey used to be held. The times came out absurdly fast for the early events—48 seconds for the “Quarter” running, I think one was. We (the officials) saw something must be wrong and made enquiries if the track had been measured. The local we asked, replied: “Of course it was.”

(Let me explain, so that you may understand what followed. This track at G—— (in those days at any rate) was the very widest I have seen; in some parts—particularly at the bends—the spectators were, at least, 20 yards away from the inner line.)



Complete Plan of Sports Field with a "Quarter" Lap.
 Designed by H. Hewitt Griffin. Drawn by C. Val. Hunter, A.R.I.B.A.
 [From "Athletics" - Block lent by Bell and Sons.

We then enquired: "Who measured it?"

"Our Hon. Sec." Then the local added: "HE IS THE TOWN SURVEYOR."

We were not silenced (as he evidently expected), and asked to see "the Town Surveyor." He came up, was interrogated, and replied:—

"I measured it myself, and guarantee it correct—within a foot."

Some of the officials looked puzzled, but I ventured to ask: "WHERE did you measure it?"

Stepping back, he looked us up and down, and in tones of withering scorn he almost shouted:—

"IN THE MIDDLE OF COURSE."

We did not wither, we only burst into a roar of laughter, laughed and laughed again. That H.S. and T.S. looked small when we asked for a tape, and proceeded to measure the course, a foot from the inner edge.

It was over 40 yards short to the quarter mile lap!

Over and over, have I found courses short (very seldom are they over), but this was about the worst case, and is quoted to show that even a town surveyor must be shown what he has to do.

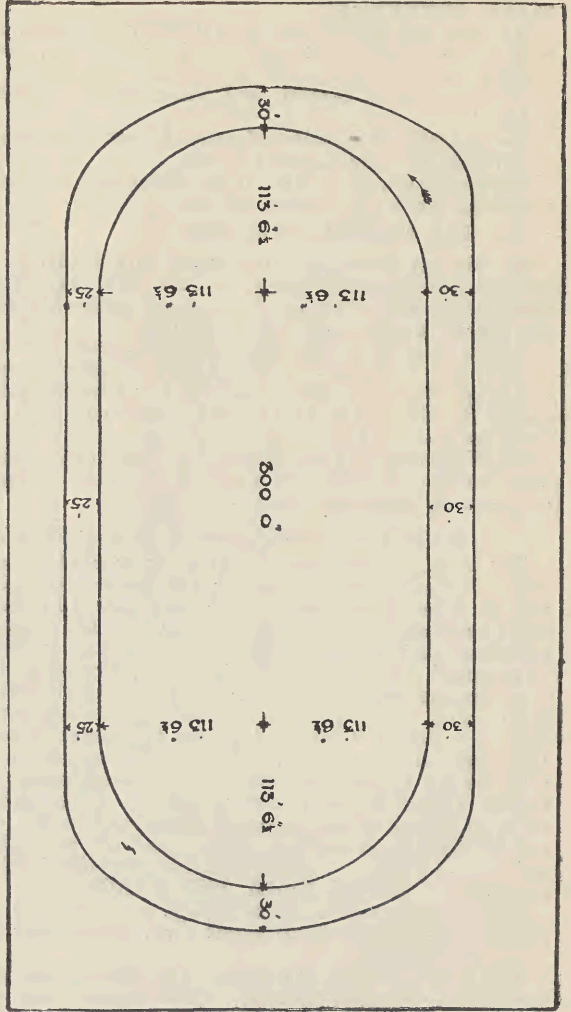
At Wallesley, a year or two ago, the track was 30 yards short to the quarter—120 yards to the mile. Any number of instances might be cited.

MARKING THE COURSE WITH FLAGS.

The inner, or base, line ought to be marked by a series of small flags, the nearer together the better. Certainly every two or three yards, and higher ones each 10 yards. These small flags are a very simple matter. A few of your ladies' committee would make them from various coloured cheap "remnants" of material Messrs. Silk, Cotton and Co., the local drapers, will let you have at a "nominal." If the stuff is 27 inches wide, you can cut an immense number of small flags, 9 inches x 9 inches, tapering to a point. Cut properly ten yards will make, say, 240 at a cost—bought ordinarily—of 3s. to 4s.; anyhow, 5s. will provide enough material. These can be tacked to short 2 feet sticks. A few International flags on higher sticks, here and there, add to the effect, and can be hired from any big dealer—and are very cheap—such as Dean, of Putney. **ALL SUCH FLAGS MUST BE PLACED SLANTING AWAY FROM THE TRACK.**

At the close of the sports engage some boys to gather up all flags, posts, etc., to be stored away for another year.

ROLLING TURF TRACK.—The marked-off track will most likely require rolling. The heavier the roller the better, and if you can get it rolled after wet or when the



Skeleton Plan of same Field showing measurements.

Drawn by C. Val. Hunter, A.R.I.B.A., from designs by the Author.

Size, 6 to 8 acres, say, 240 by 130, or 250 by 150 yards.

turf is somewhat soft, it will flatten out all lumps and "wrinkles," drying beautifully hard, flat and smooth, making the grass course very much faster, especially for cycling. It ought to be rolled 12 or 15 feet wide. Few clubs think of this, or are content with running a narrow, light, hand-hauled roller over it. If there is a motor roller to be hired in the district, get it.

ROPING THE OUTSIDE, OF COURSE.

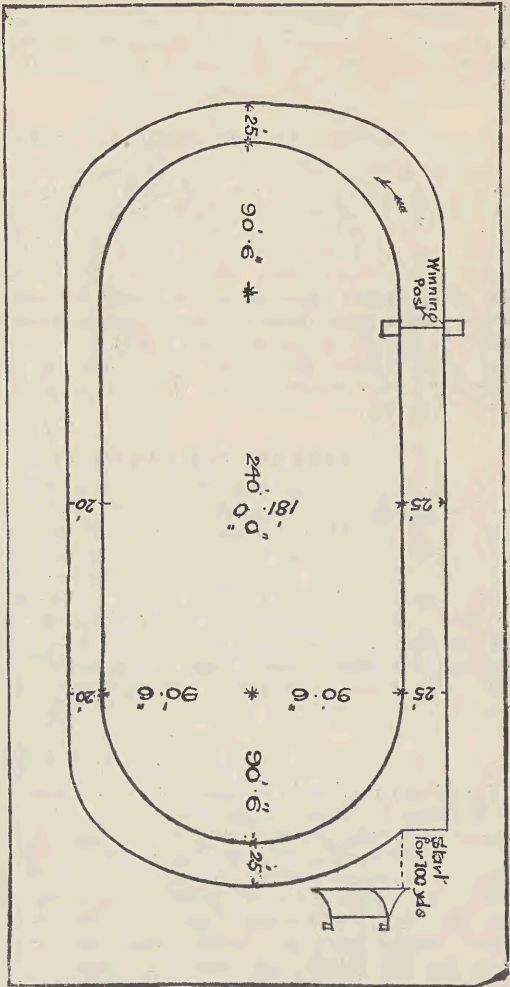
Strong posts, well driven in (if there is not an existing boundary), with stout rope (old stuff preferred) between will keep back the crowd. You will want a lot of rope for the purpose (quantity depends on existing fences, etc.), and some extra, in order to rope off a space immediately the last event is decided. (See Distribution of Prizes.) Opposite the grand stand men must be ready to rope round stout posts, placed some distance back, opposite wherever the prize table is placed, so as to allow plenty of room for officials and prize-winners, giving the latter space to make a fitting approach for the successful ones. In this respect Chelmsford is a model meeting.

SHAPE OF THE OUTER RING.

You will see by the Plan that the outer bends bulge a bit to give competitors—especially cyclists—more room in curving the corners. If there is room, it is a still greater improvement if you square the outer starting corner so that the men can, in Quarter Mile and longer races, start—from scratch or short marks—in a straight line. Failing this, 500 YARDS HANDICAPS are much prettier, as the men all start in the straight (where there is a "Quarter" lap) opposite the grand stand, than a "Quarter" handicap. So, too, 1,000 yards is a great improvement (either cycling or running), for the same reason, on the usual "Half."

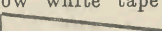
SPRINT AND HURDLE COURSES.

(See Plan 1.) Should be marked off in the centre of the ground, NOT along the home straight of the lap ————. In the former the strings and spikes holding them need not be removed till the last heat of the sprint is over; if the latter, there is constant trouble in putting up and taking down, besides the public get a far better view—an important item—and the men get a freer course. The width between the sprint strings must not be less than four feet; if five feet it is all the better, and easier to judge. The stakes supporting the strings should be—if the runners' track is 6 feet wide—3 feet above the ground. If four feet wide, 2 feet



Plan for a "5-Lap" Track with measurements. Size of Field, $4\frac{1}{4}$ to 5 Acres. Smallest 200 by 100 yards.

[Block lent by Bell and Sons from "Athletics"]

in height, and must not be more than 10 yards apart. It looks better if there is an extra stake at 5 yards from each end, and if from that the strings—which ought to be whitened (or better still, narrow white tape nailed to the stake tops)—slant down thus  to the scratch and finishing lines respectively. Again, another advantage of the central position—you can, if the entry is large, run more men in the heat.

This brings us to—

NUMBER IN A HEAT.

Depends on your entries. Do not have a second round if it can be avoided. If there are 36 entries—6 heats of 6; if 42—6 of 7; if 30—5 of 6—winners only in final. If, on the other hand, your entries are small—say only 18—then 3 of 6; if only 15—3 of 5; if 10—then 2 of 5—first and second to run in final. It is inadvisable—unless crowded with entries and pressed for time—to have more than six in a heat. If a third round (say, 80 entries, or more) is necessary, then work it so that there will only be four runners in the final—a prize to each man.

So, too, in the bicycle races—5 or 6 in the half; 6 or 8 in the mile. If there are fewer entries—fewer in heats. You need not “heat” a half-mile run unless there are 50 or more entries—then the first six or so would run again.

SPACE AT FINISH.

A clear space must be allowed beyond the finish, to enable men to pull up without running into the crowd. Plenty of room must also be allowed for the Judges (see note), and the winning-posts (see special note thereon) set back a little—say two yards—on each side, not, as is too often done, crowded up against the edge of the sprint course, thereby leading to many mistakes. As soon as the final heat of the sprint is over, have the strings, stakes, etc., removed, neatly packed, and put away for next year.

Remember, as the sports progress, you must “finish off” and clear up” (see order of events), all working up to the grand climax of Prize Distribution.

So, too, with the hurdles. These must be of the regulation height—3 ft. 6 in. from the ground to top bar, which must be level. If you have not got proper hurdles, and can only procure the wretched “sheep wattles,” then you must level up the top, and see there are no knobs sticking up. Nail light slats (painted white) on top of end pieces (have spare ones in case of breakages), and see tops are level. Put something between hurdles to distinguish each separate “flight”—

if only whitewash. Remember, there must be ten yards between each set of hurdles (10 in 90 yards), and a 15 yards at each end; longer at the start because of penalties.

Immediately after final heat have hurdles removed and stacked away somewhere—this leaves centre of ground clear.

JUDGING POSTS FOR SPRINT AND OTHER FOOT EVENTS.

Another detail which is very often mismanaged. Posts are too high, too low, too near the track, sometimes with flags flying, or without nails or worsted. YOU, Mr. Hon. Sec., will avoid these things by having light firm poles well driven into the ground, about $4\frac{1}{2}$ feet high, pointed towards the top, in the centre of which a nail is driven to wind the worsted round; or square-headed, with a groove cut across the top, and a short nail driven close to top into the back (*i.e.*, outside), around which the worsted can be twisted, so as to be firm and straight. Also nails lower down—say from 3 to $3\frac{1}{2}$ feet from the ground. A nail in the back to serve a like purpose in the youngsters' events.

WORSTED.

Have a good supply of worsted. Buy it in balls—six-pennyworth will leave enough over to mend your socks. Tape is a relic of barbarism—an antique of the old "stop-watch" days. One is as much out of date as the other (see remarks elsewhere on "Timing."). Yet I saw a "tape" used at a sports meeting in 1907.

NO DANGEROUS POSTS.

On no account must any solid or firm post be put near the edge of the track, or dangerous accidents in the cycle events may happen, such as I have often seen occur from this cause. The inner post ought to be set back at least a couple of yards, and on the outside (*i.e.*, spectators' side) a space railed off, even 4 ft. by 6 ft., to give the Judge, on each side, room to get a clear view, and officiate in comfort. It is better if the inner-edge post is removed for cycling, as then a better sight may be obtained of

THE BROAD WHITE TAPE

which must be laid and nailed down to judge the cycle wheels by, as it is by order of contact with this that positions are determined.

Keep a clear space round the posts ("for Judges only").

Do not let the other officials, interlopers, competitors, etc., crowd about and block the view of spectators in other parts of the ground (see also "Enclosure," and "Judging.").

STAND AND SPACE FOR JUDGES.

I have already said you must provide plenty of space for the Judges. Even in centre of ground rail off a portion so that they will not be, as is too often the case, incommoded by a crowd of unauthorised intruders. Of late a very useful little stand for Judges has come into vogue. It is easily made by any carpenter for a few shillings, and merely consists of three steps (say three feet long) arranged thus:— Each step, say, 9 inches high, and 15 inches deep. This ought to be seven or five yards back from the winning-post, and it enables the Judges to see over each others' heads. In judging cycling, the Judge (there is supposed to be only one, but he should always have assistants to place two and three and, if wanted, four) should be well back and low down. In Paris they, very wisely, use a pit in which the Judges stand (the reverse of what is required in athletics), as it is the ground line which has to be watched.

KEEP THE ENCLOSURE CLEAR of all but officials and Press. Easier said than done. But if that big reputation for Belleville sports is to be built up, you MUST do it, Sam. Every official and pressman ought to have a badge (see Badges), and only badged men allowed inside (you will be badgered a good deal). Often there is no other place for competitors, and if the weather is fine, and they will sit or lie down, a few while waiting for, or immediately after their heats, will do no harm; but the enclosure must not be allowed to become a sort of promenade. Above all keep the ladies out, or confusion will become rampant, for if Mrs. Jonesmith appears there, Mrs. Smithjones will find her way in. This is hardest of all to manage at "House" sports, especially where departmental cliques run riot. For instance, at the sports of the Universal Emporium Company some of the partners and their ladies are "within the ropes." Young Carson, of the "Carpets," is on duty at the gate. Up comes his chief's wife, Mrs. Overfloor—who usually snubs him; she is all smiles to-day—and says: "Dear Mr. Carson, do pass me inside, I wish to speak to Mrs. Partner." He does not dare refuse or he would incur the wrath of his chief, Mr. Overfloor. The fat is now in the fire. Mrs. Bootle, whose husband is head of the "Shoes," sees Mrs. Overfloor inside—she sails up to young Carson and demands admittance. "Shoes" are as good as "Carpets," and she has as good a right to be in as Mrs. Overfloor, and so on. Then the wives of other "heads" arrive, and there is trouble all round. So, in such cases, if possible put

a neutral—for choice a Commissionaire with strict orders—on the enclosure gate, and the stricter he is the better it will be; and there will be nice little pars. in the papers about the admirable way you managed the meeting.

BADGES v. ROSETTES.

Of late the neat round discs, leather-faced, with the name of sports, date, and "office" printed thereon, have come into vogue. A great improvement is to incorporate the club colours—in a riband—as done at Horsham. These badges are manufactured by two or three firms (see elsewhere). If you want to be "grand," emulate the splendid badges at Chelmsford—the handsomest in the year's sports—made by Stillwell and Company, Little Britain, E.C. But they are very costly—and beautiful. You may, however, decide to save expense, and get the ladies' committee to provide badges. In fact it is better to have small bows in addition to the leather discs, of different colours, so that the wearers thereof may be distinguished, and, from index on programme, easily found. In any case, the rosettes must not be of excessive size. It is not nice to hear a small boy in the crowd shout: "Hi, Mr. Judge, come out from that badge—I can see your feet!"

THE TELEGRAPH BOARD.

Too often clubs have to depend on some wretched make-shift cricket board not big enough to hold the numbers. In fact, at many important grounds the "boards" are quite "stop-watch" in their out-of-dateness. One of the best I have seen is at Windsor. Of this Mr. Andrews, of Slough, kindly took a special photo in 1906 (August) for this little book. It shows the result of a fast heat in the "Half" Bicycle, won by J. A. Hickling, Putney A.C., 67 yards, in 64 $\frac{4}{5}$ seconds. Handicap record for the track, and very hot time for any grass course—a tribute to the excellence of the turf track at Windsor, but *revenons à notre telegraphe planche*.

As shown, this Windsor board is well elevated, is always capitally worked, swings round freely, and can be seen from all parts of the ground. If you write to Percy Pettitt, Peascod Street, Windsor, I am sure he would send you details, and, perhaps, one of his excellently arranged programmes. Reading A.C. has also a capital board. But all can be bettered. With only one board, the numbers, where the events are quickly run off, are flung up and torn down so quickly that the public have hardly time to grasp who is going to run (only put up numbers of non-starters, and state so in programme—for the "runners"), or who has won before the result changes. In "Athletics" you will find a description and illustration



WINDSOR'S MODEL TELEGRAPH BOARD.

Smaller figures, 12in. deep, show both sides.

Large 18in figures (iron plates) are now used for times and shown on both sides of board.

Photo specially taken for "Sports' Management."

of the "Griffin Result Board"—used for "1-2-3" only. This is now used at Leatherhead Sports meeting. Perhaps on the Belleville committee there may be an enthusiastic young electrician such as Bishops Stortford used to have, who would fit up a temporary telephone between

secretary's office, dressing tent, and telegraph board. Anyhow, get a quotation for the hire of one. It will not cost much, and will save a vast amount of time, trouble, and rushing about. If there is no available board, you could get a temporary one (revolving) made. You must also have a megaphone of good size in order to announce results, give instructions to officials at a distance, and so forth; not a toy, but one, say, four feet long. It, too, will be a permanent asset of the club; or you can buy one at a nominal charge from the universal Gamage.

DRESSING TENTS.

The following appeared in "Athletic News," 31st March, '8:—

"There is a cry out amongst Midland athletes against the poor accommodation provided at sports meetings for dressing. From personal observation at many meetings I know it to be fully justified."

Not only Midlanders, but others have cause to complain. Here, too, you can score. Belleville sports may be a new fixture, BUT it can set an example to older bodies, many of whom are sadly neglectful of what is wanted, and few of whom cater properly for the convenience of their best supporters—the competitors. If there is a local cricket pavilion, it is probable that it is only designed for 22, or so, and is therefore useless, save as a committee room or for members. You must have tents. These can be hired for the day, and as the refreshment contractor will also want one (presuming he has not one of his own), you had better join forces and have the required three or four from one of the big firms which make a speciality of this, such as J. Dean, Putney Tent Works, Putney, whose name on the shop blinds and awnings is so familiar.

You will require:—

1. MAIN DRESSING TENT.—Size dependent on likely number of competitors. Allow sufficient accommodation for the total number in at least two of the biggest events to undress at once. For instance, there may be 30 entries in the 100 yards, 42 in the Half-Mile Bicycle, and 23 in the Half-Mile run. All these may be undressing or re-dressing at the same time. That makes 100 men. And there ought to be 100 chairs, or, if there is a shortage in these—benches. You will add immensely to the comfort of all, and greatly increase the accommodation, if you have erected along each side and at one end a series of posts, say ten feet apart, and joined by a strong piece of wood, say six inches wide, at six feet from

the ground, having to each chair—or two feet, if benches—a sensibly large hat and clothes-hook. Nailor and Company, the Ironmongers, may make a permanent donation, or lend, to the club; or, if bought, will last, with the boards they are screwed to, for years. There must also be, if room is wanted, a row down the centre of the tent, back to back, and a corresponding row of chairs or benches. By these means a lot of men can be accommodated, all delighted at having a place to hang up their clothes.

BATHS.

The further end of the tent from the door should be screened off, and three or four "hip" (flat) baths (you can easily borrow these) be placed on the floor, with a good supply of water and a few big sponges. If you could get a portable "shower" it would be much appreciated. Be sure that the "slop" does not drain into the dressing-tent. Have a trench cut to prevent this. On a table have, say, three tin basins, with soap for washing, and a few cheap towels. Provide sanitary convenience in far (screened) corner of this tent (see Lavatory). A TABLE, with looking-glass, ought to be placed at tent-pole near door; brushes and combs, so that men may titivate themselves before going out or after dressing. Or this table may be utilised by the "NUMBER OFFICIAL" working with the competitors' stewards (if you have not the small "hut," as shown, Plan 1) for the display of competitors' numbers (which, see page 28). Again let me urge on you to instruct this official to see that every competitor pins his number top and bottom, and again urge you (now, my dear Sam, please pay attention to these small (?) points, if you are going to make Belleville sports the success you want) to have plenty of safety pins $1\frac{1}{2}$ inches or 2 inches long. (See numbers.)

Floor of tent—most likely grass. Have plenty of straw laid down.

ACCESS TO DRESSING-TENT. This must be strictly limited to competitors and their trainers, and not become the resort of all and sundry, or thefts will occur and your sports get a bad name.

TENT CARETAKER. A reliable man must be in supreme charge, who can, if required, take charge of competitors' valuables and keep out undesirables, etc. There might also be two or three reliable professionals, or men used to rubbing down competitors. The tips will pay them.

LAVATORY AND SANITARY ARRANGEMENTS.

At nearly all sports there is a shocking neglect in this respect. It is easy enough to provide a few dry earth-closets

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Divinos Extra - 6d. each; 5 for 2/3; 10/- per 25; 37/6 box of 100
Suntuosos - - 7d. each; 5 for 2/9; 13/- per 25; 50/- box of 100
Emperadores - 7d. each; 5 for 2/9; 13/6 per 25; 54/- box of 100
Excepcionales - 7d. each; 5 for 2/9; 13/6 per 25; 54/- box of 100

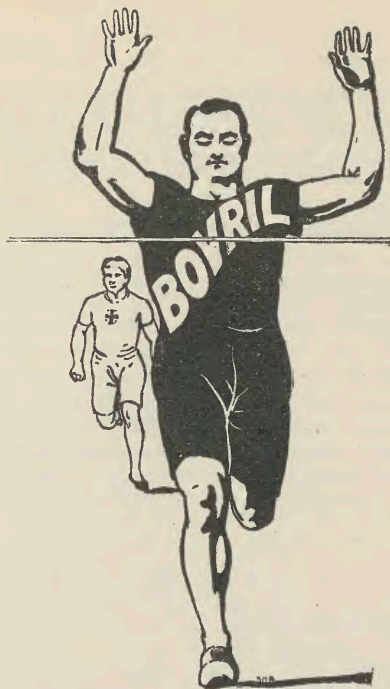
in a separate tent, and charge a small fee; or someone may take this as a spec. There should always be a ladies' cloak-room tent, prominently marked, open to both reserved and unreserved. It is in details of this sort that you can make Belleville sports famous.

BOYS' DRESSING TENT.

Of course, as stated by A.A.A. law on your entry-form, there **MUST** be a separate tent for the youthful competitors in the Boys' Races. A small one will do—to hold a dozen or 20. If possible, get a schoolmaster to act as "Boys' Marshal." He can handle the youngsters so much better than anyone else.

REFRESHMENTS.

This is another item of sports' management which is, in the vast majority of cases, badly botched or entirely neglected. In one case a sports meeting I have attended more than once lasted over six hours, without a break or offer of bite or sup to the wearied officials. YOU are going to do better than that; and if you take my advice your meeting will become not only popular with officials and Press, but, although you do things well, it will cost you little or nothing. The average sports secretary thinks all that is needed is to bang a basket with a bottle of whisky and a few bottles of soda on the Press-table, and let the officials help themselves—often to be chaffed by the crowd—or have "something to drink" in a bell-tent, which becomes crowded if four or five enter. The hon. sec. who can think of even a few dry biscuits as an accompaniment imagines he has done great things. Yet well-known men will be asked to attend the meeting at their own expense as officials, and will be busy for several hours, perhaps on a scorching hot, or cold, or wet afternoon; and the club does not take the trouble to ease their duties in this way. Now, every year I attend scores of sports over a large section of the country, and can give you a few tips which will make your meeting one to be gratefully remembered. Very few clubs seem to know how to manage this department. Of course, it is not fair to compare such a splendid festival as that of the Essex Championship, where, under the control of "King" Cook, everything is done in right royal style; and the Bishop of Colchester keeps open house in the charming grounds of his adjoining residence, to the magnates of the county, chief visitors, and officials. At Wymondham there is a "President's tent," where liveried servants dispense good things to a select few—including the officials. But perhaps you have neither a popular Bishop nor a wealthy President to play the generous host.



To help a man to get fit—fit to contest inch by inch until he gains the hard-earned victory—there is nothing like a regular course of Bovril. Bovril stands for beef and purity, and as a training beverage its value has been conclusively proved over and over again.

BOVRIL

Bracknell, a pretty little place with a population of only 2,458 (however primitive their idea of "order of events" and programme timing may be), carry out this department right well. An interval of half-an-hour is taken, and officials and Press are invited to a sit-down tea.

At Edmonton Cricket Club Sports—a "champion" meeting for entries—there is "tea in the pavilion," but no interval—and so on. Windsor and Uxbridge are other places where it is well done—with a separate tent.

SELLING THE CATERING.

I presume there is not a licensed bar on the grounds, and, therefore, a special license for the day will have to be applied for. The right to do this, and supply eatables and drinkables, ought to be put up to tender, and bring in £5 to £10 or more, in proportion to the expected "gate." BUT your committee must be careful how this is done. (N.B.—A local solicitor on the committee is useful; he can keep you right on these matters.) The agreement must be formally drawn up; and see there is a clause exempting the committee tent, or your committee may be landed in the same difficulty as a certain club near London which used to dispense hospitality. At this place the man who held the "refreshment contract" dropped on the committee and, under the terms of his agreement, compelled them to pay for every cup of tea (and poor stuff it is now, compared with that formerly given away), glass of beer, and slice of bread and butter. So, to prevent this condition of things, which you must explain to your solicitor friend, get him to, while conferring the right to sell refreshments to the successful tenderer (see that he supplies a good range of drinkables—including "Bovril"—and eatables, and that he will cater at a moderate price), permit your club or committee to entertain their guests (officials, Press, a few of the chief competitors, and important visitors) to a comfortable sit-down tea, which, as I will show, need only cost you the hire of the tent, and win for your sports high renown. It is all a question of management, tact, and co-operation.

LADIES TO THE RESCUE.

I take it you are going to make your sports quite an event in the local year. Now, as a rule, local ladies do little towards helping the sports, chiefly because they are not asked to. Here is an opportunity they will gladly take advantage of. Form a sub-committee of ladies, to take charge of this department. Call it the Entertainment Committee, if you like. Care must be taken in its formation, or local jealousies may arise. It must neither be too aris-

ocratic nor too plebian. Some lady of importance, such as the Vicar's lady, the doctor's wife, etc., ought to be "Chair," and her supporters young, active, and well-chosen. They will find it easy to get together, without cost, ample provisions. Plenty of local tradesmen who will not subscribe direct to the funds will give in kind. Thus Mr. Sirloin, the butcher in the High Street, will give a nice bit of beef, which one of the ladies' committee will have cooked; then Mr. Bacon, the provision dealer, will weigh in with a small ham; to be followed by Mr. Crisproll, the baker, with a few loaves; then Mr. Goodtea will provide a few groceries. Once start the idea, and there will be a plethora of good things. Table appointments—knives, forks, plates, etc.—will be forthcoming from the committee. All you want is a small tent to seat, say, 20 or so—tables and chairs. Then, see that some members of the ladies' committee preside in turn. Of course, they will have gone through a list to see that everything is there—a fire just outside to boil the water, etc. Early in the day the ladies committee can meet and cut up the meat for sandwiches. After the sports commence it will be time to cut the bread and butter and cakes (several members of the ladies' committee will be glad to display their cookery in this line). A formal meal is not needed, but a sit-down tea for 20 minutes (put 20 minutes on programme; it will mean 30 minutes) will be much appreciated, and come as a welcome rest to all. Some of the committee will lend a servant or two to do the waiting. The tent will be open other times, and, if properly managed, will be a tremendous success. If anywhere near London you can get a case of assorted aerated waters—half-a-dozen varieties—from the Direct Mineral Water Supply Company, Acton.

N.B.—If this scheme is too ambitious for you, or you are running a Town (London) meeting, there is still plenty of room for improvement over the "Whisky and Sodas" on the Press table. Have a small tent supplied with (and more prominent than the whisky and beer) tea, sandwiches, or small meat pies or turnovers, bread and butter, cake, or biscuits. Provide for a good run on the tea. A few shillings spent on these will go a long way. Officials and Press can visit tent as and when they like. The Southern Counties C.U. had a tent of this sort, but on moderate lines, at their Good Friday Sports, Herne Hill (1908), and it was much appreciated. The more than meagre arrangements on the day following, at the Athletic Championships (with much greater and more convenient facilities) was in striking contrast.

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CHAPTER III

Selecting the Prizes—Arranging the Programme.

May as well be considered now. Of course everything depends on funds and the scale you are going to run the show on. Anything between £50 and £100 will be required. Splendid value can now be obtained in sterling silver cups; there is nothing better. Avoid anything with much glass, also the hackneyed salad bowls, marble clocks, and the like. In the advertisement pages will be found some of the best-known and most reliable firms of the day. With any of these you will be put on the best trade terms. Discounts vary according to the face value (sometimes this is high, to take more off). I know one noted firm which allows 50 per cent. off everything; but 50 per cent. off a £6 marked article is the same as 25 per cent. off £4, or 15 per cent. off £3 10s. 6d. Further, remember under A.A.A., N.C.U., and A.S.A. laws the value is the actual cash price paid, and then it must be good value, but sports representatives are fairly and favourably treated by all the leading firms; and even then it is not always the biggest firms who are cheapest or have the most attractive selection.

I do not know the shopping capacities of your "Belleville," but even if your leading silversmith gets a selection from Sheffield or Birmingham, he can rarely find enough for a good choice, for prize goods are special stuff, not worth stocking. If he introduces the Committee to one of the wholesale firms, he will not lose by it. For instance, D. G. Collins, Newgate Street, London, E.C. (a member of the City Corporation and several athletic clubs) has a fine collection to choose from, but does not supply clubs direct unless through a member of the trade, such as your local jewellers.

Nor is it needful to buy the whole of the prizes at one place. Some firms specialise. For instance, the £2 10s. silver cup of Messrs. Bond and Kedge, is good enough for a first in most "opens." Selection of prizes is always difficult, and must be guided by importance of event, entries, competitors, and so forth. For instance, like the suggested programme on pages 18, 19, 20. Including donations, the club has, say, £50 to spend in prizes.

It is best to appoint a sub-committee—yourself (hon. sec.), the hon. treasurer, and another—to visit London, Birmingham, Manchester, Sheffield, Bradford, Liverpool, etc.

When writing to any of these firms enclose the prospectus of your sports, they can then see the class of meeting it will be and cater accordingly. In the North, Fattorini & Sons, of Bradford, and sports prizes are synonymous. In the Midlands, Vaughton, with a world-wide reputation for Medals. London is naturally "headquarters." Clark's, of Fenchurch Street, have just produced a £5 5s. challenge cup of startling value and original design. They hold a vast stock from 5s. to £100. I was much struck by the remarkable value given in smaller prizes by a new firm—both practical athletes—Denton and Down, silver medals from 1s. 6d. Gamage can suit everybody, endless variety and price.

As a first step, draw up an estimate of prize value to be given.

EVENT.	First.	Second.	Third.	Fourth.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
500 yds. Scratch Running <i>a</i>	5 0 0	1 10 0	1 0 0	10 0	8 0 0
3 mile Scratch Bicycle <i>b</i>	5 0 0	1 10 0	1 0 0	10 0	8 0 0
100 yds. Handicap	3 0 0	1 5 0	15 0	10 0	5 10 0
300 yds. Handicap	2 10 0	1 5 0	15 0	10 0	5 0 0
Half-mile Running Handicap	2 10 0	1 5 0	15 0	10 0	5 0 0
1 mile Running Handicap <i>c</i>	3 0 0	1 5 0	15 0	10 0	5 10 0
Half-mile Bicycle Handicap	2 10 0	1 5 0	15 0	10 0	5 0 0
1 mile Bicycle Handicap	3 0 0	1 10 0	1 0 0	10 0	6 0 6
Consolation Race	1 0 0	10 0	5 0	5 0	2 0 0
Total for "Opens," Closed and Local Events	27 10 0	11 5 0	7 0 0	4 5 0	50 0 0
440 yds. Scr'tch Maiden Novic's	1 0 0	10 0	5 0	5 0	2 0 0
1 mile Bicycle Club or Novices	1 0 0	10 0	5 0	5 0	2 0 0
Boys over 10 years <i>d</i>	10 0	6 0	4 0	2 6	1 2 6
Boys under 10 years <i>d</i>	10 0	6 0	4 0	2 6	1 2 6
Tug of War <i>e</i>	1 10 0	15 0			2 5 0
Throwing Cricket Ball	15 0	10 0	5 0		1 10 0
Grand Total	£ 32 15 0	14 2 0	8 3 0	5 0 0	60 0 0

a The Mayor's Cup, or President's Prize, etc.

b The Belleville Trophy.

c The Ladies' Plate (presented by the Belles of Belleville).

d Plated Cup first. Medals for the other prizes, or watches 1st and 2nd.

e Most likely six prizes and six $\frac{1}{2}$ lbs. of tobacco. Second prize, pipes and $\frac{1}{2}$ lbs.—presented by local Tobacconists.

Successful prize selection is almost an art. The average hon. sec. runs to marble clocks, salad bowls, biscuit boxes, and if the establishment he is at has sharp salesmen, he will be most likely encouraged in the idea, and get a load of hackneyed stuff. First of all, arrange terms. You ought to be prepared to pay a good deposit. Silver cups are always acceptable, or if you run to £4 10s. or £5, one of Smith's Single (fly back) Chronograph Watches would be much prized, only its winner would immediately consider himself a second Coleman, and some degrees better than the official timer. Case goods look well and keep well. The old, old idea of cup, nothing but cup, is, for general sports, played out, the exception being the L.A.C. Athletes possess-

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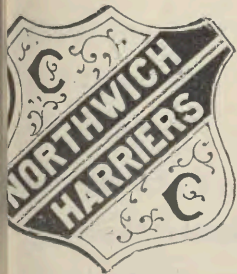
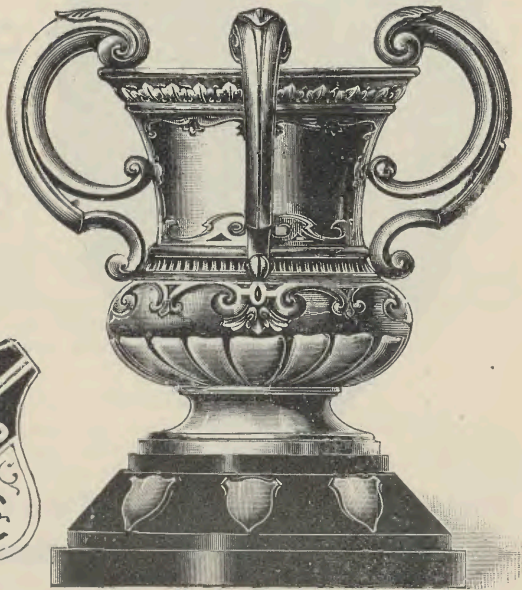
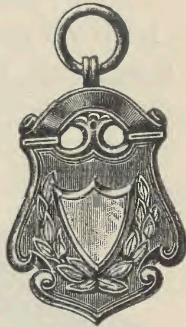
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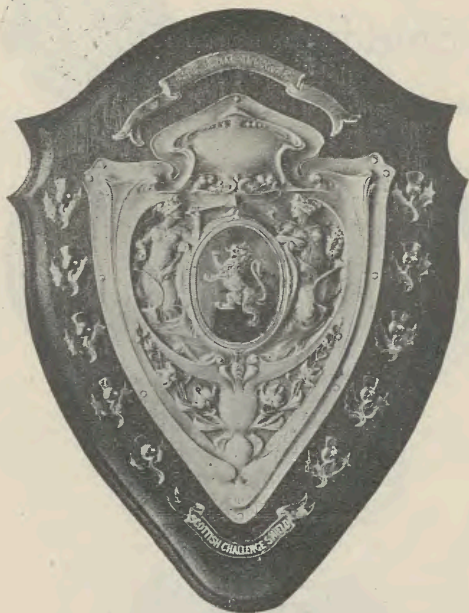
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ing a spirit of amateurism look upon the honour of winning an L.A.C. "pot" as something special. Gladstone bags are often given, but, with this exception, do not get too bulky articles. I have known a young bachelor win "a child's cot" at a country meeting. If you can arrange with the firms to exchange unsuitable prizes—if returned undamaged within three days—all the better, for some men have a run on certain articles. At one time W. G. George had won "28 large marble clocks." A man moaned to me at some sports, on receiving a prize, "My eleventh case of cutlery." So, if prizes can be exchanged, it will be welcome news to the competitors, but they should apply themselves direct, and not shunt a lot of prizes on to you, and give you an aftermath of trouble.

A showy plated cup is about best (ditto for second and third) to give the "Never won a prize" division—both running and cycling—these are very cheap. Do not be so "wicked" as to give knives (to be traded away for marbles or lost), or desks (like a school award), or glass jars (to be broken before home is reached, perhaps), for the boys' races. A cup—something the parents can show as proof of their son's powers—and medals—good showy silver ones—can be had for much less than I have allowed. The two chief prizes for scratch events—they ought to be more valuable if possible—ought to be provided by local celebrities. Make one at least of these identified with the town. The "Belleville Cup" ought to be worth winning. Perhaps your patron, Lord Knowswho, will give a £10 10s. Cup, and thereby attract an amateur champion or a few noted riders; anyhow, it would give "tone" to the meeting.

Of course you cannot rigidly adhere to set values, but the majority of prize providing firms fit their prices to the average prize cost. I have been very moderate in value—too moderate, I am afraid. If you must cut anything out, the 500 scratch must go. This will save (I am thinking of the "gate") £8. The elimination of the Consolation would save (I am thinking of the entries) another £2; Maiden race, another £2; but you are spoiling your programme, your entries, and your attractions.

FOURTH PRIZES

Ought to be given in "opens." They are more than repaid by extra entries. Here you can cut down. Very nice plain cigarette cases can be bought for 5s. or 7s. 6d., and they look well. One does not expect much for a fourth, and although I have allowed 10s. each, a fourth is a bit of a luxury, and if the value thereof is not stated on either prospectus or programme, it will be no great harm, and the new firm, indeed all named, have some wonderful showy value articles at about 5s., which make capital fourths and "extras."

By this, and some other economies, you can reduce the prize list to below £60, but half of this ought to be presentations.

RULES *re* VALUE.

All three Governing Bodies have a good many rules *re* prizes. These you can see in rule books, but two or three may be quoted:—

A.A.A.—“When the value of a prize is advertised, the exact amount paid, after deducting any discount allowed, shall be considered the actual value of the prize.”

N.C.U.—“Every prize, in other than club events, competed for under Union rules, shall have a declared value, which shall be stated on the programme.”

A.S.A.—“That all prizes must be of the full advertised value, and without discount.”

It is not the value of prizes competitors grumble at, but when a prize is advertised at £5, and it only cost £3, then they get cross; whereas if a £3 prize really cost £3, they are satisfied.

EXHIBITION OF PRIZES.

Get your prizes early as possible. They ought to be on view ten days or more before the Sports, to attract additional entries. Even if not purchased until a few days before the Sports, arrange to have them on view in a prominent shop. If the local jeweller, Mr. S. Ware, has had a hand in their purchase, he would gain the *éclat* of showing them. If not, a local tailor or draper would gladly give a window, as it will attract crowds to his shop and bring hundreds of people in, if only to buy tickets. See that there is a card clearly written or printed on each article setting forth details. Let all 1st prize cards be (say) red, 2nd green, 3rd blue, 4th yellow. These coloured cards will save much trouble afterwards. Thus:—

FIRST PRIZE.

1 Mile Bicycle Handicap Open.

Presented by

A. WHEELER, ESQ.

and so on. Of course a big notice, “Prizes for Belleville Sports,” etc. In any case be sure to insure your prizes against loss by theft, fire, etc.

FINAL PRIZE WORDS.

Local help you are sure to get, especially if the Sports are new. Remember you must not give clothing, boots, etc., or

FATTORINI & SONS

Actual Makers of

Medals, Badges,
Cups, Bowls,
Shields & Trophys,

For all Games and Sports.

Original & Exclusive Designs.

LISTS FREE.

Buy direct from the
Manufacturers and save
all intermediate Profits.

Established 1831.

Makers to the Admiralty and
His Majesty's India Office.

21 Kirkgate,

BRADFORD.





Denton & Down,

19 Bartlett's Buildings,
Holborn Circus, E.C.,

MANUFACTURING

Silversmiths, . .

Electro-platers;

Hall-marked Silver Medal, 1/6.

Cutlers, Medalists & Badge Makers

Cups, Bowls, Shields, Medals, Badges, Canteens,
and General Silver and Electro-plated Goods.

CATALOGUE AND LIST FREE ON APPLICATION.

TO HON. SECS.—

The Most Acceptable FOURTH PRIZE



your Club can give is

A TRIP Veeder CYCLOMETER.

Every Racing Cyclist is also a
Road Rider and will welcome
so unique an award.

Price 8/1 by post

from

MARKT & CO., Sole British
Importers,
6 CITY ROAD, LONDON.

atables as prizes (which rule see), but in many ways local tradesmen can help, even by selling tickets and showing bills. Have some small ones printed (see Posters and Advertising). Not merely in Belleville, but the gentry in the surrounding country will subscribe (every subscriber of 10s. and upwards should be put down as the donator of a prize; even subscribers of 5s. may be given credit in this way for boys' or other minor prizes). Between you and the Committee, everyone of any standing within ten miles of Belleville ought to be "touched." And all the time keep on working up the interest in the sports in the "Belleville Times" and neighbouring papers.

PRIZES AT THE SPORTS GROUND.

See that the prizes are carefully removed to the Sports Ground and properly set out on a terraced or "banked" table in order, each event by itself, programme order for choice, so that competitors and the public can easily find any event, also that they may be in correct order for the PRIZE DISTRIBUTION (which see). A reliable and trustworthy man must be in charge, and the prize table ought to be railed round with ropes, so that no one can actually get up to it.

INSURANCE OF PRIZES.

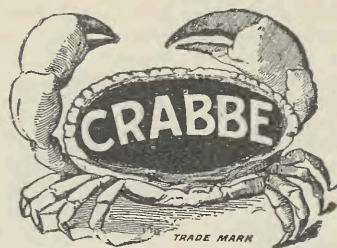
Some sports in London recently had their prizes "appropriated," so be sure to insure your prizes against burglary (and damage therefrom), fire, and so forth. This can be done through The National General Insurance Co., Ltd., for a very small amount (see advt.).

LADIES' COMMITTEE.

Interest the ladies. I have elsewhere (see Refreshments) shown what they can do, but doubtless one or two energetic ones will get up subscriptions for a Ladies' Cup for one of the events, also in selling of tickets. You can add to the excitement by giving

LADIES' TOURNAMENT PRIZES.

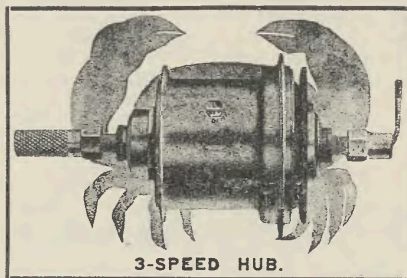
as is done at some Swimming Meetings in London, and, with great success, at the Early Closing Sports at Richmond in 1907. Take the open event with greatest number of entries—say the mile Running, with 44 entries. You number slips of card 1 to 44, put each card in a separate envelope (the cheapest procurable), and a large number of blank cards ditto. These are well mixed, and as each lady gives up her "reserved" ticket she receives an envelope. This contains



VARIABLE SPEED GEARS.

have closer, & therefore better
gear ratios than any other.

LIGHT.
STRONG.
SIMPLE.
FREE.



SILENT.
NEAT.
DURABLE.
BEST.

Made in FOUR VARIETIES—
3-speed, 3-speed with coaster
brake, 2-speed, and 2-speed
. . . with coaster brake. . . .

Write for Illustrated Descriptive Booklet—
COMPONENTS, Ltd.,
BOURNBROOK—BIRMINGHAM.

either a number or blank. Let us suppose Miss Susie Slow, the pretty daughter of the Town Clerk, receives No. 7. She eagerly looks at the programme, and finds that No. 7, the Mile Running, is Carl Stridewell, Happy Harriers, 70 yards start. She immediately takes an interest in the curly-headed Carl, who becomes her champion. So, too, there are 43 other fair ones each looking to those who carry their respective numbers. To the ladies who are the fortunate holders of numbers, that mile will be the most exciting race they ever saw; it will form tea table talk for months to come. Miss Susie watches Carl as he creeps past some of the field, and when he finally cuts down the leaders and wins on the tape, she could hug him. Then at the distribution of prizes, immediately after those for the mile run have been handed out, "Holder of No. 7 ticket" is called for, and, "all blushes and delight," Miss Susie goes up and receives the prize, say a "watch and bow in case, presented by Timewell and Co., Jewellers." It is still better to call up the holder of the ticket at the same time as the winner. Then the distributor of prizes can make some suitable remarks to heighten the fun, especially if the recipients are well matched. Of course this prize would have been on view, with an explanatory card. It helps to sell the tickets, causes both excitement and amusement, and is not a lottery. Try it at Belleville. You may give a second prize for some other event in the same way, preferably for the unreserved (ladies') section of the crowd. (See also "Prize Distribution"). If you work the oracle by advertising in all your circulars, you might get a bicycle presented for this purpose, or at a nominal price.

B.S.A.



There is just
one machine
that you need
never fear
taking into
any circle

and that is one
made of **B.S.A.**
or Eadie fittings

Any cycle agent knows
this to be true and every
experienced cyclist
confirms it.

Ask us for literature.

BIRMINGHAM SMALL
ARMS Co., Ltd.,
BIRMINGHAM.

TRADE MARKS



B.S.A.

CHAPTER IV.

MANAGING THE SPORTS.

- A. Receiving entries and sending out Handicappers' Sheets.
- B. Preparing Programme, Order of Events, Heats, etc.
- C. Appointing Officials and their duties.
- D. Carrying out the Sports.

We have now advanced to very near the actual Sports. One of the first things to be done is to deal with the Entries as received. Early in the book I have told you (see page 13) the necessary books you require, but in addition to these you must have

LISTS OF ENTRANTS FOR THE HANDICAPPERS.

Further on appear names of Official Handicappers. Having chosen these most important officials, and informed them of their appointment, some may send you printed and ruled sheets for the names. If not, you will prepare them in this way:—

BELLEVILLE CYCLING AND ATHLETIC CLUB. FIRST ANNUAL SPORTS.

Wednesday, 27th May, 1908.

Sam Scribe, Hon. Sec., Hope Cottage, Anchor Road, Belleville, Blankshire.

Entries for 100 YARDS.

Handicapper: A. Start-Shunter, A.A.A., 77, Runnamead Road, Brixton, London.

Entries must be received back by Saturday, 23rd May.

No.	Name.	Club.	Start.	
1	L. F. Treelake	London A.C.		
2	E. G. Kentoy	Malton Harriers		
3	J. W. Cornwall	Civil Service A.C.		
4	B. K. Marker	L. A.C.		
5	Hy. Longstart	Duffer Harriers		
6	A. B. Viewer	Putney A.C.		
7	Otto Luck	Belgrave H.		

and so on.

WRITE THE NAMES VERY CLEARLY.

Always put the names of Sports, your (the Hon. Sec.'s) name and address, the Handicapper's name, and the date you want Handicaps back by. If on a Wednesday, like the typical date I have quoted, entries would close the preceding Wednesday, which means Thursday morning, but do not wait till the end. Write up the sheets as each entry comes in, and see that the forms are placed in the same order. Men are supposed, and ought, to fill up a separate form for each event, but they do not always do so. If, for instance, there is a 100 and 300 yards, and you employ different Handicappers, you must write out a copy of the 100 yards for the 300. If the same handicapper, write on a blank form the name of the runner, and "see 100 yards form," in place of the performances. In the case of bicycle entries, and the same Handicapper does both, then one sheet is sufficient, with two columns at right side.

Heading, etc., as in 100 Yards.

$\frac{1}{2}$ and 1 Mile Bicycle Handicaps.

(Event *not* entered for struck through.)

No.	Name.	N. C. U. No.	Club.	$\frac{1}{2}$ mile.	1 mile.
1	Alf. Speedman	777	Polytechnic C.C.		
2	C. D. Flytone	1044	Merry Wheelers		
3	B. Newman	F.S.	Oldbro' A. & B.C.		
4	A. N. Other	*	Begin C. C.		

and so on.

* First time of entry.

ENVELOPES FOR ENTRY FORMS.

In "Athletics" the author denounces the Hon. Sec. who has the heartlessness to send rolled forms to torture and worry the weight adjuster (I've had 'em). The Hon. Sec. (or the Handicapper) who would do such a thing deserves a bad end, for he would break the whole "seven cardinal sins" at one fell swoop. He is as out-of-date as a stop watch. You—Sam—as a model Sec., will procure a number of very large envelopes which would take your entry forms, however large, quite flat. If large (13 x 11), or small (11 x 9) A.A.A. forms. You can get them from The Putney Press, 333 Putney Bridge Road, Putney, S. W. Failing this, make a neat, flat parcel, direct clearly, and send off so that the Handicapper will have them by Thursday night. Send on late entries. He will return, or ought to (for Wednesday's Sports), so that you have them by Saturday, then you can on Saturday and

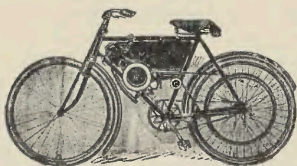
.. THE ..
**"Wolf" Featherweight
MOTOR CYCLE.**

WEIGHT ABOUT 65 lbs.

Guaranteed to climb any ordinary
... Hill. ...

A MARVEL OF INGENUITY.

PRICE:
£19 19s. 0d.



PRICE:
£19 19s. 0d.

An opportunity to secure a real,
good High-grade Motor Cycle
:: at a Reasonable Price. ::

A Post Card will bring further Particulars.

THE WEARWELL MOTOR CARRIAGE Co.,
WOLVERHAMPTON. Limited,

Telephone: No. 498.

Telegrams: "Wolf," Wolverhampton.

The Art of good
MANAGEMENT is
only to be acquired by years of experience;
but to ensure the good and efficient manage-
ment of a cycle only genuine

BOWDEN BRAKES

are necessary. But, remember, they must be
genuine! If you are not using Bowdens—the
only brakes which have 11 years' reputation
for reliability—get one of their many patterns,
of which the latest success is the new

Hand-Applied HUB BRAKE

It is quite independent of the chain, and not
only allows free pedals, but can be controlled
better by hand than by foot. The

Carrier-Mudguard and All-Speed Gear

are others of our well-known specialities.

Send for booklets, free.

THE

BOWDEN BRAKE Co., LTD., 151 Farringdon Rd.,
Works: Tyseley, Birmingham. London, E.C.

the day after make them up into Heats (which see) as and when required, so that the printer (who, of course, as already directed, has had all possible advance stuff) can have early on Monday all entries for the open events. Of course if you do not get the Handicaps back till Monday morning (you will say something to the Handicapper, and find another for your next Sports) it is a rush.

When the Sports are held on Saturday, you would send out the entries on Monday night, then you would have the entries back by Wednesday, and the printer ought to have everything in hand by early Thursday morning.

HOW HANDICAPPERS DEAL WITH AND RETURN ENTRIES.

The Handicapper, on receipt of forms and sheets (I have received entries loose, mixed anyhow, and without list), or as soon as he has time, runs through the names and marks down what he terms his "rough handicap" figures against the names. He then numbers them in order of merit, writes out a second list, sorts the entry forms into this same order, and then the serious work of actual handicapping begins. Finally, when he is quite satisfied with his own work, he writes out neatly and clearly a final list in order of merit, and returns same to you. It is better still if the Handicapper makes out the names into Heats, but time does not always permit of this. Some so-called "Handicappers" merely fire some figures against the names on the sheet the Hon. Sec. sent, and, without even disturbing the entry forms, let alone writing out a second and third sheet, and bang back the lot. If you should by mischance elect one of these, well, you will choose elsewhere—if you are not unfortunate enough to be in the clutches of a Handicap Board-ridden district. Even then you can raise a protest and ask the N.C.U. Centre or A.A.A. Division NOT to allot you THAT Handicapper again. You will have sent the Handicapper one or two (perhaps he will have done so) of these big envelopes. I write on this with the experience begot of over 30 years' public handicapping. The way some "Start Shunters" send back their Handicaps is simply a scandal, and drives poor Hon. Secs. into despair, especially if new to the game.

I remember one bad case. It was down Plumstead way, and the first Sports held by the Club (I forget its name). As I knew the Hon. Sec. was "new," I personally took back the forms, handicaps, etc. I found the poor fellow almost in tears. He held in his hands the Mile Running handicap. It was written on unruled paper, like wrapping paper, the names, in any haphazard order, wriggled about in and out. He

(the Hon. Sec.) shuddered at the idea of having to sort them out into order of merit. A terrible fate has overtaken the group—the Hon. Sec. is dead, so is the Handicapper, so are the Club and the Sports; even the ground has been wiped out.

I will assume your Handicapper has NOT made out the heats (it is generally regarded as an extra service); you must tackle the job with the aid of your assistants, as explained further on. Before that you must consider:—

ORDER OF EVENTS.

Really one of the most important items in the whole of Sports Management, yet it is so often sadly bungled, and many a meeting is ruined thereby, yet we seldom see any notice thereof in the Press. "Sport and Play" has, however, on several occasions drawn attention to this. It is often most difficult, owing to the different distances some men run at, such as 100 yards and one mile. You cannot provide for every case, and if you gave a dozen even experienced men the list of events and entries, few, if any, would agree in arranging a long programme.

Whatever your list of events may be, remember one thing—

EVENTS MUST NOT OVERLAP.

For instance, take the Belleville Programme. There are two sprints—100 yards and 300 yards. The final of the 100 yards must be over before the trial heats of the 300 are commenced. With due rest between trials and finals, the events must be finished off as the programme proceeds. It is unfair to ask a man to run or ride in an event, then, having won his heat, to take part in some other event before his final. If he stands down then he loses his chance of the second event; if he competes, he very likely spoils his chance in the final of his first race. It is not merely bad management, but it is positively unfair.

Amongst my collection of curiosities in Sports procedure is a programme of some Sports at Brighton, many years ago—about 1890 or thereabouts. In it all finals were kept to the end of the day, then run off one after the other. I never expected to meet such a case again, but in 1905, at one of the last Sports held on the Putney Velodrome, we found exactly the same. The officials set to and tried to re-shape the programme, but that such a thing could have occurred shows the need for the present book.

HOW NOT TO DO IT, AND HOW TO DO IT.

"An ounce of practice is worth a ton of theory." I had intended to give two or three examples of wrong management of events, but space has already been overstepped. I will merely give one case. I have not room for Bracknel, of a few years ago. It was at once funny and annoying, as, altogether irrespective of time or distance, 100 yards or two miles five minutes was allowed for each heat or event; finals and trials were mixed up and interwoven. But I will content myself with one "warning"; clubs do not take it kindly to have their mistakes pointed out. Take the G.E.R. I do not pretend that my order is the best, but it is fair. Take the Club Bicycle. The open Bi. comes between the trial and final, and the heats after. The Mile Bicycle also comes before the final of the first open bicycle, and so on. Turn to the suggested order; you will see each is, with short rest, finished off before one of a similar class is commenced.

G.E.R. SPORTS, LEYTON, LONDON.

6th September, 1902.

AS IT WAS.

- 1—2 miles Bicycle Championship Cl'b
- 2—Trial Heats 100 yards Club
- 3— " " Boys under 10
- 4— " " 1 mile Bicycle Hcp. Cl'b
- 5— " " Sack Race
- 6— " " 1 mile Bicycle Open
- 7— " " Obstacle Race Open
- 8— " " $\frac{1}{2}$ -mile Bicycle Open
- 9— " " 440 yards Open
- 10—Final 1 mile Bicycle Club
- 11— " 100 yards Club
- 12—Second Round $\frac{1}{2}$ -mile Bicycle Open
- 13—Trial Heats Veterans
- 14— $\frac{1}{2}$ -mile Running Hcp. Club
- 15—Final 1 mile Bicycle Hcp. Open
- 16— " 100 yards—Boys under 10
- 17— " Obstacle
- 18— " Veterans
- 19— " $\frac{1}{2}$ -mile Bicycle Open
- 20— " 440 yards Running
- 21— " Sack
- 22—200 yards—Boys over 10
- 23—Bicycle Record Attempts
- 24—1 mile Running Open

AS IT MIGHT HAVE BEEN.

- 1—2 miles Bicycle Championship C'b
- 2—Trial Heats 100 yards Club
- 3— " " 1 mile Bicycle Club
- 4— " " Boys under 10
- 5—One Heat Boys over 10
- 6—Final Heat 1 mile Bicycle Club
- 7—Trial Heats Sack Race Club
- 8—Final Heat 100 yards Club
- 9—Tri'l H'ts $\frac{1}{2}$ -mile Bicycle Hcp. Op'n
- 10— " " $\frac{1}{2}$ -mile Running Open
- 11—Second Round $\frac{1}{2}$ -mile Bicycle Op'n
- 12—Final Heat Boys under 10
- 13—Trial Heats Veterans Club
- 14—Final Heat Sack Race
- 15— " " $\frac{1}{2}$ -mile Bicycle
- 16—One Heat 880 yards Running Club
- 17—Final Heat 440 yards Hcp. Open
- 18—Trial Heats 1 mile Bicycle Open
- 19— " " Obstacle Open
- 20—Final Heat Veterans
- 21— " " 1 mile Bicycle Open
- 22—One H't 1 mile Running Hcp. Op'n
- 23—Final Heat Obstacle Race
- 24—Bicycle Record Attempts

Having seen what to avoid, let us carefully consider the Belleville programme, as suggested. A complete "time table" ought to appear early in programme, say facing first event. Indeed, you might print this, *i.e.*, 1 to 25, in the prospectus, putting "trial heats" to 3, 5, 10, 14, and 17. It will help the entries, for then everyone will know he will

have a fair chance. Leatherhead Sports do this on prospectus. So then we take:—

FINAL ORDER OF EVENTS AND TIME TABLE.

Event.	Time.	Race or Contest.
1	p.m. 3 0	440 yards Running (Level Race), Local (five mile radius), men who have never competed (school sports only excepted).
2	3 5	1 mile Bicycle—Local or Club Novices (1 heat).
3	3 10	100 yards—Open—Handicap, First Heat.
	3 13	" " " " Second Heat.
	3 16	" " " " Third Heat.
	3 19	" " " " Fourth Heat.
4	3 22	880 yards Open Running Handicap.
5	3 27	Half-mile Open Bicycle Handicap, First Heat.
	3 31	" " " " Second Heat.
	3 35	" " " " Third Heat.
	3 39	" " " " Fourth Heat.
6	3 43	Final Heat 100 yards Open.
7	3 47	100 yards, Boys under 10 years (Local), First Heat.
	3 50	" " " " Second Heat.
	3 53	" " " " Third Heat.
8	3 57	Tug-of-War, Trial Heats.
9	4 3	Final 1/4 mile Bicycle.
10	4 7	Boys over 10 years (Local) 200 yards Handicap, First Heat.
	4 10	" " " " " " " " Second Heat.
	4 13	" " " " " " " " Third Heat.
11	4 17	500 yards Scratch Running Race.
12	4 21	Final, Boys 100 yards.
13	4 24	Tug-of-War, Second Round.
14	4 30	1 mile Bicycle Handicap—Open, First Heat.
	4 35	" " " " Second Heat.
	4 40	" " " " Third Heat.
	4 45	" " " " Fourth Heat.
15	4 50	Throwing Cricket Ball—Members of Local (radius of 5 miles) Cricket Clubs.
16	4 55	Interval for Tea—till 5.20.
17	5 20	300 yards Handicap—Open, First Heat.
	5 23	" " " " Second Heat.
	5 26	" " " " Third Heat.
18	5 29	Final 1 mile Bicycle Handicap.
19	5 33	Final Heat—Boys over 10 years—200 yards.
20	5 38	1 mile Running Handicap—Open.
21	5 45	Final Tug-of-War.
22	5 50	Final 300 yards Open.
23	5 53	3 miles Scratch Bicycle Race*
24	6 5	Consolation Race—Scratch 200 yards or 400 yards.
25	6 10	Distribution of Prizes by Lord Knowswho, President, Belleville B. and A.C.

* If necessary this will be run off in mile heats after No. 20, and the final (3 miles) after 24.

ARRANGING NAMES IN HEATS.

This is often, to an inexperienced Sports Secretary, a puzzle only second to "order of events," to which I have devoted so much space. If the Handicapper knows his work, and has done it properly, he will have sent back, with the entry forms, a clearly written-out list for each event, with

the names strictly in order of merit. (If he has not done this, find another mark maker for Belleville Sports next year.) You take this list, where heats are required, and put the scratch man, or "virtual scratch," *i.e.*, the one with shortest start, down as No. 1 in the first heat, the next shortest mark as first man in the second heat, the third shortest mark man in the third, and so on. Suppose there are six heats with one each heat, then the man who has the seventh shortest mark becomes No. 2 in heat one, the 8th is (No. 8) second in heat 2, and so on, till you come to the 13th, he becomes No. 3 in heat 1 and the 14th third, or No. 9 in heat 2, and so on till the 36th is sixth man, No. 36, in heat 6. Be careful not to put men from the same club together in a heat.

Of course the number of heats depend on the number of entries. If you only had 16 entries you would probably run four heats of four, with four in the final. If 48 entries, eight heats of six, then after a brief interval two heats of four—first and second in final, or, if your track is wide enough, seven heats of seven. Save a second round when possible. At Lincoln they run off eight to ten in a heat at the rate of eight heats in five or six minutes, but that would hurry matters too much at a maiden meeting like that of Belleville.

In the 300 yards you would run six, or not more than eight. Of course this "long sprint" has not "strings," and, again according to entries, the first two in final.

IN THE BICYCLE EVENTS:—

There ought not to be more than six men in a heat in a half, or eight in a mile.

Remember it is the fastest second or two fastest seconds, and NOT—which might be a very different thing—the old (often) unfair style, "second in fastest heat." *That* belongs to the "stop watch" days of long ago, when it was difficult to correctly (?) time more than one man. Please remember this, it is important.

PREPARING THE PROGRAMME.

All these sort of things—lists of officials, conditions, etc., and headings of events—you can let the printer have as soon as ready, also entries for scratch events, etc., and, as soon as chosen, description of prizes. It adds immensely to the value of a programme (in after years especially) to have these set out.

I will give you two or three sample headings.

EVENT 5, AT 3.27 P.M.

880 YARDS BICYCLE HANDICAP, OPEN. 24 ENTRIES.

Handicapper :

N.C.U. —

Sports Printing.



SEND YOUR ENQUIRIES

—AND ORDERS TO—

PUTNEY PRESS, Ltd.,

333 PUTNEY BRIDGE ROAD,

PUTNEY, LONDON, S.W.,

WHO ARE

—Specialists—

in Sports Programmes, Posters, Handbills
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SETTING OUT SECOND ROUNDS AND FINALS.

Too often programme compilers are satisfied to put just a line for "Final Heat $\frac{1}{2}$ Mile Bicycle Race," leaving no space for details, instead of (see time table):—

Event 9.—At 4.3 p.m.

Final Heat. $\frac{1}{2}$ Mile Bicycle Handicap, Open.

Heat.	Winner.	Club.	Yards start.
1.			
2.			
3.			
4.			
	1st fastest second		
	2nd " "		
	Won by	Second	Third
	Fourth	Time	m. s

ADVERTISEMENTS FOR PROGRAMME AND LOCAL HELP.

There is sure to be someone on the Committee, or perhaps a reporter on the local paper, who would be willing to earn £2 or £3 for himself and help the Sports by actively canvassing for advertisements. If you like, the size of this pamphlet—a good medium—for the programme. Be careful to obtain estimates from the printer as to how much—say, rather, how little—he will charge per page for setting advertisements, and base your charges on that. You ought to get 12s. 6d. a page, extra (say 15s.) for special positions (and allow commission, 20 per cent.). You will find many tradesmen who might not subscribe to your funds will pay for an advertisement, and make it worth the trouble of the canvasser (who may also go forth further afield—there are many great firms, such as Bovril, Oxo, Gamage, etc., ready to support affairs of this kind) to get these. Well done, these will add, say, £10 to £20 to meeting's income, which ought to pay your printer's bill.

SIZE OF PROGRAMME.

Large programmes are clumsy, too small do not give room enough to record details. About the handiest for all is the size of this book, or, if large, 8 $\frac{1}{4}$ by 5 $\frac{1}{4}$ inches—certainly not bigger.

HELPING THE PROGRAMME PRINTER.

For the benefit of the Advertisement Canvasser, the printer will have got out a "dummy" programme of actual

Compulsory A.A.A. and N.C.U. Rules.

The following MUST appear in every Programme.

The N.C.U. part ought to appear under heading of first Bicycle race, where must also appear the notice as to date handicaps are made up to. See also Athletic Events.

SCALE OF PENALTIES.

AMATEUR ATHLETIC ASSOCIATION.

For Wins (First Prizes) in Open Flat Handicaps ; during the four days following such wins (Sundays not included).

" No person other than the Handicapper shall be permitted to alter the starts or to accept additional entries after the starts have been published. Competitors must notify to the Judges before the race is run that they have incurred a penalty, otherwise they will be disqualified and render themselves liable to suspension.

For wins at distances up to and including 300 yds.	}	1 yard for distances up to and including 2 yards over 120 yards and up to and including 3 yards " " 220 " " 300 "	120 yds. 220 " 300 "
--	---	---	--------------------------------------	----------------------------

Winners at distances up to and including 300 yards not to carry penalties in Handicaps over 300 yards.

For wins at distances over 300 yds. and up to and including 600 yds.	}	6 yards for distances over 300 yards and up to and including 600 yards	600 "
--	---	--	--------	-------

Winners at distances over 300 yards and up to and including 600 yards not to carry penalties in Handicaps over 600 yards.

For wins at distances over 600 yds. and up to and including 1,000 yds.	}	8 yards for distances over 600 yards and up to and including 1,000 yards	1,000 "
--	---	--	--------	---------

Winners at distances over 600 yards and up to and including 1,000 yards not to carry penalties in Handicaps over 1,000 yards.

Winners at distances over 600 yards and up to and including 1,000 yards not to carry penalties in Handicaps over 1,000 yards. ... 1,000 "

For wins at distances over 1,000 yds. and up to and including 1 mile. } 14 yards for distances over 1,000 yards and up to and including ... 1 mile.

The foregoing penalties to be increased by one half after the second win.
 Winners of Hurdle Handicaps at distances over 120 yards, and of Steeplechases to be exempt from penalties.
 Penalties shall not be enforced beyond the scratch mark, and do not apply to wins on the same day at the same meeting.
 In all cases the actual scratch man shall be exempt from penalties.

NATIONAL CYCLISTS' UNION.

"Any Competitor who may win a First Prize or Prizes in Open Handicaps during the four days (Sundays not included) preceding the holding of any handicap for which he may have already entered, must, prior to competing, notify to the Judge all such win or wins (otherwise he will be disqualified and rendered liable to suspension), and shall be subject to the FOLLOWING PENALTIES IN RACES ENTERED."

In Half-Mile Races ...	5 yards for Riders receiving up to and including ...	40 yards start.
	10 yards " " over 40 and up to and including ...	80 "
	15 yards " " " 80 " " " ...	110 "
In One Mile Races ...	10 yards for Riders receiving up to and including ...	50 "
	15 yards " " over 50 and up to and including ...	100 "
	20 yards " " " 100 " " " ...	150 "
	25 yards " " " 150 " " " ...	200 "

In 2 mile races 15 yards over 1 mile penalties ; above 2 miles 20 yards per mile.

"Two or more wins on the same day shall only incur one Penalty at the subsequent meeting."
 "Penalties shall not be enforced beyond the scratch mark."

size for you. To prevent rushing your printer, you can "feed him up" with details, advertisements, etc., gradually. Even some of the leading clubs make a very poor show with their programmes, which sadly lack detail. If you have not any good models by you, I am sure any of the following would send you samples of theirs:—

Robert Cook, Essex County Championship, Chelmsford.

*R. A. Mumford, 7, Windhill, Bishop's Stortford.

*Percy Pettit, 31, Peasant Street, Windsor.

*Syd. G. How, Uxbridge C.C., Uxbridge.

Howard Dakin, Davey Place, Norwich.

C. P. Wright, Sports Sec., Leatherhead.

H. E. Martin (S.L.H.), 62, Maberley Road, Upper Norwood, S.E.

*J. A. Stacey, Early Closing Sports, 21, New Bridge Street, E.C.

and many others.

*Also issue model entry forms.

ADVANCE PROGRAMMES.

You ought to get the programme out in time to send a copy by post to each competitor so that he receives it the day before the sports—Last 70 in A.A.A. Book. This is, I fear, more honoured in the breach than in the observance, but you can get printer's proofs—"galley slips"—and send the part the entrant is interested in, so that he may know his start. This is in one way better and cheaper. It costs less, gives the entrant the information he wants, and he buys a programme when he arrives.

SELLING PROGRAMMES.—Ought to be on sale the day before, in shops, streets, and railway station, also early on Sports day. There are plenty of bright boys in Belleville ready to earn a bit. At the grounds the Programme Steward will look after them. Programmes ought to be 2d. or at most 3d. I have already dealt with the question of compilation, advertisements (do not forget the interleaved). The general allowance is 3d. a dozen on 2d. programmes, or 4d. on 3d. programmes satisfies the boys (whose names must be taken down). They get the first lot on trust, but pay for them before receiving the second. Give an extra "bob" to the boy who sells most—it has a fine effect. If there are a lot of programmes left after tea time, settle up all accounts and sell remainder at half-price, but be sure to keep a few for future years and marking for A.A.A., N.C.U., etc.

SAFEGUARDING TICKETS.—Your Belleville may be “an innocent Village of the Plain,” or it may not. Of late in many places there have been considerable frauds in printing bogus tickets. Hundreds once obtained admission to a S.L.H. Meeting at the Oval by forged tickets, and the game has been played elsewhere. They tried it once at Uxbridge, and ever since the Sports tickets have reproduced portraits of the two Hon. Secs.; but they are both good-looking chaps, so do not mind the publicity. It is a good dodge so by having either your photo or some special device not likely to be imitated printed on the face of the tickets.

SALE OF TICKETS.—Every fourth shop in Belleville ought to have tickets on sale. Generally the trader takes an interest in the Club or Sports, and helps in that way, but it is usual to allow 25 per cent. if the seller expects it. The question of “Half-price up to two days before the Sports” cuts both ways. It greatly reduces the gate receipts in case of a fine day, but insures money in hand in case it turns out wet (see Insurance). If you make half-price, keep a small “President’s Enclosure,” with reserved seats at 2s. or 2s. 6d. net. If the discount system is adopted, then all tickets must be collected on the day before the Sports. All not delivered then are “net.”

TURNSTILES AND GATE RECEIPTS.—Be on the safe side and have Turnstiles (you can hire them for a moderate sum—see advertisement)—one for pay, other for tickets at each entrance. Members of the Committee ought to take it in turn to watch the gate. Be very careful about taking the register of the machines, also the free gate. Do not wait till all is over before checking register and cash. Members of Committee carefully count cash and see it is in a safe place until banked in the morning. Make a careful entry of all cash paid out and what for; ditto received. In this you and Treasurer must work together.

CHAPTER V.

APPOINTING OFFICIALS AND THEIR DUTIES.

THE ATHLETIC JUDGES.—This is always a troublesome task, especially in the country. Judging a close finish is a fine art, and unless you have experienced men there are likely to be mistakes, and "mistakes" get a meeting a bad name as quick as anything, and you do not want to wreck Belleville Sports at the outset. If your Vicar, or Curate, is an old Blue, of course he must be one; but do not ask Alderman Selfmade, merely because he is Alderman, or Mr. Openpurse because he has given £5 5s. to the prize fund. Make this useful section "Stewards"; give each a nice badge, with name and date of Sports (see Badges) on, and they will be quite pleased. You must not neglect the "town" or municipal interest, for you want to make Belleville noted for its sports as well as for — (you know its manufactures better than I do); so have, at any rate, some practical men to do the judging. Local talent can help. If there is a military element in Belleville, secure their aid. If short locally, ask the branch of A.A.A. (which see) under whose rule you are, or London A.C., Stamford Bridge, Walham Green, S.W.; Polytechnic Harriers, Polytechnic, Regent Street, W.; F. T. Lintott, Ranelagh Harriers, Betchworth, Nimrod Road, Streatham, London; Haselgrove, Blackheath Harriers; Alf. Clay Thomas, S.L.H., 145, Battersea Rise, S.W. Members of these and other bodies are always willing, if circumstances permit, to officiate, or write to some prominent Club in your district. From programmes of Sports near your district you will easily find sufficient capable officials.

CYCLING JUDGES.—In most parts of the country it is compulsory to have Official Judges of the N.C.U. Judging a close finish, where three or four wheels flash over the line together, is harder to pick out 1, 2, 3, than even a tight finish in a running sprint. So send a reply post card to the nearest N.C.U. centre Secretary (see N.C.U.). There is no fee, but Sports should certainly pay the travelling expenses.

CYCLING UMPIRES.—There ought to be at least four Umpires, two at each bend, to see all men race fair. For instance, if one rider fouls another, or cuts in too soon, or goes over the line, etc., he must be immediately reported to the Judge, who has the power to disqualify without protest.

ELECTING HANDICAPPERS.

In order that your choice may be free and unfettered, I give a complete list of all Cycling Handicappers in England and Wales. Irish and Scotch you can obtain from the governing bodies of those countries.

If your advertisement of the Sports appears without the names of those chosen (they ought to appear on the entry form and prospectus of the meeting), you will very likely be inundated with applications from rival "weight worriers." Do not be dazzled or deluded by the promise some hold out of "support of my Club," or "I have a large following, who always enter when I handicap," or inducements of that kind. Avoid these, and, above all, avoid the man who tries to cut prices. The A.A.A. only insists on a minimum. You may not be far wrong if you write to the man who has NOT written to you.

Some districts are under a Handicapping Board, and when you apply to the Hon. Sec., they allot you a Handicapper, whose name does not appear on the preliminary bills—you have no choice. Fortunately this plan does not prevail in the South. If you elect a different Handicapper for each event, it is often popular with competitors, as it creates some variety in their allotments.

HANDICAPPING AND TIMING FEES.

Neither Athletic or Cycling Handicappers are allowed to charge less than 10s. 6d. per open event, but of course the fees increase with the number of entries. There is some uncertainty as to the exact A.A.A. scale for big entries, but in the South, at any rate, the recognised rate for cycle events is 10s. 6d. for the first 20 names or less, and 6d. per extra name. Thus an event with 59 entries would be £1 10s., one with 33 entries 17s., with 17 entries 10s. 6d. The higher the fee to be paid, the more pleased the Secretary ought to be, for it means he has received a large number of entry fees. Suppose the 59 had paid 2s. each, that would be £5 18s., out of which the Handicapper gets £1 10s., leaving £4 8s. Even if the fees are only 1s. after the first, there is 6d. gain on every entry, so a Secretary of Sports must be very short-sighted if he grumbles at what he thinks are big fees for a big entry. I am sure Belleville will welcome substantial fees, because it means that Belleville has secured a big entry. Be sure of one thing—the Handicapper, whatever branch of sport he operates, if he conscientiously carries out his duties, has earned every penny he gets.

TIMEKEEPERS' FEES.

As a rule, £1 1s., with or without expenses, but do not pay this unless to a recognised expert, using a certified

watch. If you cannot secure one of these, it is probable one of the Athletic Handicappers will either act "inclusive," or for half fee. But unless the Timer either has or borrows a certified watch, the duty is hardly worth paying for at all. Read carefully the special chapter on Timing before you decide.

There are many competent Athletic Timers, it is true, and those Handicappers I have starred are well known in that capacity.

NO BETTING ALLOWED.

You must—if Belleville is to win that name for good management—sternly repress betting on the ground, and instruct the Police (which see) to remove offenders. To put yourself on the right side you **MUST** have printed notices exhibited outside at every entrance, also in two or three places about the ground, as follows:—

BETTING STRICTLY PROHIBITED.

By Order of A.A.A. and N.C.U.

The Police are authorised to remove
Offenders.

Of course this applies to public betting by regular "bookies." If private friends choose to bet amongst themselves, or get up a sweep (which see), there's no harm. It is the public betting which must be suppressed.

PRESS TABLE, PROGRAMMES, AND FACILITIES.

I have been attending sports as a reporting journalist for 33 years, and am often disgusted, even at old and well-established meetings, at the utter lack of thought or provision for members of the Press. No table, no interleaved programmes, not even a chair. You, at Belleville, will put this right by having:—A good-sized table, plenty of chairs or forms, and a supply of interleaved programmes. If a few of these are made for the Press, with cut leaves on a stiff back (fastened at left top corner), with blanks at bottom, it will be much appreciated. Arrange with the local Postmaster to have a service of telegraph boys on duty. See there are telegraph forms, both Press and private, on the table.

Within an hour or so from the start some aerated waters, a dish of sandwiches, and supply of biscuits, will be welcome to both officials and Press, but do not think a pound of biscuits, or half-a-dozen sandwiches are going round. If anything stronger (before tea) is wanted, it will be found in the small tent, but do not let the free and easy tap run on the spirits. There are now so many pleasant aerated bever-

ages that a varied list may be supplied—not only the everlasting soda. The District Mineral Water Supply Company, Acton, W.—if near town—will supply assorted boxes.

PRESS STEWARD.

Appoint some experienced man, or youth, who knows something of the game, to act as PRESS STEWARD. It is his duty to keep the Press in touch with the judges, timer, etc.; supply them with the winners' names, times, distance won by, etc. Let him see the information he gets is correct. First carefully marked in his own (interleaved) programme, and then, with any other information required, to be re-told to the Press. In fact generally look after the "Fourth Estate." Sometimes his duties are combined with those of the

TELEGRAPH BOARD STEWARD,

who must act in conjunction with Clerks of the Course (which see), in first instance, to get the numbers of starters, and see the man in charge of Telegraph and Result Board or Boards (see) is quickly supplied with results, times, etc., and that the latter are correctly put on the board.

BOARDMAN.

Very often the man, if imported for the occasion, who lays out and prepares the ground will attend to this. Or the scorer for the local (Belleville) cricket club—a man who is paid for the work. See he is provided with a pail of water, big sponge, pot of whiting, brush for writing up names of events or their number (supposing they are not already printed or painted), and a good supply (triplicate) of numbers, on cards or tin, six or eight inches (at least) bold clear figures, which can be read from all parts of ground. He has to be pretty smart. In large fields, such as the mile running, numbers of NON-starters are put up, but, unless there is a big crowd, the public prefer to see the numbers of the actual competitors on the board.

STARTER

Ranks equal in importance with good judging and correct timing, for with a careless, eccentric, or incompetent starter, the efforts of both are ruined. To begin with, many modern starters are like certain bell-ringers, afraid of "making a noise." They use a miserable little cartridge which gives a cough sort of report and barely any smoke, which can hardly be heard or seen. Again, certain starters (there was

How to hold the Pistol.



“ARE YOU READY?”

E. T. Tyler, of Uxbridge.

Another good cycle starter is the veteran rider (I raced against him in Belfast in 1875) E. Tyler, of Uxbridge, whose services can be secured by clubs for a moderate fee.

STARTER'S STEWARD

The starter should always have a steward to assist him. One of the chief duties is to signal to the Timer's Steward, load his pistol (if required), convey messages, etc. But always be beside the Starter ready to signal, as already said, to

TIME-KEEPER'S STEWARD

whose duty it is, when both Timer and Judges are ready, to signal to his confrère who informs the starter, who ought never to fire till he gets this signal. Generally the Starter either acts on his own, and either catches the Timer and Judges unprepared, or if the Timer raises his hand to signal,

he (the Starter) fires before the Timer can get his hand back to the clock. Therefore it would be one of the greatest improvements in sports management to appoint these two officials. He—the T.S.—would also assist by taking down the times called out by the O.T., such as when several men have to be timed at the finish.

COMPETITORS' NUMBERS.

You can get these in packets from Gamage, or your own printer can supply them. The figures must be clear, $2\frac{1}{2}$ in. or even 3 in., on thin card or very stiff paper, about 5 in. by 4 in. Not too large—I remember competing at one meeting where the competitors got the "board" numbers—hard cardboard about a foot square—and the board the men's numbers)—or not too small. You will want a good supply; numbers to be worn both back and front—left breast and centre of back—pinned top and bottom. Remember to have a big stock, 500 or more, 2-inch safety pins. Let Dressing Tent Stewards or Clerks of Course see to this. It saves a lot of trouble, and enables the men to be identified both before and after they pass the post, or any point.

Of course you will use 1, 2, 3, and so on in each race; not the horrible jumble of confusing chaos of "one man, one number" (true, it saves trouble, in one way, in sending out tickets). One look at the telegraph board at any meeting where it is in vogue ought to be enough. If not, a glance at a field of runners in, say, a mile, where 321, 17, 192, 7, 222, all jostle each other, and it is impossible to see if the short mark men are gaining; whereas with the clear, straightforward 1, 2, 3, 4, etc., if 7 is seen in front of 17 we know 7 has passed 17. If the Salford Harriers, with over 800 entries, follow this, the only sensible plan, surely a small meeting can. For Belleville, on the programme on page 20 (you will want for 13 or 14 events), say 26 sets of numbers, the sets according to entries, with one or two over.

CLERKS OF THE COURSE

must see that the men are brought out of the dressing-tent. Let there be no bungle about this. Frequently at sports men come out of the tent after their heat or race has been started, and grumble that they were left out. Here again it is generally because the Clerk of the Course is afraid of hearing his own voice. He goes to the tent door and says in nice "lady-like" tones: "Get ready for the mile." Those near the door may hear him—others do not. He ought to go right into the tent and let them have it from the lungs: **GET READY FOR THE MILE RUNNING** (or whatever the

event may be), repeated several times from about ten minutes before the event. Then immediately the event before this on the programme is over, shout:

ALL OUT FOR THE MILE RUNNING, etc.

The Clerk of the Course must see that every competitor has his number properly pinned on before this, and mark off the starters on his programme for the "Board" Steward. In cases of races in heats, they ought to have three heats in hand—heat 1 is being run; heat 2, men are out; heat 3, men are called out in the field, or coming out, and so on. Don't wait till the heat is over before calling the next, or the whole programme will drag and get behind. There ought to be four or five Clerks of the Course, so that they can take it in turns, as you cannot expect the same men to slog at this all the afternoon. From the Clerks of Course the competitors pass into the care of the

MARKSMEN

(at least three or four are required), whose duty it is to see that every competitor starts from his right mark, or any penalty he may have incurred; to report (in cycle races) if his pusher-off goes over the mark, or if the runner, walker, etc., gets over. If so, he ought to signal to the Starter, in case the latter has not seen the breach, and to signal "all right" when everything is "en regale."

THE BAND.

Remember, my dear Sam, the ladies must be considered. They are not at all like "you and I," sporting enthusiasts, and may care as much for the musical side as the racing. What are the musical resources of Belleville? Is the Town Band a popular one? Even so, remember most of your visitors know them (re the Band), therefore they are not a novelty. It pays to import a band. Military, if not actually, at least in dress, for choice. If latter, they ought to play from station to ground. If the Town Band, then they must be got to play through Belleville and draw the crowd to the sports; but it is well-spent money to engage a good band, even if it costs £10 or more; the name will draw it all back in extra gate, if you make a "splash" of it on the bills. If in the North, where they go in for brass-band contests, and you can secure a "Prize Band,"

THE BRAZEN BLOWERS OF BANGTOWN PRIZE BAND.

will look well on the posters.

Refreshments ought to be provided for the Band (NOT

spirits), beer for those who want it, but a liberal supply of aerated waters, and towards the end, if you send them tea and bread and butter (they ought to play during the tea interval), their music will be all the better. Sometimes an impromptu Band-Handicap is got up—say, half-lap every man to play his instrument. It's good fun—merely nominal prizes. It is in events of this kind where those wonderful 5s. prizes of the Crown Company come in, or a cigarette case, ounce packets of 'bacca and cigars for all who run unplaced—it's only a bit of fun. At the prize distribution the Band ought to play: "See the Conquering Hero Comes," when the chief winners walk up to receive their awards, it makes the occasion more important.

THE BELL RINGER.

Have an efficient Bell-ringer.

Seems easy, does it not, to ring a bell? Yet time after time at sports I find men appointed to look after the bell who have not a remote idea of how to get the full sound out of it, or lack energy. Do not appoint Joey Jones merely because he is a funny man. Get someone with muscle who knows how to swing and ring a bell (few do), and will not fail at a critical moment. If Messrs. Hard, Ware and Co., the Ironmongers, will not lend you one—a big one—the landlord of the "King's Head" will. If you have a chance to pick up an old ship's bell cheap, buy it. It is best of all when suitably mounted on a solid post. Both at Bath and Chelmsford they have fine bells of this description, but at the latter Hon. Sec. Cook each year appoints a couple of "exceedingly nice boys" to look after this. They both absolutely fear that bell, and give the faintest tinkle only hearable within a few yards, instead of a loud bang-clang that can be heard over the whole ground. Again, it is not only the leader who wants to know, keep it going till the whole field of runners, walkers, or cyclists, have passed, or nearly so.

To prove the need for these hints:—The S.L.H., one of the oldest and most powerful of London clubs, for the first half of their Spring Sports at Kennington Oval, 11th April, 1908, only had a tiny tinkler from a tea-table as bell. How the crowd laughed! With "Sports Management" and a "memory book" to refer to, this could not have occurred.

Again, at the mighty Stadium the bell provided would have been too small for a 5-lap track.

The Bell-ringer must work in conjunction with the

LAP-SCORER,

who must, in every event over one lap, tick off the lap in a book or interleaved programme. Mistakes are often made

even in Mile races (witness the Mile Walk at Lincoln Great Sports in 1906). Particular care must be taken if any of the men have more than a lap start. For instance, Belleville may only have a five-lap track (i.e., 352 yards), but in the Two Miles Walk many of the starts will be over this. S. Slowstep, Hampton Harriers, 400 yards; N. Mover, Belleville, 440 yards, and A. Crawler, Crawley A.C., 520 yards, must all be marked a lap before the pistol fires. If a 440 lap, then Mover will start from the same mark as scratch, and be given, like Crawler, a lap, and Slowstep, as soon as he travels the 40 yards to complete his first lap, and the others as they cross the line. If "Crawler" still holds the lead when he comes round next time he will score half-mile (if it is a "Quarter" track), or two laps as the case may be. At one well-known sports there was—three years in succession—a muddle over a race of this kind. If it is a long race—say, scratch 3, 5 or 10 miles—the Timer will be an additional check, as he will take the times of every lap. If he does not, he ought not to be at Belleville sports. This brings us to—

RESULT RECORDER.

Get a large manuscript book prepared. In it write out clearly a separate page to each event (it will remain a permanent history for several years) stating clearly the event with full description of prize, donor, etc., somewhat thus:—

100 yards Handicap (33 entries).

First prize—Flyback Chronograph Watch, value £5 5s.—Presented by C. U. R. Tymme, J.P.

Won by—B. K. Marker, London A.C., $1\frac{3}{4}$ yards start.

Second prize—Electro-plated Card Tray, value £1 10s.—Presented by Mrs. Clair de Beauclerc.

Won by—H. Longstart, Duffer Harriers, 13 yards start.

Third prize—Folding Kodak Camera, value £1 1s.—Presented by the Club.

Won by—A. B. Viewer, Putney A.C., 6 yards.

Fourth prize—Cigarette Case, value 10s. 6d.—Presented by Burnwell and Co., Belleville.

Won by—Otto Luck, Belgrave Harriers, $7\frac{1}{2}$ yards.

As the meeting progresses the "Official Register" fills up the winners' names (as those which I have imagined) immediately the results are known. This he can easily do, and he has it ready to hand you when the closing ceremony

of the day comes—the prize distribution (which see). This is admirably carried out at the Essex (Chelmsford) meeting.

MARKED PROGRAMMES.

The Recorder, in addition to keeping and entering a record of the Judges' decisions in every heat and event, must mark a programme fully and completely with results as they occur; then, after the sports—within a day or two—you must from this mark other programmes, and send each one so marked to A.A.A. and N.C.U. They can go with entry forms, also to such handicappers of your sports as are not present thereat. (We—Handicappers—cannot be in six different places on the same day, *but* try to get these officials to attend.)

ENTRY FORMS ON GROUND.

All entry forms, as received, must be on the sports ground—of course fastened together for each race. These had better be in charge of the "Recorder," who has least to do of anyone. They are open to the inspection of any competitor, handicapper, or other official. There are some bye-laws in some districts which entail the exhibition of the entry forms of the placed men in each race, immediately thereafter, in the dressing tent; but this is seldom carried out, but all entry forms **MUST** be on the ground and available.

GROUND RECORDS.

It will add very much to the interest of Belleville Sports to establish "Ground Records," *i.e.*, the best times made in certain events for the full distance or performances accomplished in future years, and offer silver medals for breaking these records for the full distance. The "handicap record" may also appear on the programme; this too will be of interest, but no additional prize would be offered.

At Bath, Bishop's Stortford, and Littlehampton these records are made a special feature of in the bicycle events, and if there is not a (real) actual scratch man, back markers in the handicap are allowed to ride out the full distance, and are specially timed. The shorter distances can be timed at the mark from which he starts, *i.e.*, $\frac{1}{4}$, $\frac{1}{2}$, and $\frac{3}{4}$ mile, if it is a Quarter lap. To make this clear. At Littlehampton Sports (August Bank Holiday, 1907), in the Mile Bicycle Handicap, E. J. McKaig, Putney A.C., had 90 yards (the lap is 440 yards). I timed him as he came round for the first time at his starting mark; this made the full "Quarter" 37secs. In his heat he did 1m. 11 3-5s. for the Half, which beat the old record. In the final he did

38 3-5s., 1m. 13s., and at $\frac{3}{4}$ 1m. 46 4-5s. (ground record). He won in 2m. 18s., but, going on, did the full mile in 2m. 26s., against the old record of 2m. 31 4-5s., which had stood for three years. You will find it a considerable additional attraction. In fact, you might select certain events at your first sports, say (page 66) Event 5, Half Mile; Event 14, One Mile for Cycling, and Event 4, Half Mile; Event 17, 300 yards, and Event 20, Mile, for running. And in the prospectus of the sports offer a silver medal in each to the back marker if he will run on and establish a record. If your Timer is up to his work he can manage both, or have help to take the finish or full distance.

RECORD FLAG.

Have a special flag, of special shape and design, say, white square, with the corners cut and as big an R in red as the flag will hold on it, and put a notice over first event on programme in which there is a record medal offered: "When a Belleville Ground Record is broken, the Record Flag will be hoisted." Battersea Grammar School—a model school sports meeting—carry this out with great success, and it would be a good idea for the Olympian Games, and other grounds.

RECEPTION OF PRESIDENT.—When your President, "Lord Knowswho," motors up, be there to receive him with a couple of the Committee, escort him and Lady Knowswho to their seats, present them each with a programme, see that his has a pencil attached—courtesy is cheap, but it is a good investment—or if it is His Worship the Mayor, show him attention. Let your patrons and supporters see that their efforts and help are appreciated. Invite them to the tea pavilion half-an-hour before the official "tea," or have a tray brought for Lady Knowswho and the Mayoress, etc.

DISTRIBUTION OF PRIZES.

This ought to be the crowning success of the Sports, and made as imposing a ceremony as possible. The people like to see the winners again, how they look in their ordinary clothes—(Miss Susie is all excitement to meet Carl, who won her the "watch and bow" in the Ladies' Tournament, page 55)—and applaud their favourites.

Immediately after the last event, a stout rope is run out from in front of the Pavilion, round posts already driven into the turf beyond the track, so as to include Judges' position and Press table (moved closer), and back to Pavilion, so as to enclose a square or oblong space, with

the prize table, and room for a few prominent people. Lord Knowswho will preside, and Lady Knowswho will present the prizes, after the former has made a few appropriate remarks. Failing your President, the Mayor or other person of local importance will do the needful.

The "Record" book will now come in useful. You, as Hon. Sec., will in a loud, clear voice call out the title of the event and name of each prizewinner and his club, in programme order. He will come up, receive his "pot" with a gracious bow, and rejoin the other successful competitors—for whom room must be left—within the enclosure. The public delight to again see the heroes and re-cheer the champions. There must be a really nice bouquet of flowers to hand to the lady who distributed the prizes, and someone—say the Rev. Oldblue—to propose a vote of thanks to her.

[On no account adopt the miserable plan followed by some clubs of recent years—that of giving the prizes immediately after each race. It is unpopular with everyone. The winners are lumbered up with prizes to look after; it causes confusion, keeps the prize distributor on the trot, and robs the spectators of a ceremony they like and are entitled to. It is altogether a mistake. Very often the competitors are puffing, sweating, and unkempt. After a steeplechase their clothing (?) is often positively indecent, and the men are by no means in a fit state to go up to the Pavilion or appear before the dainty lady or eminent personage who is performing the ceremony of prize distribution. Don't do so at Belleville.]

Then the curtain drops on Belleville Sports for a year. There are many things to be done in the way of settling up with the paid hands, checking gate receipts, etc.

AN EVENING FAIRY AND MUSICAL FETE.

If your ground is suitable, you might—as at Chelmsford (where everything is on a "super excellence" scale), Norwich, and a few other places—have an evening firework display, illumination of ground, dancing on the lawn to the music of the band, Old English sports on the green, ascent of fire balloons, etc. Of course the ground is cleared after the sports, and a fresh gate (sixpenny)—cash at turnstiles, is taken. If you do this, you cannot do better than apply to Paul Aggio, Pyrotechnical Expert, Colchester, who will carry out all you want (never mind how far away) at a moderate cost, please your committee, and delight the public.

POLICE.—You will need a few—three or six, according to expected crowd—to be on duty. They will look after "bookies," or other offenders, keep order, and the crowd

back. Their presence has a good effect. You will most likely have to pay for special service. See they are also refreshed—tea, etc. When the Committee and Press have finished tea, you might ask them—one or two at a time—or other workers, to the tent.

EVENTS NOT DEALT WITH.

It is impossible to go into detail of many competitions in this modest pamphlet, but if you get the three books I named—A.A.A. handbook, N.C.U. book of rules, and "Athletics"—you will find all rules, laws, regulations, and recommendations in the two former, and many hints and instructions in "Athletics," such as laying out jump, hurdles, etc., that there is not room for here; also be sure to have the A.A.A. Laws and N.C.U. Rules on ground, as points frequently arise which can only be settled thereby. Yet how few clubs ever do this. Show them how Belleville does things.

ADDENDA.

ENTRY FORMS TO A.A.A. AND N.C.U.

The day after—certainly within a week—you must send all entry forms (as received from the entrants) for the cycle races to the Hon. Sec. of whichever Centre of the N.C.U. you happen to be in. They will be returned after examination. So, too, will the athletic entry forms. These must be sent to the Hon. Sec. of either the Southern A.A.A., the Midland or Northern Counties A.A.A., according to the location of your "Belleville." These will also be returned.

This is imperative, and you *must* do it, or you will get into trouble with the "powers that be," and it will be a bad look-out for Belleville sports in the future. When received back, the entry forms must be kept intact for a year—not destroyed.

DRAWING A SWEEP.

Often at sports a Sweep is got up amongst the officials over some important event or race with a big entry, just for a little harmless speculation. Into the ethics of this I am not going, but if the sporting section of the Belleville officials run one, they might just as well do it properly, and as I have seen so many wrong (I do not mean unfair) methods at various sports, I will tell you how. We will presume the list of subscribers amounts to 53 at 1s. each,

and there are only 37 entrants for the mile cycling, which has been chosen. The names of the 53 subscribers are written on 53 separate slips, put into one hat, and well mixed. The second hat contains 37 slips, names of the riders entered, and 16 similar but blank slips also well mixed with the others. Each hat must have the same number of slips. Then draw first from the subscribers' hat a name, and then his "runner" from the other hat. Thus:

Subscribers.

Runners.

T. A. Kechance Alf. Flyer.

Suppose there were only 20 subscribers for the 37 entries, then you would put three blanks in the "runners'" hat, and give each subscriber two chances. In the former case the 53s. might be cut up into 30s., 15s., 8s. All very simple, but so often bungled.

THOMAS HENRY DEY,

Turf Accountant and Commission Agent,

40 Old Bond Street, London, W.

(Branch Office :—MIDDELBURG, HOLLAND.)

A guarantee of

£50,000 in British Consols

as a proof of financial stability and for the protection of Clients is registered to his name at the Bank of England.

Cash and Deposit Business Holland only.

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Send Postcard for copy of "Dey's Daily" and terms of business.

SMALL CLIENTS CATERED FOR.

CHAPTER VI.

CLOCKS, CLOCKERS, AND CLOCKING.

A Straight Talk on
TIMES AND TIMING,

BY

H. HEWITT GRIFFIN,
PAST OR PRESENT OFFICIAL TIMEKEEPER,
Royal Automobile Club,
Irish Automobile Club,
National Cyclists' Union,
National Fire Brigades' Union,
Southern Counties' Cross Country Championship (1884-1901).
Appointed by "Sporting Life" to time numerous Long
Distance (one to six days) Events (1877-9), including—
Great 50 Miles Record Walking Race, 30th March, 1878.

ALSO

Official Timekeeper of numerous Athletic, Cycling, Swimming,
and Cross-Country CHAMPIONSHIPS, and countless other
Records, Sports, Time Tests, Speed Trials, Motoraces, etc.

1874—1908.

A few

TRITE TIMING TRUISMS.

A Watch goes as well in a Silver Case as in a Gold one.

Nor does an Elaborate Chain add to its efficiency.

The man who uses a "Hunter" case watch is out for his own
amusement—NOT the serious work of accurate timing.

Anyone who attempts to time while wearing gloves is playing
at the game.

"STOP WATCHES" are relics of antiquity. So are all those
who use them in connection with modern Timing.

BEXHILL MOTOR RACES, MARCH, 1907.



TWO SENIOR TIMERS.

T. D. Dutton and H. H. G.

Both first appointed by N.C.U. in 1892.

(Block lent by "Automotor Journal.")

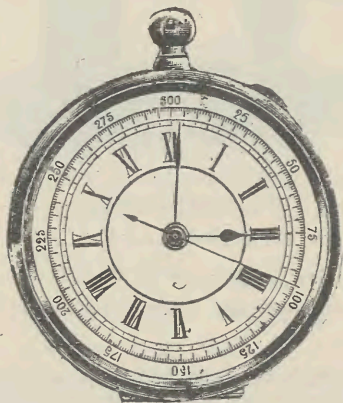
The art of Horology has advanced and developed even quicker than most other sciences in manufacture, if not in general practice. For the general adoption of modern chronographs is by no means general even in 1908.

THE ANCIENT "STOP-WATCH."

The earliest form of timing watch was what was known—I am speaking of the fifties and early sixties—as a "Doctor's Watch." Then the stop-watch came on the scene. In this there was a long spider hand which had to be always run-

ning when the watch was going, as it was directly connected with the driving gear. In order to time a race, a side bolt had to be pushed up and down with the thumb-nail. If the operator missed, he had another shot, and either never mentioned it, or guessed an allowance. So at the finish, the side bolt had to be pushed back. In the first place, it was extremely difficult to stop the spider hand over the zero (60), but if it was a short race the operator stopped it as near as he could to one of the "fives or tens" (of which the average modern C.C. Clocker is still so fond). Remember, stopping the spider stopped the whole watch, and unless the operator knew the tricks of the trade, and by a dextrous twist of the wrist got the balance swinging quickly, there was a distinct loss of time—hence fast time in the race. Many of the old records owed their existence to this. Then, in stopping, the whole watch was stopped, and consequently the time of day was lost. Such was and such is the stop-watch, so you know what a man means—even in 1908—when he speaks of a "stop-watch." Here is one:—

THE "STOP-WATCH."



Simplicity of the Seventies.

My own first "stop" was bought in 1873-4, and marked quarters." It did good service, timing many sports

officially in 1874—5 both in Ireland and in London up to 1878, when I ordered an English-built lever from Hargreaves, of Liverpool, at a cost of £14. This was about as good as could be got in "stops" in those days. The "fly-back" was just coming in, and we old-timers rather mistrusted it at first. It enabled the spider hand to be returned, more or less exactly, to zero after each race, so time was taken from the same datum. Then we got "Independent centre seconds, with minute recorders," the "spider" being freed, when out of action, from the watch movement, which was not therefore stopped, and "stop-watch" was no longer the correct title (this will show you how much out-of-date the "stop-watch" brigade are). At this period (the very early eighties) America, both in clocks and clocking, was far ahead of us, but Switzerland, from whence still come most of the high (and low) class watches, and England woke up, and the "splits" movement came into being, and a few chronographs were so fitted in 1884-5. Pem. Coleman was the first to equip himself with the latest type "splits" chronograph, at a cost of about £60, and did such yeoman service in clocking N.C.U. Championships and other events that he was known as "Father Time."

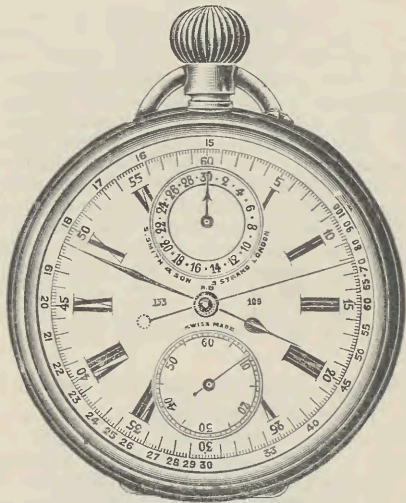
E. R. SHIPTON, THE ADVOCATE OF ACCURACY.

It was E. R. Shipton, Secretary C.T.C., who first publicly—in 1885—drew attention in the public press to the improved type of Chronographs and the importance of the Kew test. Through him the N.C.U. took up the question of accuracy in timing, and made it a *sine qua non* that all official Timers must be provided with certified Chronographs, and were thus the first governing body to insist on accuracy or take a real interest in the authentic timing of records. The Royal Automobile Club follow on precisely the same lines.

THE FIRST CHEAP "SPLITS."

It was at my suggestion that (about 1886) S. Smith and Sons, of 9, Strand, London, undertook to produce a moderate-priced "splits." Shortly afterwards they put on the market a split-seconds at £10 10s., with a 60-minute register—not Kew, but reliable enough for all ordinary timing. It is even now a really wonderful bargain. This firm have done more to popularise split-second watches of all grades, they have passed more through Kew than any other retail firm; and they have—and do—supply many N.C.U. and R.A.C. officials. During the past 20 odd years Messrs. Smith have frequently placed Kew watches at my and other Timers' disposal. I give three illustrations—one of their £3 3s. single chrono. (an ideal prize, vastly pre-

ferred to the "demi-hunter gold" some clubs are so fond of giving); the second of the most up-to-date dial; the third of a cheap, simple, fly-back time recorder (without time of day).



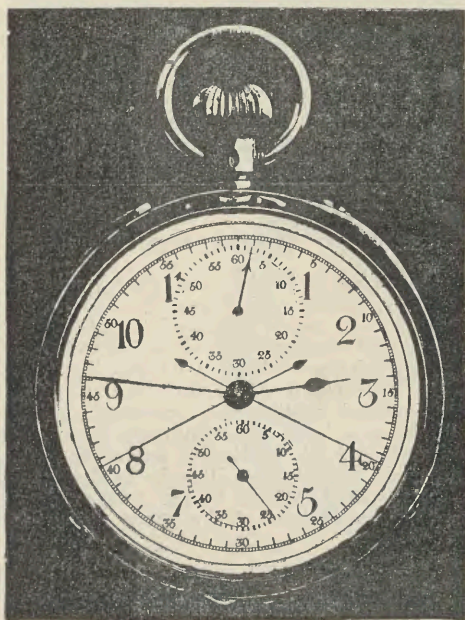
Single Chrono., with Scale for Speed Rates.

ANOTHER EARLY AUTHORITY.

The attempt to run a London Sunday edition of the "New York Herald" in 1891 is best remembered for the really excellent series of articles on "Clocks and Clocking," by the late A. E. Powell (N.C.U. Timer), the best of the kind ever published. Poor Powell was a practical reformer on the art of timing, and wrote the first good technical description of a split-seconds chronograph. He was on the staff of Baume and Co., (now) Union Bank Buildings, Holborn Circus, E.C., one of the leading firms in the wholesale trade, who have a splendid record for the very highest class of chronographs, which have on several occasions "beaten record" at Kew, and from whom came the watches used by many official timers, including the chronograph here illus-

trated, which was at the Stanley Show, Crystal Palace, November, 1895, publicly presented to the present writer as a result of the "Wheeling" testimonial. It obtained the then high percentage of 77.6 marks for all-round excellence, and, despite hard, rough wear, and continual use, has passed through twelve yearly trials at Kew—a record for any individual "complicated" watch. On it have been timed a greater variety of championships and records in more branches of sport than, perhaps, any other watch.

H. HEWITT GRIFFIN'S WATCH.



Kew's Veteran Champion Chronograph, 13 times
(years) certified.

SPLIT-SECONDS TREBLE FLYBACK.

Independent action, with 60 min. recording dial.

The first Chronograph ever made with ALL the figures upright.

Publicly presented to H. Hewitt Griffin, Nov., 1895.

HOW A "SPLITS" WORKS.

In normal state the spider hands lie over each other at zero, and the minute marker is also at 60 on its dial. With the starting flash the top winding stem is pressed. This releases the twin long hands, or by pressing the side stud one may be left at rest. If it is a short race, the button is pressed at the finish-time taken. The next pressure sends it back to zero. If in a longer race it is desired to time any portion thereof, the button is pressed, the split hand stops, the time is noted, button pressed, and the split hand instantly joins its running mate. The operation can be repeated any number of times, so absolute accuracy is ensured in timing sectional parts of a race. So at the end of a race, if there are many running, and they are not too close together, the "split" is worked as each arrives. If two men are being timed, and the hands are as shown in the illustration of my watch, one pressure on the button brings all three back to zero. Some watches run faster with the extra gear in action than without—of course only to a microscopical extent.

MORE THAN "PRESS THE BUTTON."

Do not run away with the idea that one has only to procure a certified watch and "press the button" to obtain a correct result. It needs years of training of eyes and hands to get that synchronism of sight and action which marks the practised time-taker; to "strike" with the smoke and flash, to "stop" as the finishing line is touched (athletics), or crossed (cycling and motoring). There is, too, a curious difference between even experts who are "one sport" men only. Athletic timers are often a bit out in cycling, and cycle experts are ditto in athletics. Motoring requires a special study owing to the tremendous speed, as will be seen by comparison of the yards per second.

SPEED RATES PER SECOND.

Swimming, under 2.	Pedal Cycling, say, 12 to 27.
Walking, about 4.	Motor Cycling, say, 20 to 32.
Running, 6 to 10.	Motoring, 35 to 58.

Timing a motor car hurling through space at 100 miles an hour (over two miles has been done under the minute) is very different work from timing a runner trotting home at six or eight yards per second (say, 13 to 17½ miles per hour), and very few "clockers" have officiated in all the six sports, at any rate authoritatively in important events.

S. SMITH & SON, Ltd.

9 STRAND, LONDON.

Split Seconds Chronographs

as used by all the principal "Clockers" in the
ATHLETIC, CYCLING, & MOTOR WORLD.

Newest Type of

Split Seconds

CHRONOGRAPH

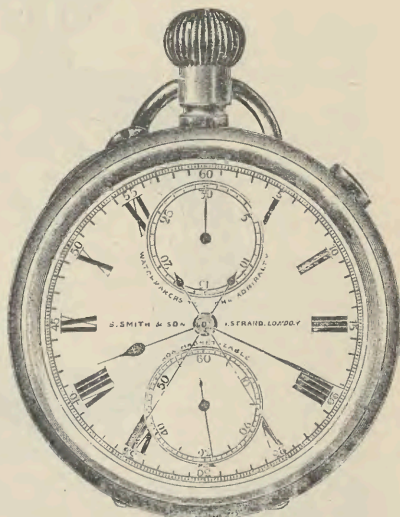
The Most Perfect System
of Chronograph Mechanism
yet introduced.

Supersedes all our previous
makes at moderate price.

Meets the wide demand for
a thoroughly efficient . . .
"CLOCK."

Sterling Silver, Crystal . .
Cases, £15 15s. Full or
Half-Hunter, £16 16s.

18ct. Gold, Crystal, £31
10s. Full or Half-Hunter,
£35.



OTHER TYPES IN STOCK UP TO £200.

With and without Kew "A" Certificates.

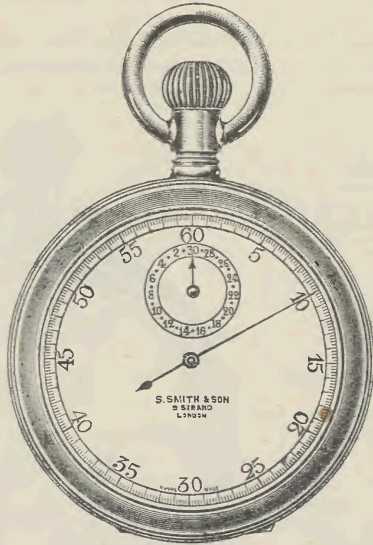
Write for our New & Comprehensive "Treatise on Watches," post free

Watches and Chronographs for Prizes a Speciality.

Terms on receipt of bona fide application from Sports' Secs. only.

WHAT A KEW "SPLITS" COSTS.

About the lowest you can get a Kew certified (silver) "Splits" for is £25 to £30, and even if it only scraped through with sixty odd points, it is a bargain. The higher the marks and the finer the work—especially if the greatest of all modern improvements, the revolving escapement and



A Time Recorder—£1 1s.

other refinements are added—the price rises to £60 or £80, even for a silver case. Of course, no practical man would buy other than one with an open crystal face.

On the other hand, you can get a speed recorder (with minute marker) as low as £1 1s. or £1 10s., or "Splits," £3 3s. to £4 4s. These are speed recorders only, not showing the time of day, and are accurate enough for ordinary—not official—timing. One of these would make a much appreciated second or third prize.

AN ANTIQUE "WEAPON."

About 25 to 30 years ago some starters for swimming races used to use a "recorder" of that period, merely because of the large clear dial. They were in shape and

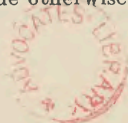
size like a small alarm clock, but were given up because of their unreliability. I had long forgotten their existence, when, to my surprise and astonishment, a certain occasional timer in athletics dug one out of its retirement, and for a season flourished it around. Its size impressed the "stop-watch" school, while the clocking cognoscenti chuckled audibly at its resurrection. When its owner found how he had been spoofed, it disappeared. There was no requiem sung. We do not require 'm, or other varieties of the ancient "stop," nowadays. The Timer in question has now run to the dignity of a "Splits."

ACCURATE TIMEKEEPING.

Most important and delicate of all operations and duties in connection with racing, or speed contests of any kind, yet the one, as a rule, most carelessly carried out and inefficiently performed.

To begin with, it is absolutely essential that the Timer *must* be provided with a certified split-seconds chronograph, if he is up-to-date and worthy of employment at all. As to the man who talks of—let alone uses—a "stop-watch," the former knows nothing about it; the latter is as much out-of-date as a man on a "bone-shaker" (wooden bicycle of the sixties) would be in a modern race.

Understand clearly, as a matter of absolute *fact*, that there is only one recognised test for proving the reliability of watches in the United Kingdom—a series of elaborate trials in various positions and at a considerable range of temperatures, carried out under qualified Government experts by the Kew Observatory Rating Department of the National Physical Laboratory. Unless a watch has passed through this ordeal and obtained a Class A (or even Class B) Kew Certificate, it is not fit to be used for the purpose of serious timing. Even if a watch—or, rather, as these instruments are termed, Chronograph (or, in terse timing talk, "Splits")—has "passed Kew," it must be re-submitted every year for a subsidiary trial, of shorter duration. Without this renewed guarantee, the original certificate is of little value. The Chronograph may have been "paralysed" by electricity or otherwise injured since it received its first charter of accuracy. (W. G. George once ran a mile in 4m. 12½s.; he could not do so now). A Chronograph may have been an excellent time recorder two or three years ago, and be utterly out-of-sorts now. If the owner of a Kew Chronograph fails to send his watch up for its annual test, we all know why. He knows, or fears, it would not re-pass. So you can rule him out. Now, make no mistake about these various points. If a man attempts to argue otherwise with you, he is one of two things:—



1. So ignorant of the whole question that he ought for his own sake to keep his mouth shut.
2. Or, he is trying to "spoo" you.

Would *you*, if a delicate surgical operation had to be performed on yourself, be content to let the nearest chemist do it with the family carving knife? I trow not. Neither do you want your "leg pulled" by inexperienced timers with inefficient instruments.

OFFICIAL TIMEKEEPERS.

There are only two governing bodies which exercise a control over or appoint Official Timers:—

National Cyclists' Union.

Royal Automobile Club of Great Britain and Ireland.

Why does not the A.A.A. move in the matter, you may ask. The reasons—they are twofold—are so petty, that they do not redound to the credit of a great governing body of sport:—

1. Because someone else (N.C.U.) first moved in the matter.
2. Because so very few "Athletic" timers possess certified Chronograph watches.

Consequently, the present state of haphazard clocking—in many cases simply a scandal—is allowed to continue. Fortunately, for the protection of the unwary and novice officials, there is in the technical talk of timers a shibboleth which, while it does prove the expert, effectually exposes the non-expert. When you hear a man refer to a timing instrument as a "stop-watch," you know he is a score of years out-of-date and a non-expert. Surely you would expect even a novice to know the names of the tools of his trade, and a man must be a "primitive" indeed who would use a "stop-watch" in the 20th century; they never were, and never could be, reliable for delicate timing, despite what some of the old school may say.

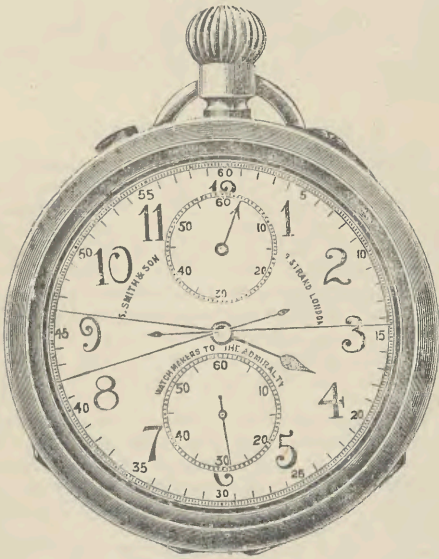
THE SCARCITY OF K.C. CHRONOGRAPHS.

As probably not one jeweller (and watch seller) in 100 has ever even handled an up-to-date chronograph, you may not be able to secure the services of an Official Timer, so you must do your best to get someone used to the work who has, at least, experience. Beware of the "Man from the Watch-maker's," unless he is an acknowledged expert. Schools sometimes write up to some big maker of watches to send down a man. They do. Very often the results are curious, to say the least. He may know how to sell, or even how to

dismantle, a watch, but very often he has no idea of how to use it, and the results are eccentric in the extreme.

SCHOOL RECORDS

are often wrecked by the "Old Boy" who comes along and offers to time free gratis. If mere playground revels, it does not matter, but most schools pay particular attention to "School Records," and the honour of gaining one is highly valued. Perhaps an Official Timer has been em-



AN UP-TO-DATE "SPLITS."

ployed for years, and the records are thoroughly trustworthy, but the "Friend of the School" takes over the duties—he has neither experience nor a certified watch. The result may rob many a boy of a hard-won record. Some school times I have seen published (as usual, without comment) would be good enough for a championship meeting.

The Sporting papers of 18th May, 1908, record—without comment—10 secs. for a "Hundred" at Berkhamstead School Sports.

NON-OFFICIAL "EXPERT" TIMERS.

For short distances, "experts" can produce fairly accurate results with uncertified watches, yet when they are asked to take en route times, or time several men at the finish, they "go to pieces." It is one of the funniest of sights to see some of the "stop-watch brigade" try to take, say, the laps in a mile race. One man stands gazing at his antique "stop," and, as the runner passes, the other taps the watch-holder on the shoulder, and the latter endeavours to read the running hand. We HAD to do it in the seventies and early eighties before "splits" came into use; but in 1908! At a recent A.A.A. Championship the O.T.'s were 5 secs. out at the $\frac{3}{4}$ mile, owing to following this ancient plan. In another recent table of times in an A.A.A. Championship the odds against the probability of their being correct was over 2,000,000 to 1.

A SIMPLE EXPERIMENT.

Take a "Splits" Chronograph in your hand; "strike," *i.e.*, start the chrono. action. Now turn the watch face down; after it has run for a little time, press the side button, turn over, look at result, and write it down. Press side button again so that the dropped split or spider hand rejoins its running companion. Turn it face down. After a few seconds, again press the side button, again turn over, again mark result of reading, again press for pick-up, and again turn face down. Repeat the operation 10 or 20 or ∞ times. Then look at your list, and see how often you have got even seconds, and how very seldom a 5, 10, or 20, etc., occurs, if at all.

I have, since writing the above, tried it for 20 times. Result: No even second till the 16th try (5m. 6s.), then again 19th (6m. 48s.); rest 3 ones, 4 twos, 6 threes, and 5 fours. Of course, in a long run, with many men (25, 50, or 100) arriving, there may be an occasional 5 or 10, but not a series, unless of "fakes."

It does not matter whether the race be 50 yards or 50 miles, or lasts 50 seconds or 50 hours. Whether it is a one (bath) length swim, or 5 miles cross-country, or a London-Brighton walk, the reading of the watch—*i.e.*, the "splits" hand as controlled by the side button—ought to be taken and recorded. It is no excuse for loose timing because the distance is long.

MORE "CHURCH CLOCK" TIMES.

To prove the care taken in cycling records, and the want of it in long distance athletic or pedestrian events, consult the "Sporting Life Companion" (price 2d.). Compare the long distance times for cycling—fifths to nearly every mile—

then look at the running or walking records—50 to 100 miles—and you will find not merely tens and twenties, but hours and quarter-hours.

CROSS-COUNTRY CLOCKING THE WORST.

If you want to get down to the bed rock of incapacity and absurdity in attempting to take times, you have but to look at the "Sporting Life" and "Sportsman" on Mondays and Wednesdays during the C.C. season (October—March). Very many of the "times" recorded for cross-country—or road—handicaps are so self-condemnatory in the ridiculous "round" figures that they are too painfully funny to even laugh at. One can only pity the clubs who are spoofed with such imbecilic inaccuracies. I often wonder how any man can have the surpassing impertinence to hand in returns which fairly bristle with, or are sometimes entirely composed of fives, tens, and twenties, or even "half" minutes and even minutes, and that the Sporting Press published without comment such "times," knowing them to be ROT.

I referred to an A.A.A. official time list being over 2,000,000 to 1 against its being correct. In a certain recent walk three men were given as each finishing at the even minute. This was 27,000,000 to 1 against it being correct; taking only even seconds, it was 216,000 to 1 against that timer's return being a true one, while an astronomer is about the only one to calculate the odds or appreciate the vastness of the figures required to express the improbability of some of these returns being correct.

Undoubtedly to meet modern speed rates the second ought to be divided into tenths, but we only have fifths. (I believe there is only one $\frac{1}{4}$ second watch used for timing in London; it is at least 30 years old. Fortunately the owner is rarely employed, although an expert.) Therefore it is 5 to 1 against the even second being "struck" (or a series of 1-5, 2-5, 3-5, or 4-5), and 25 to 1 against a 5 secs., or 50 to 1 against any time coming out at an even 10 secs., and 2,500 to 1 against two men in a race both finishing at, say, 20m. 10s. and 20m. 20s.

To give you that "ounce" of (mis)practice instead of a "ton" of theory, I will quote a glaring case—it was a walk this (1908) year. For the sake of the "Timer" (who is otherwise quite sane and really—off a watch—a good fellow), I have altered the surnames.

COUNTRY WALKING RACE.

	Name.	H.	M.	S.
1.	E. A. Levelhigh	1	39	30
2.	E. V. Allinvalue	1	39	50

3.	B. C. Black	1	40	30
4.	F. S. Richard	1	40	50
5.	T. E. Bacombill	1	41	0
6.	T. P. Woolfe	1	42	0

And so on.

It was an important race by a well-known club. Imagine any paper printing so obviously ridiculous a return without a comment! Or the two leading writers of the day, "Veteran" and "Expert," being silent.

Only one paper had the *nous* to notice, and hold up to scorn, so preposterous a time (?) sheet. It was "Athletic World, Cycling and Football Chat" (so you know where to look for accuracy). Was the watch of that timer (?) a blank between the tens, or had he never learned to "tell the time," or could he only count in tens?

A certain important professional race this year produced just as farcical a timing result. Again no comment in the press.

TESTING THE TRUTH OF TIMES.

Where there is a doubt, you can only test the likelihood by the probability.

The odds against the above two (fifth and sixth) men finishing at even minutes was 90,000 to 1; against four men finishing at half or even minutes 506,250,000 to 1. Even if we presume the "timer" was only a quarter of a century out-of-date, and a "stop-watcher," and neglected the "fifths," then the odds against these four being correctly timed would only be 810,000 to 1.

The real odds against a true return such as the above is hardly expressable or understandable. It would be millions of millions to 1.

Suppose "zero" turned up on the tables at Monte Carlo 100 times in succession!

The civilised world would hear of it.

Yet it would—measured by the chances of improbability—be a mere bagatelle compared with this return. If such a return were genuine, the Statistical Society would be shaken to its foundations and the Press blaze forth in excited headlines. A 500 millions to 1 chance does not occur every day, or a BILLION to 1.

Whenever you see these fives, tens, and half minutes in a list of times, you know that they are—(I cannot do better than quote the words of that grand old athlete, ex-champion (Hurdles, 1876), and one of the most experienced, popular, and capable of hon. sports officials, J. H. A. Reay, who calls them)—

"MANUFACTURED TIMES."

and so they are. And so are all those in which "fives" and "tens" abound.

I do not expect every C.C. Timer to be provided with a Kew "Spits," but I do expect him, even with an old creak of a "stop," or even ordinary watch with mere sunk seconds, to be able to read off the dial something else than fives and tens or half minutes.

If he has a proper watch, then there is no shadow of an excuse, for if he "split" as each runner comes in, he will very seldom find a five or ten; therefore why need he deliberately falsify his return and fake his figures?

What is the fatal fascination of fives and tens? Why is it too much trouble to call out or write down a few fractions, or even odd figures? Why do these "timers" think it necessary to imagine they see "fives" and "tens"?

TIMES IN SWIMMING HANDICAPS

As given out at swimming entertainments, are the most absurd things in clocking, from A to Z, in sport. Instead of calling out the "Handicap Time," i.e., the time of the race—that which the scratch man, real or imaginary, would have to do—the timer calls out the gross time set the slowest or longest start man on the whole handicap. A meaningless result that requires much calculation to evolve sense from. Thus: 67 Yards Handicap.—A Crawlstroke, 3secs., 1; B. Breaster, 39secs., 2. The handicap is made for 40 secs., but Crawlstroke wins by a touch from the 11st man in the gross time of 78 3-0secs., and that time, which ought never to go beyond the times notes, is called out instead of, as in any other sport, the handicap time, 39 3-5secs. It is easy then to get Crawlstroke's time by adding his start—43 3-5secs.—and also to compare the heat times. The rank absurdity of calling out the 11st man's time when the scratch man wins is quite too ridiculous.

In fact, timing methods in swimming are now where those of cross-country running were 30 years ago, with the old (nonsensical) "Forward" Handicap System of starting and timing events in which time starts were given. If you look up files of the sporting papers for the latter seventies and very early eighties, you will find the time returns of such events—either path or cross-country—a mass of meaningless minutes and senseless seconds. (I am not referring to accuracy, but to system.) About 1879 I started a crusade against the puzzling plan in vogue. I explained the advantages of the "back handicap" style of starting and timing after a run with the T.H. and H. at Roehampton, November, 1881, and advocated its adoption in an article in a sporting annual of the period. It was an uphill fight, and the ancient way lingered in the North for a few years, but the plan I was the first to introduce is universal. Now I am advocating accu-

racy, and one of the avowed objects of this book is a crusade for correctness in Cross-Country Clocking.

RAILWAY "RECORDS" AS BAD.

Did you ever hear of a Railway "Record" being timed by a recognised expert using a certified watch? No; nor anyone else. The so-called R.R.'s which occasionally appear in the press would make some of the C.C. clockers green with envy, for the even hour or "55 mins." is the favourite. If the authors of these inspired reports could only recognise how extremely ridiculous they make themselves, or the average sub-editor realised how he was being "had," we would hear less of these absurdities.

MOTOR PAPERS NOMENCLATURE SINNERS.

If anyone wrote in the press about "tube-ignition" in a 1908 car, he would be ridiculed by the motor papers. Yet they frequently speak of "stop-watches" in connection with modern timing. The "tube-ignition" man would only be ten years behind the times. As already pointed out, the man who talks of—save in derision—stop-watches in 1908, is a quarter of a century behind the times.

ADDENDA.

EXTRAORDINARY TIMING.

Since this book went to press, a sporting paper published a table of times showing that eight men all finished at even minutes. The stupendous odds against these are:—

65 Trillions, 610 Thousand, Billions to 1.

or, supposing the watch holder incapable of noting anything, under the rough-round second, the odds against the correctness of his returns were:—

167 Billions, 961,000 Millions to 1.

And yet no comment in the sporting papers.

COSTUMES.

Since this work has been written the A.A.A. have introduced a new rule that "Swimming slip" must be worn on all athletic knicks, and only black drawers are allowed in steeplechases. The N.C.U. are also paying particular attention to the length of costumes. Clerks of the Course ought to see to these points.

THE OLYMPIAN GAMES.

AN APPEAL FOR ACCURACY.

Sports Management ought to be at its zenith at the approaching tournament of the world's greatest athletes. Every detail ought to be at its highest level of excellence, beyond question or doubt, particularly as many records are sure to be created. What steps are being taken to put these beyond cavil? Who are going to be the Timers? Is it to be a *sine qua non* that every official timer MUST use a certified chronograph, as ought to be? Or are men to be elected on their popularity? Let the past of every aspirant to office be carefully enquired into, more particularly his cross-country timing; if the usual "fives and tens" are found in his work, fire him into obscurity.

In the names of Honesty, Efficiency, and Accuracy in British sport, I call on Lord Desborough, the Rev. de Courcy Laffan, and Percy Fisher (Hon. Sec. A.A.A.), the three "heads" of the British athletic section, to carefully enquire into this, and use their influence to see that every Timer appointed is not only experienced (and free from the flaw mentioned), but also that he has—and uses—a split seconds chronograph, certified by Kew this year—1908. And this appeal is also directed to those controlling every other section of the Olympiad in which "duration of time" plays a part.

P.S.—Despite all this, how many fives and tens will there be in the "Marathon"?

CHAPTER VII.

THE GOVERNING BODIES OF SPORT.

So far as the present scope of this work is concerned, it only deals with three of the great governing bodies.

AMATEUR ATHLETIC ASSOCIATION.

Originally the Amateur Athletic Club, formed in 1866 to promote Amateur Athletic Championships, that year had its duties taken over by the Amateur Athletic Association (formed 24th April, 1880), a year after the Northern Counties, which, with the Midland Counties and Southern Committee of the A.A.A., hold the undisputed control of amateur athletics in this country, and, working in co-operation with all other G.B.'s, the decisions of any are binding on all.

Headquarters: 10, John Street, Strand, London. Percy Fisher (Ranelagh Harriers and L.A.C.), Hon. Sec.

Northern Counties.—J. Jackson, 20 High Street, Manchester
Midland Counties—W. A. Brommage, Meredale Lodge, Wolverhampton.

To one of these bodies, according to the district in which your "Belleville" is situated, you must apply for either affiliation as a club, or to register your sports. Without one or the other, you cannot hold your sports. As pointed out, it is always better to join either or both bodies as a club than merely obtain a permit.

The following is the official list of

A.A.A. (SOUTHERN DISTRICT) LICENSED HANDI-CAPPERS FOR 1908.

- *J. E. Beasley, Aston Villa East, Tilehurst Road, Reading.
- H. G. Brockman, 63, Dulwich Road, Herne Hill, S.E.
- J. Daffern, 13, Bramshill Road, Harlesden, N.W.
- H. Denham, "Endsleigh," Belmont Road, Brislington, Bristol.
- A. J. Fowden, "Hazelhurst," Springfield Road, Wallington, Surrey.
- †C. W. Garnham, "Broomflet," 62, Doneraile Street, Fulham, S.W.
- W. Horlick, "Home Lea," 8, Grove Park Road, Brislington, Bristol.

- F. L. Johns, 46, Commercial Street, Newport, Mon.
 C. H. Lee, 21, Lawford Road, Kentish Town, N.W.
 +*W. J. Morgan, 49, Finsbury Terrace, Swansea.
 +*F. W. Parker, 11, Foskett Road, Hurlingham, S.W.
 +*H. J. Rothery, 72, Adelaide Road, Brockley, S.E.
 *W. P. Sparks, 39, Buckingham Road, Southgate Road, N.
 E. Fawcett-White, 31, Ashley Road, Bristol.
 †C. G. Wood, Dillington Hall, E. Dereham, Norfolk.

Also * Time and † Start.

NATIONAL CYCLISTS' UNION.

Formed as the Bicycle Union in 1878, it exercises a complete control of both amateur and professional cycling throughout England and Wales. Racing is, however, only a section of the good work it does in looking after the welfare of cyclists and guarding their interests in every way, as well as looking after dangerous roads, etc. It is the DUTY of everyone interested in cycling to join as an individual member (5s. a year, including the monthly review), or through a club. The "Belleville C. and A.C." certainly ought to affiliate. If there is no club, then the Sports must be registered with both bodies.

Headquarters: 27, Chancery Lane, London,
 S. R. Noble, J.P., General Secretary and Editor "N.C.U.
 Review."

The following is a complete list of 24 Centres, with Hon. Secs. [in brackets] and Official Handicappers, 1908, also of the Timers as far as obtainable:—

*Also Official Timers, N.C.U. †Official Timers, R.A.C.

BERKS, OXON, AND SOUTH BUCKS.

[Hon. Sec., A. T. Heelas, Wokingham, Berks.]

+*Griffin, H. H., 73, Norroy Road, Putney, S.W.

BIRMINGHAM.

[E. G. Warden, 202, Charles Road, Small Heath,
 Birmingham.]

*Alexander, W. W., 176, Gooch Street, Birmingham.
 Bailey, R. J., Hampton-in-Arden, Warwick.
 Machin, A. E., "Ferndale," Kingswood Road, Moseley,
 Birmingham.

BRISTOL.

[C. Glenister, 38, Luckwell Road, Bedminster, Bristol.]
 Edbrook, C. R., 76, Wells Road, Totterdown, Bristol.

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CUMBERLAND AND WESTMORLAND.

[W. Coulson Hill, 122, Senhouse Street, Workington.]
Graham, R., 39, Station Road, Workington.

DERBYSHIRE AND DISTRICT.

[C. E. Salt, 23, Walbrook Road, Derby.]
Howard, G. W., "Royal" Hotel, Worksop.

DEVON AND CORNWALL.

[R. C. Bishop, 28, Fleet Street, Torquay.]
Davis, R. F., 96, Treville Street, Plymouth.
Taylor, S. R., 68, Chapel Street, Penzance.

EASTERN COUNTIES.

[W. R. Bond, Christchurch Road, Norwich.]
Kett, H. J., 45, Sprowston Road, Norwich.

KENT.

[W. R. Summers, 33, High Street, Sittingbourne.]
Finn, G. F., Canterbury.

LEICESTER.

[*Winks, S. C., Winchester Avenue, Leicester.]

LINCOLN.

[G. J. Wilkinson, York Avenue, Lincoln.]
Ingamells, H., 20, Torrington Street, Grimsby.

LIVERPOOL.

[C. E. Pugh, 75, Ogwen Street, Liverpool.]
Ellis, H. N., 3, Laburnum Road, Fairfield, Liverpool.

LONDON.

[A. J. Wakeford, 267, Clapham Road, S.W.]
*Griffin, H. H., 73, Norroy Road, Putney, S.W.
†*Waterhouse, V., 21, St. John's Avenue, Harlesden.
*Straight, F., 26, Nelson Road, Stroud Green, N.

MANCHESTER.

[O. E. Taylor, 10, Salisbury Road, Chorlton-cum-Hardy.]
Hardwick, J. H., White's Chambers, Blue Boar Court,
Manchester.
Knight, J., 17, Stephen Street, Hulme, Manchester.
Glazebrook, C. P., 5, Yorkshire Street, Ashton-under-Lyne.

Hatton, F. W., 34, Cornbrook Street, Old Trafford, Manchester.
 Gorton, J., 550, Great Cheetham Street East, Hr. Broughton, Manchester.

NEWCASTLE-ON-TYNE.

[A. Wardlaw, 88, Hazlewood Avenue, Jesmond, Newcastle.]

*Todd, G. M., 11, Hutt Street, Gateshead.

NORTHAMPTON.

[T. R. Hensher, 11, Midland Road, Wellingborough.]
 Lucas, D. C., Bath House, Kettering.
 Swain, F., Creed Street, Wolverton.

NORTH LANCASHIRE.

[W. W. Crook, White House, Ashton-on-Ribble.]
 No Handicapper appointed.

NORTH YORKS AND SOUTH DURHAM.

[J. H. Whitfield, 33, Clifton Street, Middlesbrough.]
 Harrison, W. R., 16, Albert Road, Middlesbrough.

NOTTINGHAM.

[C. A. A. Spring, 19, Stratford Road, West Bridgford, Nottingham.]
 Gunn, S., Crocus Inn, Goodhead Street, Nottingham.

SOUTHAMPTON.

[W. H. Davéy, St. Elmo, Wilson Road, Portsmouth.]
 Morgan, J. A., 8, Leonard Road, Landport, Portsmouth.
 Yelf, G. H., Holyrood Street, Newport, I.W.

SOUTH WALES.

[J. A. Metcalf, Tresillian Terrace, Cardiff.]
 Brind, R. J., 4, Clare Road, Cardiff.

SOUTH YORKS AND NORTH DERBY.

[*R. R. Flint, 244, Ecclesall Road, Sheffield.]
 Helliwell, W., "Hop Pole Hotel, Halifax.
 Walker, J. A., 18, Leicester Grove, Blackman Lane, Leeds.

SUSSEX.

[W. F. Hartt, 1, Richmond Place, Brighton.]
 (See London and Southampton).

EAST RIDING (YORKS).

[W. W. Ridley, King Street, Hull.]

Dutton, J. S., Norwood, Beverley.
 Haselhurst, J., Mill House, Grovehill, Beverley.
 Norton, C., 30, Caroline Street, Hull.
 Cubley, L., 13, East Park Avenue, Holderness, Hull.

WEST RIDING (YORKS).

[H. H. Mann, Belvedere Terrace, Batley.]

Helliwell, W., "Hop Pole" Hotel, Halifax.
 *Walker, J. A., 18, Leicester Grove, Blackman Lane, Leeds.
 Crowther, H. A., 12, Leicester Grove, Leeds.

*N.C.U. AND †R.A.C. TIMERS.

*A. Fattorini, Kirkgate, Bradford.
 *A. Deacon, "Homeleigh," Stapleton Road, Bristol.
 **J. Urry, "Eicycling News," Lionel Street, Birmingham.
 **†C. Wheelwright, " " " "
 **†A. V. Ebblewhite, 5, Aldgate, E. " " "
 **†F. T. Bidlake.
 †H. J. Swindley, Castlenau, Barnes.
 †H. T. Woollen, Clement Talbot Works, North Kensington,
 London.
 W. Mitson, 54, Croydon Road, Amerley, S.E.
 †T. D. Dutton, 17, Keyes Road, Cricklewood, N.W.
 †J. H. Burley, Kathleena, Walthamstow, N.W.

For other Official Timers, Starters and Judges, apply to the
 Hon. Sec. of the district in which your sports are to be held.

IRISH GOVERNING BODIES.

Irish Cycling Association.—5, Lower Abbey Street, Dublin.
 Hon. Sec., G. Metcalfe, College Park Chambers, Nassau
 Street, Dublin.
 Irish A.A.A.—H. M. Finlay, Hon. Sec., 51, Middle Alley
 Street, Dublin.

SCOTTISH.

Scottish A.A.A.—D. S. Duncan, 118, Craiglea Drive,
 Edinburgh.
 Scottish C.U.—R. Johnson, 45, Frederick Street, Edinburgh.

ROYAL AUTOMOBILE CLUB.

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AMATEUR SWIMMING ASSOCIATION.

With five districts covering England and Wales. Much the largest of the three bodies. Controls swimming entirely. General Hon. Sec.: J. C. Hurd, 24, Cantley Avenue, Clapham, S.W. Southern Hon. Sec.: H. E. Fern, "High View," Bedford Avenue, High Barnet.

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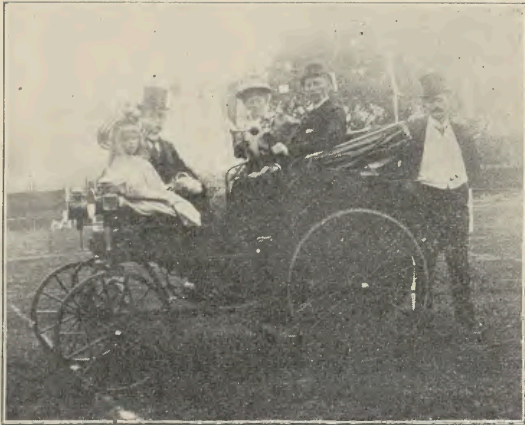
CHAPTER VIII.

ABOUT MOTOR GYMKHANAS.

Gymkhanas are now so popular, and, in many places, so new and so little understood, that I have added a chapter dealing with their promotion and management, which I hope will prove useful to those desirous of carrying one out. They will find in the rest of the book many hints equally applicable to their own case.

I suppose very few of the modern experts and authorities could locate—place and date—

THE FIRST MOTOR CAR GYMKHANA.



An Historic Photo.
Barnes, May, 1896.

[The car contains Harrington Moore, Hon. Sec., Motor Car Club, one of the pioneers in the early development of Motoring; Mrs. Moore, Miss Moore, and ———, chauffeur. H. H. Griffin is standing at the back.]

Although not then known by that name, it was, to all intents and purposes, a Gymkhana, and came about in this way.

A SLICE OF MOTOR HISTORY.

Modern motoring commenced in England on 15th October, 1895, by a display of three or four motor cars at Tunbridge Wells by the invitation of Sir David Solomons, Bart. This I fully reported, and I was also a speaker at the first meeting ever held in the cause of motoring in the City of London—Cannon Street Hotel, 10th December, 1895, when the first Association was formed. H. J. Lawson, the well-known company promoter, took up the movement, and established the Motor Car Club, under the auspices of which an exhibition of motor cars was held at the Imperial Institute, where, on the 17th of February, 1896, our present King had his first ride on the car of the Hon. Evelyn Ellis (and was very nearly upset). During the same afternoon the first speed test of a motor car in this country took place. A Daimler was timed over a measured distance (in one of the galleries of the Institute) by two Official Timekeepers of the N.C.U.—Henry Sturmeay (Editor, "Autocar") and H. Hewitt Griffin (Editor, "Motor-car Weekly"). The staggering speed of between 18 and 20 miles per hour was shown for about 55 yards, but to the Daimler belongs the honour of holding the first British record.

In May, 1896, there was a charitable fête at Barnes, in the grounds of Harrod's Stores. An urgent request was made for some cars to be sent. Mr. Lawson kindly acceded, and special permission was obtained from Scotland Yard, for the cars (which were still illegal vehicles) to pass through the streets.

I have travelled in many places, in many cars, during the last 12 years, but even being whirled round Brooklands at 80 miles per hour was tame compared to the wonderful experiences of that day in May, 1896. Five or six cars left the Institute. I was on the third. It was more than a "Royal progress." The absolute

wonder and astonishment with which we were greeted as we passed through Kensington can never be forgotten. Some women threw up their arms and shrieked. Horses vigorously protested, crowds ran along, gazing, gaping, too surprised to even shout. It was the only time I ever saw a London 'bus driver at an absolute loss for language.

A driver of a 'bus going Citywards saw the first car; apparently he had never heard of such a thing. When he saw another he rose up, opened his mouth wide, and was going to fire a verbal horror at our car, when he caught sight of the two others. He collapsed in a heap as if shot, and hung down limp. Had it not been for the strap, he would have fallen on the horses.

At Barnes, where the foregoing photo was taken for the "Wheelman and Motor-car Weekly," of which I was then the Editor and part proprietor, a course was marked out on the turf, and the cars were put through various evolutions, a lot of money being taken for riding therein for the charity. In fact, it was, to all intents and purposes,

THE FIRST MOTOR GYMKHANA,

although the word had not been so applied. Anyhow, going and returning was an experience very few can claim. To have motored through London streets six months before the Act came into force is something worth remembering. In those days the vehicles were mere horseless carriages containing machinery, and our speed was about ten miles per hour.

THE USE AND PLEASURE OF GYMKHANAS.

Most people seem to think a motor car is merely a mechanically moved vehicle for fast travelling, and that the aim of the average owner is to "exceed the legal limit" as often as possible. That the autocar has a gentler side—that it may be amusing and instructive, as well as fast and startling—has only recently dawned on people. Motor Gymkhanas are now fashionable, and are not only productive of plenty of innocent fun, but are distinctly instructive in improving the driver's knowledge of his motor, but place a premium on skilful

and careful driving, and also yield plenty of excitement.

In a fast race, say at Brooklands, the racing monsters dash by in a whirl of dust and swirl of smoke, and perhaps flames. The impression of cars flying by at the rate of 30, 40, or even 50 yards a second (respectively 61.363, 81.818, and 102.272 miles per hour), is that of a blur on the vision. It is impossible to distinguish details of driver or car; and, in many cases,



TIMING TOYS HILL MOTOR CLIMB.

June, 1907.

Reading from right: "Pa" Hollands, Anerley B.C.; J. H. Burley, R.A.C. and N.C.U.; H. H. Griffin, R.A.C. and N.C.U.

(Block lent by "Automotor Journal").

difficult to discover their identity. Again, high speeds are only possible under certain very restrictive conditions and places, and require most expensive cars, which are comparatively useless for general touring and pleasure purposes.

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On the other hand, Gymkhana competitions can be carried out in any fairly large field, athletic or football ground, or even on a lawn where a straight run of 150 yards—or even less—can be obtained, with a little space for marking out a lap of 440 or 352, or even less, yards to the circuit. Expertness in management of the car is the essential element of success—useless, however, unless the car is tuned up to concert pitch. This creates sympathy between the owner and his car—if one can speak so of an inanimate object—but such contests evoke keener interest on the part of the owner in his motor, and he thereby learns more of its mechanism and working than by months of ordinary driving.

HOW TO PROMOTE A GYMKHANA.

It ought to be undertaken by the local Motor or Automobile Club, but, if there is not one in the district, there is surely someone energetic enough to start the idea—speak to a few motoring friends, call a meeting thereof to discuss details, form a committee to carry them out, etc., with, most probably, the originator as hon. sec. Ladies ought to form half the committee. The first thing is to find a suitable *locale*. Presuming it be the country, the owner of an estate can easily be found to place a suitable field at the disposal of the committee, or some school playing field, cricket ground, etc., can be found. This secured, and a date fixed, the necessary support likely to be received should be ascertained by letters or personal canvass. On this, and the extended backing the scheme is likely to receive when details are more fully known, the list of events must be built.

WHAT EVENTS TO HAVE, AND PRIZES.

It is always difficult to come to a conclusion on this point. About six events are enough for an afternoon; and then prizes have to be provided, of course governed by funds at disposal. Small silver cups, value £3 3s. and £2 2s., or even less, ornamental plated ware, cigarette cases, or (for ladies) hand bags, etc., the good taste of the committee can be relied on in this respect, aided by the notes on prize selection on pages 47—57.

Some Motor Gymkhana Competitions.

Now as to the contests:—

TORTOISE RACE.

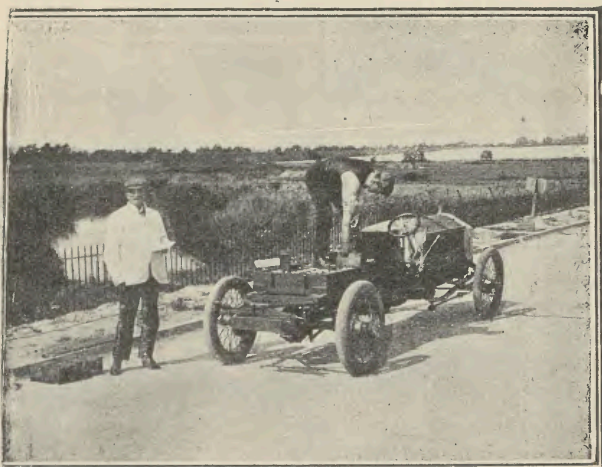
This, like a donkey race, goes to the slowest. Here the class of entries must be considered. If there are several high-class, fast and powerful cars, it may be made more mechanically interesting and valuable by making it more of a "flexibility trial," the cars to run on top speed and throttle down. Then the relative rate of travelling in proportion to h.p. ought to be considered. This involves complication and an after-math of computation; besides, the spectators cannot judge. They like to see for themselves so far as possible. Therefore, if the cars be an average lot, it is better to sweep aside all conditions and regulations. Let each driver use his own judgment as to gear and management. The only rules are:—

1. Front wheels to be on line, engine running, clutch out. To start at signal. Any car not away under 5 seconds to be thereby disqualified.
2. Brakes must not be used.
3. Any car coming to a dead stop, even for a second, is thereby disqualified.
4. The car whose front wheels *last* cross the finishing line, having fulfilled the conditions, is the winner.

The distance ought to be run in heats, three or four at a time; if only six or so entries, and the course is broad enough, then all in one heat. If the former, there ought to be a competent timer, using a certified chronograph watch, as the various heats and final (heat winners and slowest second) will take a long time.

The race is most amusing and interesting. It is quite exciting to see several cars start, drop out by degrees, the drivers sitting solemnly trying every measure to get as little speed out of the car as possible. Recently I saw R. W. Buttemer, West Surrey A.C., occupy

5m. 52 4-5secs. in traversing 100 yards at the sports of his club. He managed his 14 h.p. Renault with superb skill. This means one mile in 1 hour 43 mins. 29 1-5 secs.



Block kindly lent by "Automotor Journal."
 SPEED AND WEIGHT TESTS ON THE NAPIER.
 Brooklands Motordrome, Sept., 1907.
 H. Hewitt Griffin Timing.

CHALK LINE RACE.

Two lines are drawn wide enough apart to leave, say, 1ft. clearance for the widest car's wheel tracks. If there are any very small cars with narrow bases, then a special line ought to be drawn for them, or they have an unfair advantage. For 75 or 80 yards the lines are straight, then slightly curved.

Conditions:—

1. Cars to be marshalled *facing* the course. On being started, they are to reverse, turn, and enter the

lines stern foremost, and race backwards between the lines, then return forwards to finish. (If the car is made to finish as in "run and start" race, it is better, and prevents any rushing or high speeds, *i.e.*, astride the line.) This, too, ought to be decided on time, unless there are two or three sets of lines.

2. Any wheel crossing a line disqualifies the car.

START AND RUN RACE.

1. Cars, engines stopped, to be ranged on line, facing finish.

2. On finishing line, 100 yards distant, the drivers stand waiting for signal. At the start each runs to his motor car, sets the engine going, jumps into and starts car, drives to finishing line, and stops the car astride the line, *i.e.*, fore wheels beyond, rear wheels behind, line.

No assistance allowed; if rear wheels pass line, car is thereby disqualified. This, too, is popular and useful; it cultivates athleticism and smartness in getting the car started, and teaches exactitude and promptness in stopping.

PASSENGER RACE.

(Or, When is a Knot not a Knot?)

This enlists the sympathies of the ladies. On a table at some distance from starting place are a number of long sashes (broad riband), each a different colour. At another part of ground (say at start for the slow race, etc.) a corresponding number of ladies sitting each with a necktie (narrow riband) corresponding in colour to one of the sashes. The instructions are:—

Drive to table, select sash, drive to ladies, select one with corresponding colour, tie the sash round her waist in a bow while she ties necktie on driver in a bow. Driver hands his passenger into car, shuts door, mounts, and drives to finishing line, on which he must finish astride.

Meantime a "Jury of Matrons" (or Maidens) has been empanelled. Their duty is to see that the sashes,

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etc., are properly tied in bows. Of course, if the sash or tie is not properly "bowed," or the car is not "astride," disqualification follows.

The lady passenger first home takes a prize. This ought to be decided on duration of "run," *i.e.*, minutes and seconds, else it will occupy a long time, as not more than two cars can run off at once, or there is chance of an accident.

SKILFUL DRIVING COMPETITION

This may be varied according to resourcefulness of the committee. The point is to put a number of difficulties in the driver's way, cause him to dismount two or three times. For instance:—

Baskets may be placed to represent bends or turns. Enclosures represented by hurdles, either left or right. The driver to enter by one and back out of other. A gate at which the driver must dismount, open, drive car through, stop, close gate, mount, drive on, and burst four balloons attached by a yard of thread to flat weights (the balloons must be actually *burst*), and finish astride of winning line. The bursting of the balloons is great fun, as, on missing, the driver must reverse and back on to them, and dodge about till all are burst. They ought to be placed corresponding to the positions of a car's wheels, so that a good steerer has a chance of squashing all four at once. Finish astride the line.

For each collision with an obstacle 5secs. is added, and 10secs. (each) knocking down hurdle, gate, etc.

Very careful timing is needed.

ARCHERY RACE.

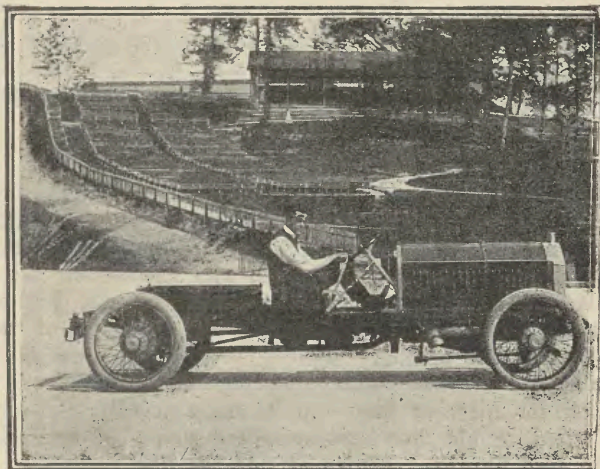
Merely one of many ideas. The competitors race to a certain point, shoot six arrows at a target 20 or 25 yards off, turn car, and drive back. For each hit 7secs., and 15secs. for each gold, is deducted from total time. Finish astride the line.

LADY'S RING TILT.

The lady, sitting beside the driver, does the tilting, spearing rings off an [support.

MEN'S HEADS AND POSTS.

The driver, steering with left hand, slashes with a stick or sword with the right hand at various "heads" on posts, etc.



TRYON ON A RACING NAPIER.

Block kindly lent by "The Automotor Journal."
Brooklands Motorace Track.

WEEK-END RACE.

This also admits of a good deal of variety. The motor car is driven up for the passenger with port-manteau, overcoat, etc. He enters, is driven to a certain point, the driver alights, helps the passenger with his luggage to an imaginary station, where a "ticket" is taken; he may then, having presumably completed his journey, be driven back. Other obstacles and delays may be introduced according to fancy, cars to finish astride.

TURN-OUT RACE.

The motor is presumed to be in a garage, both tanks—petrol and water—empty (they need only be partly so in reality—or at least the former—the water tank ought to be empty, or nearly so). The driver is supposed to be resting some little distance from the car when he gets the order to turn out—he to run to petrol supply, bring a can, fill up tank; then get out his bucket, run to water supply, and fill up; next don motor coat and cap, start engine, pick up his passengers, and drive to (astride) finishing line.

DODGING THE PUBLIC AND POLICE.

This is really the oldest of the Gymkhana feats, and was in vogue in France over ten years ago. A number of figures representing people, police, nursemaids, etc., are stood up about the course, and the driver has to take his car through, over a certain route, without knocking any down. There would be a penalty of, say, 10 points for ordinary figures, 5 for dogs, and 20 for police. I believe Gamage keeps the "Dummies" in stock for hire, or they can be made locally. Kodak, Limited, would doubtless supply a couple of their life-size card figures. Finish astride the line.

MUSICAL CHAIRS.

This for the girls. Played on the old "one chair too few" lines, only each girl is on a car. The cars, at equal distances apart, describe a circle, either band ceases playing or (better) a shot is fired, then the young ladies bound from the cars (after they have stopped), and race for the chairs; the one to secure the last chair left wins.

OTHER EVENTS AND—A HINT.

There are many other forms of competition, and readers might supply some, as at nearly every Gymkhana new ideas are generated. I will be glad to receive these, or any other Gymkhana hints, in view of a re-issue of this work at some future date, either as a whole or in separate sections.

To ensure safety and check undue speed at the finish it is a good plan to, with the exception of "Musical Chairs,"

MAKE EVERY RACE FINISH ASTRIDE THE LINE,

otherwise, in a limited ground an eager competitor might not be able to pull up in time; besides, it all goes to ensure that expert sureness so essential to every motorist. Not only, therefore, is a well-organised Gymkhana amusing, but it is useful and instructive.

A committee of ladies can easily arrange to have the tea tent well supplied at very small expense. (See article on "Organising a Sports Meeting," pages 11-24). There ought to be a recognised expert timer (see list on pages 110-115) and experienced judge. For plans of ground see pages 28-32.

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ERRATA.

There are, as usual in nearly every work, a few "dropped stitches" which will no doubt be detected by needle-eyed critics.

Here are some corrections:—

Page 22.—Papers to advertise in in London, add the well-known Sunday "Referee."

Page 80.—C. Perry's address is Stadium, Shepherd's Bush.

Page 92.—Add "Also Official Timekeeper Olympian Games—Swimming and Cycling."

Page 92.—Last line. After "use" add "or speak of."

Page 97.—Top Line. For "Stanley" read "National."

Page 98.—Line 5. By "button" the "stem" is understood; also in line 16; elsewhere "button" refers to the side stud.

Page 107.—Times in Swimming. "Crawlstroke's" time ought to be 42 3-5ths secs.

Page 108.—Costumes. Read "a swimming slip must be worn under all athletic knicks."

- - A - -

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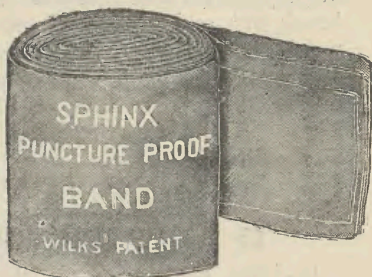
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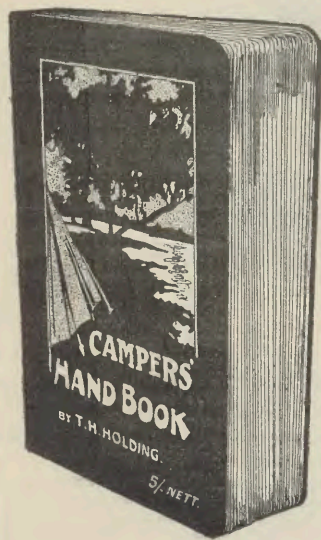


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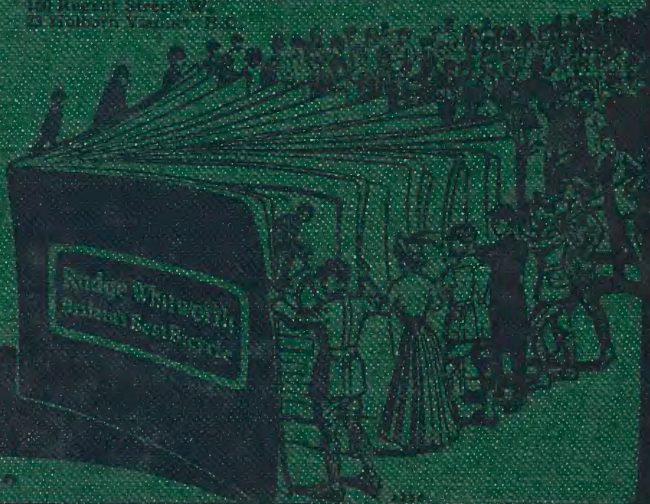
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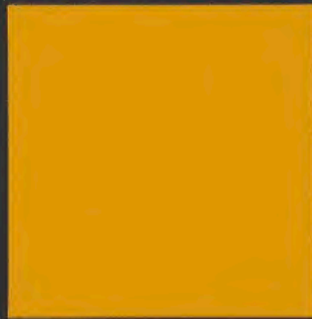
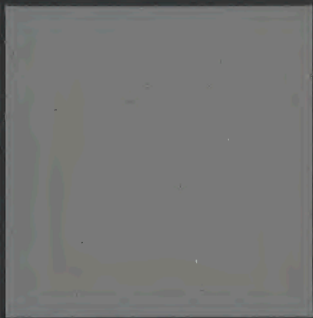
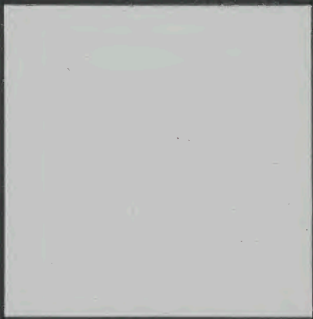
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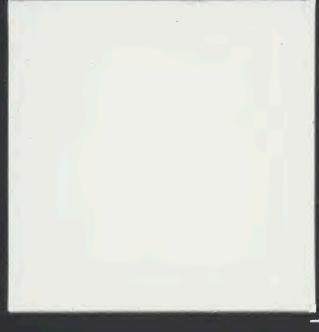
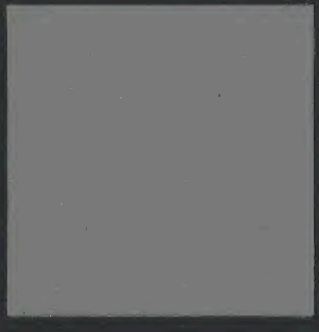
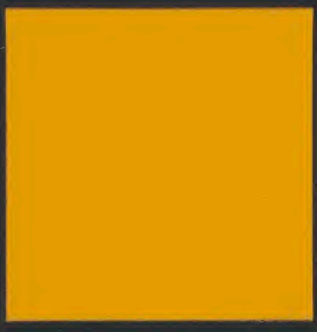
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