

# Around the Trade . . .

## UNIQUE FRENCH LIGHTWEIGHTS First Models Seen in England

**F**IRST of the French Caminargent bicycles seen in this country was brought to THE BICYCLE offices this week from Messrs. Hicking, of Hayes, Kent, who have been appointed sole agent for England for the machines. The fundamental features of all Caminargent bicycles are the same; they are constructed of octagonal Duralumin tubes, bolted together in such a manner that the machine may be taken to pieces in a few minutes. The construction is unique.

Three models are illustrated in the catalogue issued by Hicking, of Hayes, and all can be purchased from that firm. The most popular machine with English riders will probably be the "Randonneuse" grand luxe. This is a machine which typifies the products of the firm manufacturing the Caminargent models, and embodies all the outstanding features of the machines. Its appearance is certain to strike the English rider as a trifle strange, but it cannot be denied that it is a smart job. The approximate weight is 14 lb. (for road work).

### Light, But Rigid

The alleged loss of rigidity in a bolted frame is certainly not evident in these machines. Lightness goes hand in hand with stability.

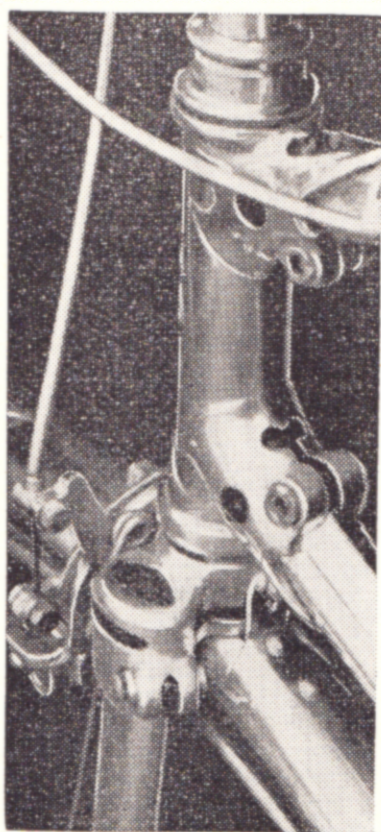
The use of cork in the lugs, where in the ordinary way the joints would be brazed up, is largely responsible for this satisfactory state of affairs. Practically the whole of the machine and accessories are in Duralumin, and the polished metal gives an attractive appearance. Machines can, however, be also obtained in three colours: blue, red, and black.

Danger as to the difficulty of obtaining spare parts for these cycles does not arise, as the English agents are able to supply exactly what is wanted. Any part of the cycle can be supplied in-

dividually, including even such items as top bars. A variety of handlebars are available.

### Strange Appearance

There are many features which will be new to the majority of cyclists, and which combine to

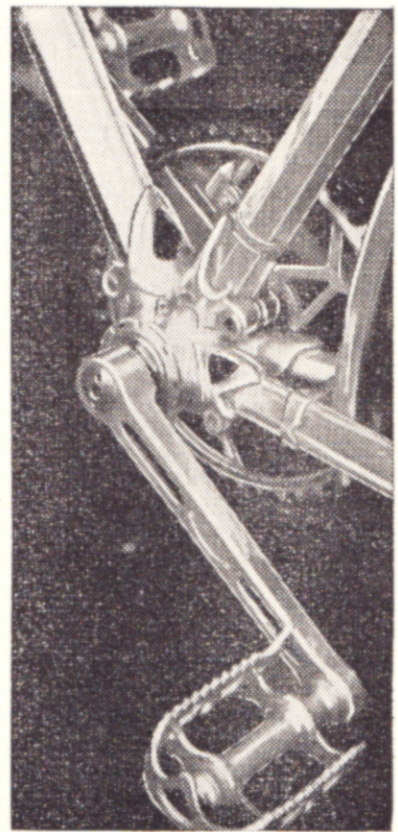


A photograph showing the lugs at the head of the Caminargent cycles

give these machines what has been described above as a strange appearance.

With the machines is supplied a spanner which in itself is as much a novelty as the cycles. It can be taken to pieces, and in its various combinations can be used to unbolt any part of the machine.

Prices and further details can be obtained from, and machines can be seen at, the premises of Hicking, of Hayes.



The bolted frame at the bottom bracket

## NEW CONSTRICTOR SPOKING

**A**T the Cycle Show, at Earl's Court last year, the Constrictor Company displayed a new method of wheel building employing two spokes in length, with a complete circle in the middle. The idea of the method is to avoid the trouble of spoke breaking.

In the design of the method of spoking, advance has been taken of the wide flange idea introduced by Con about nine years ago. Con's shoulders, have been holes cut in the flanges, and are used to hold the spokes in the centre. The flanges separate to the hub its

As regards the building of wheels, it should not be difficult than at present. A spoke is needed for each wheel without having a free wheel (be). Spokes are of a plain 17 in. diameter. To produce a

SCOTTISH ROAD IMPROVEMENTS

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