

CYCLISTS NOTED FOR RACING

KINGS COUNTY WHEELMEN'S COMPANY OF SCORCHERS.

Something About the Club and What It Has Done for Wheeling—A Big Meet To-morrow, in Which Crack Riders Will Contest—The New-York Times Medal for the Winner of the Novice Race Calls Out a Big Entry List—The Events.

Few clubs in the United States are better known among cyclers and non-wheelmen as well than the Kings County Wheelmen. To be a Kings County Wheelman is synonymous with being a "scorcher," both on the track and on the road, for no club in the State has done more to promote cycling and keep the wheel before the general public through the medium of road runs and race meets. One result of this is that all through this and other States the emblem of the famous Brooklyn club is always greeted among cyclists with a cheery "Hello, Kings County!" while the introduction of "a member of the Kings County" is the best of passports among cyclists all over the country.

Like most prosperous organizations, this famous collection of noted "scorchers" arose from very small and unpromising beginnings. It was organized March 17, 1881, by six men, whose names deserve preservation. They were George T. Brown, F. H. Douglas, E. K. Austin, John Clark, Alexander Schwalbach, and Charles Schwalbach. They used as a place to store their wheels and hold their meetings the front of a little bicycle store in Division Ave-

County men on the track and along the road. On the chimney piece is the most valued trophy of all, a silver covered cup of exquisite workmanship, and valued at \$250, the prize given by the old New-York and New-Jersey Road Racing Association, which, starting with thirteen clubs, dwindled down to four, and finally came to grief in 1888. The races promoted by this association were team races, and the first, which was run over the Irvington-Millburn course on June 12, 1886, was won by the Kings County team. They kept up their winning streak right on, winning the cup six consecutive times, and when the association broke up it was considered that they had fairly earned it as their own.

Another valued prize is the silver cup won in the two races held in June and September of 1891 by the Wheelmen's Racing League by the team composed of John Bensinger, Durant McLean, F. G. McDonald, and W. J. Finn. Near it is the corresponding cup won the next year and the goblet won in the Harlem Wheelmen's team race in 1886. Several banners also adorn the walls, the handsomest being the one in white silk and gold, given the club by the Seventh Regiment Athletic Association in 1887.

Leaving this attractive apartment and mounting another flight of stairs, the visitor comes to an innovation that might well be imitated by all cycling clubs—the gymnasium. It is a room 42 feet long and 14 feet wide, fitted up with all the modern apparatus for physical development. The Kings County men have remembered what ten out of every twelve cyclists seem to forget, namely, that the unequal development induced by cycling needs correction, and that while the lower portion of the body gets its full share of work on the wheel, the back, chest, and arm muscles have a very lazy time of it. The result of the gymnasium can be seen in the fact that there are more straight backs and pairs of broad shoulders among the Kings County Wheelmen than among almost any other cycling organization in this State.

The clubhouse, which contains on the top floor bachelor apartments rented by members, is steam heated and lighted throughout by electricity.

But a handsome clubhouse is not every thing, and it sometimes happens that too luxurious quarters are prejudicial to the hard work of the inhabitants therein. This, however, is not the case with the Kings County Wheelmen. Their prestige is as great as ever, and their "scorching" as torrid as ever. They have a bead roll of riders of whom any organization might be proud, and of whom these well-known riders are but a small number: C. M. Murphy, W. F. Murphy, Fred Hawley, Durant McLean, U. S. Paige, Irving Phillips, Miller Phillips, John Bensinger, W. B. Waters, Fred Doup, W. R. Stillwell, C. T. Earle, C. W. Young, and R. W. Steves.

The mileage of the club from March 1 to April 1 of this year, as made by sixty-seven riders, amounts to the enormous total of 17,255 miles, the leader being C. M. Murphy, with 943 miles. These are a few of the club records:

November, 1890.—Tarrytown to Fifty-ninth Street, New-York. Time—1:10:05. Ivel tandem. By John Bensinger and Harry J. Hall, Jr.

November, 1892.—Clubhouse to Coney Island and return, 17¼ miles. Time—0:58:00. By Fred Hawley.

October, 1893.—Prospect Park Circuit and Boulevard, 52 miles. Time—3:23:00. By David Morehouse.

October, 1893.—Clubhouse to Patchogue, 58½ miles. Time—3:17:00. By Fred Hawley.

October, 1893.—Clubhouse to Babylon, 89 miles. Time—2:06:00. By Fred Hawley.

July, 1893.—Patchogue to clubhouse, 58½ miles. Time—4:02:00. By Fred Hawley.

Park Circuit, figure 6, 4¾ miles. Time—0:12:15. By F. G. McDonald.

August, 1893.—Hillside Avenue, five-mile course. Time—0:13:30. By F. G. McDonald.

June 13, 1893.—Park (south gate) to Howe's, 2¼ miles. Time—0:07:00. By J. Bensinger and F. G. McDonald.

April, 1894.—Twenty-five miles, Park Circuit. Time—1:08:00. By William F. Murphy.

The present officers of the club are: Durant McLean, President; R. W. Steves, Vice President; J. J. Hayward, Recording Secretary; H. Wundram, Corresponding Secretary; Charles McLaren, Treasurer; G. F. Wilson, Assistant Treasurer; Fred Hawley, Captain; U. S. Paige, First Lieutenant; Clinton Stephens, Jr., Second Lieutenant; Board of Trustees—Durant McLean, R. W. Steves, J. J. Hayward, C. A. Martin, O. C. Long, W. C. Nellis, O. P. Gurnee; House Committee—D. McLean, O. C. Long, O. R. Gurnee; Membership Committee—W. C. Nellis, J. J. Hayward, R. W. Steves; Auditing Committee—C. A. Martin, R. W. Steves, J. J. Hayward.

The following committee is looking after the interests of the thirteenth annual race meet of the Kings County Wheelmen, which takes place to-morrow at the Parkway Driving Club track: R. W. Steves, Chairman; Fred Hawley, Secretary; W. E. Buckley, H. Wundram, H. S. Blakeman, C. E. Hart, Theodore Loges, George A. Needham, William H. Kay, H. L. Powell, C. W. Young, and J. K. Young.

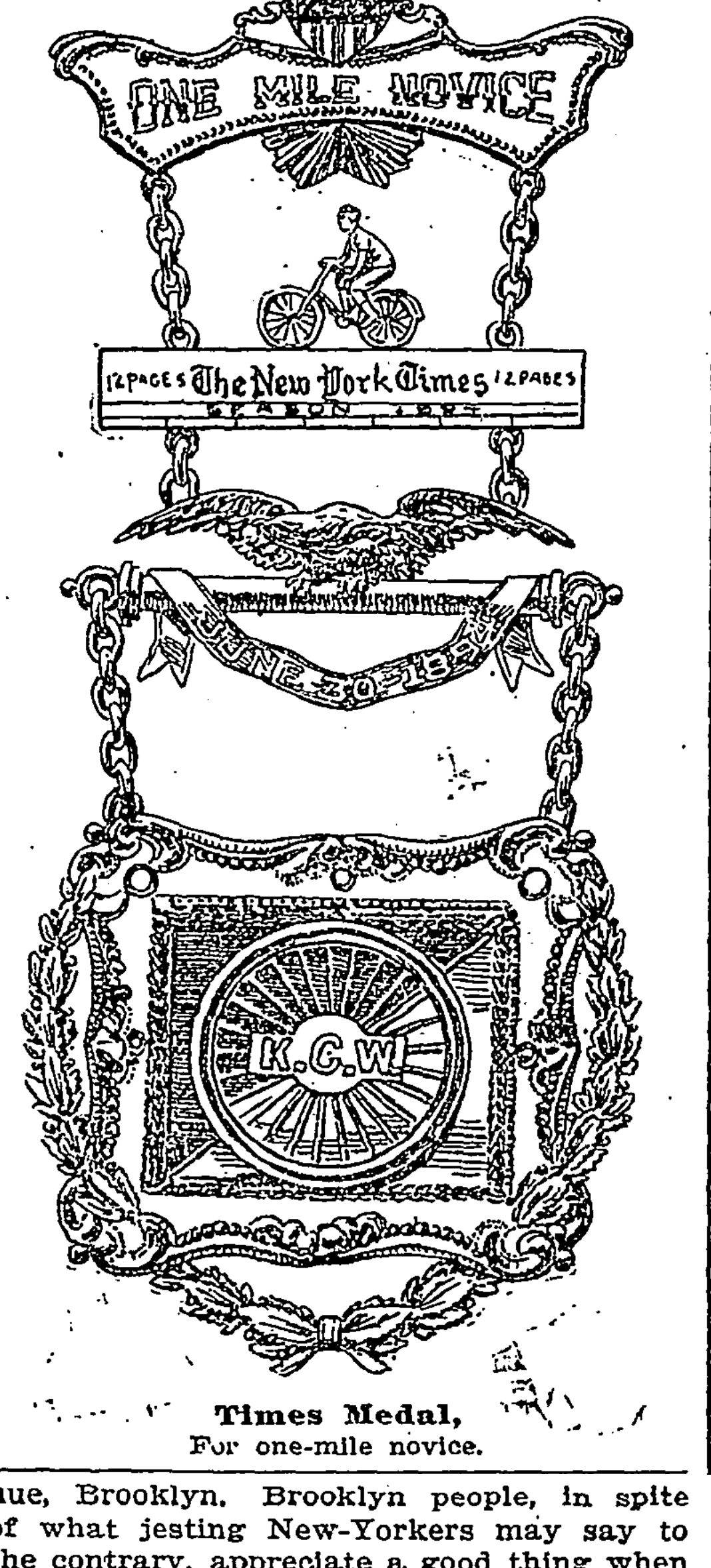
The Kings County Wheelmen have received 234 entries for their race meet on June 30 from 128 individual riders. Mr. W. H. Wells, the manager of the Spalding team, is very confident that Mr. F. J. Titus will surprise his many friends when he rides his exhibition mile at these races, and says that the rest Titus has been enjoying at Asbury Park has put him in perfect condition.

E. L. Blauvelt has taken training quarters near the track, and may be seen afternoons spinning around the circle at top speed. In the handicap races, E. C. Bald and F. J. Titus are the scratch men, with W. F. Murphy and George F. Taylor on the 15-yard mark in the mile, and C. M. Murphy with 20 yards and George F. Taylor on the 30-yard mark in the two-mile. A complete list of the entries and handicaps will be published before the race. Raymond Macdonald, who will give an exhibition mile in Class A, is riding very fast, and is probably the best Class A man in America to-day.

One of the most interesting contests of the day will be the one-mile novice race, the winner of which will receive a handsome gold medal from The New-York Times. There are forty-six entries to this race, which will be run in heats, and a fast pace is sure to be set.

To reach the track, take the 1:10 boat on the Bay Ridge Ferry from the Battery, which connects with the Culver or Sea Beach route. Electric cars run from Brooklyn to within two blocks of the track at intervals of ten minutes, while the Prospect Park and Coney Island, Brighton Beach, and Manhattan Beach Roads all have stations at King's Highway, within a convenient distance of the track.

On the Sunday following the day of the races the club will hold its annual picnic run to Lake Success, Hyde Park, L. I. The start will be made at 9 A. M., and the run of eighteen miles will be made in about an hour and a half. This picnic run is always a red-letter day for the Kings County Wheelmen, who will have as their guests on Sunday the Hartford Wheelmen, who will come down from Connecticut for the occasion. The morning will be taken up with boating, fishing, bathing, &c., and after the usual and enjoyable picnic dinner on the grass the men will scorch back to Brooklyn by way of aiding digestion.

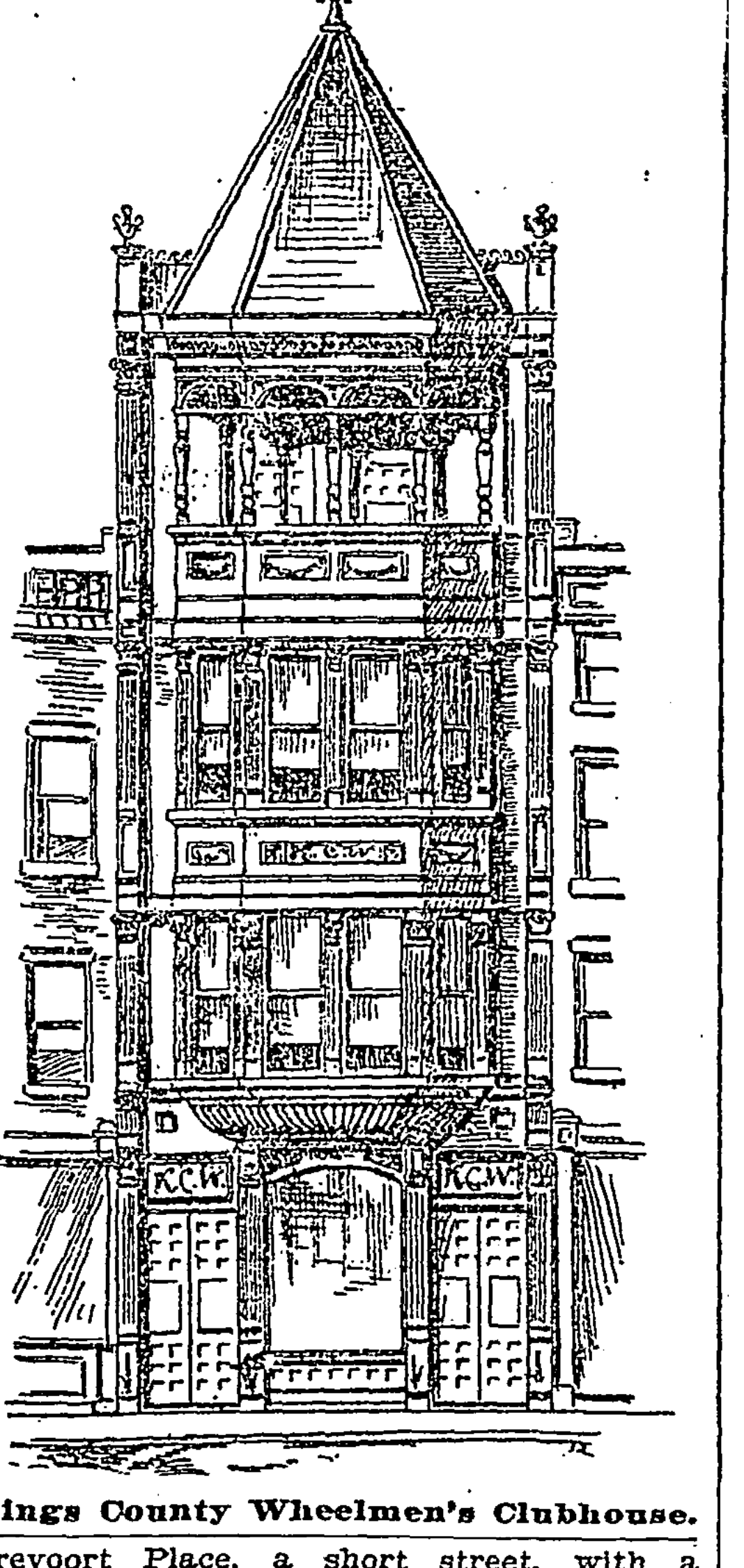


Times Medal, For one-mile novice.

nue, Brooklyn. Brooklyn people, in spite of what jesting New-Yorkers may say to the contrary, appreciate a good thing when they see it, and accordingly the new club prospered exceedingly, till a new and larger home had to be acquired to accommodate the increased membership. A comfortable house was found at 109 Clymer Street, and here the club settled down, as it then thought, for good and all. At that time it did not recognize its own potentialities.

In 1885 there was a glimpse of trouble and more than a glimpse of disaffection. The club was divided against itself, and it seemed as though at one time, with the two opposite factions acting on the phrase "Pull, devil; pull, baker," against each other, it must fall. But one fine day the older and more level-headed members of the organization took a morning train to Albany and had the club incorporated before twelve hours were over. This nipped the project of the seditious stay-at-homes, who were intending to establish a new club of their own, in the bud, the trouble was settled, and the only cloud that ever lowered above the Kings County Wheelmen passed away innocuously.

In 1887 the club moved into its present home, 1,255 Bedford Avenue, in front of



Kings County Wheelmen's Clubhouse.

Brevoort Place, a short street, with a perfect asphalt pavement, affording an ideal meeting place for club runs and street parades.

The clubhouse itself is one of the most attractive buildings on the avenue, and one of which the 150 members who call it theirs are justly proud. It is four stories high, with a central tower, the front being of brick, iron, and terra cotta. On the first story, level with the sidewalk, is the large and commodious wheelroom, with a floor space of 72 feet in depth by 19 feet in width. A stairway leads to the basement, with its bowling alleys, storage room, and machine shop, where are to be found all the implements necessary for the repairing of a bicycle. The second and third stories are lighted by a handsome oriel window, extending across the entire front of the building, above it being a covered balcony, with columns rising from its front to support the tower above.

On the second story is the billiard and card room in front, and at the back the bathroom, with lockers after the fashion of regimental company rooms all along the walls, and with bathtub, needle, and shower baths.

But the show room of the whole house is the parlor, on the third floor, with the library adjoining in the rear. The fireplace is a most elaborate conception, while the handsome furniture, standing lamps, and the beautiful oriel window, giving a full view of everything happening on the avenue, make the room an ideal place to lounge or read. The walls and brackets all bear testimony to the prowess of the Kings