

"DERNYS" FOR ENGLAND

"The Bicycle" Offers Six New Pacing Machines For Promoters

PURSUIT BRASSARDS FOR 1939

During 1938 the N.C.U. Racing Committee presented to certain centres a Pursuit Brassard for competition among riders in their area.

It is intended to repeat the scheme for 1939, with the difference that whereas in 1938 it was laid down that the competition must be over five minutes, it is for this year left to the centre concerned to decide whether it shall be over two miles or over five minutes.

Once, however, the centre has reached a decision on this point, it is, of course, understood that the whole of the competition in their area is over the same distance or time for the whole of the season.

WANTED: OLD ANFIELDERS

A DILIGENT search for old members is the first stage in the preparation for the celebration of the diamond jubilee of the Anfield Bicycle Club.

Mr. D. J. Bell, still residing in Liverpool, is the only known survivor of the group of hard-riders who formed the club in 1879.

Perhaps the most famous of English clubs, the Anfield is one of very few old clubs with a continuous existence.

Anfielders have always maintained the best tradition of long-distance road riding, and probably hold the mileage record for club riding.

Within five years of its formation the club claimed a membership of more than 200 riders. Anfielders are now scattered all over the world, but the secretary, Mr. H. W. Powell, hopes to gather a representative body of Anfield club members at the jubilee dinner (confined to past and present members), which will be held at the Stork Hotel, Queens-square, Liverpool, on Saturday, March 11.

Applications for tickets must be sent in before March 1 to Mr. H. W. Powell, 4, The Laund, Wallasey.

INVITATION

THE Renold and Coventry Chain Company are extending an invitation to Coventry cyclists to visit their works on March 25. Secretaries of clubs will be written to shortly asking them how many of their members would like to attend. Admission will be by ticket and should be made at

SIX special pacing machines, modelled on the Derny motor-assisted bicycles used so successfully in Paris, are to be constructed shortly, under the auspices of THE BICYCLE, and offered on loan to promoters of sports meetings who wish to include this exciting form of paced racing in their programmes.

It will be remembered that a recent article by W. J. Bailey urged the inclusion of Derny races in our programmes, and not content with that, W. J. Bailey and the Editor immediately set to work to secure a team of pacing bicycles which would be available for English promoters.

Thanks to the willing co-operation of the British cycle trade, an experimental machine is now being built, and as soon as it has been tested out at Herne Hill track, work will begin on the remaining five.

The Machines

The pacing bicycle will consist of an ordinary semi-sports bicycle (with heavy duty lugs and tubing), fitted with a 98 c.c. two-stroke engine. It is intended to take the place of pacing tandems, and offers about the same amount of shelter to the following rider. No roller is fitted, and competitors will have to use their normal track machines, i.e., small front wheel and reversed front forks will not be permitted.

In this way, many more riders will be able to try out the new form of racing without going to any expense in the matters of special equipment.

The pacing machines, it is estimated, will reach a speed of 30 m.p.h. under the power of the engine alone, and (as for the Dernys) the pacemaker has to supply the additional power needed for higher speeds (for sprinting to the finish, overtaking, etc.).

The N.C.U. have given their approval to the idea, and rules governing the racing are in process of being drawn up.

When completed, the squad of pacing machines will be available, on loan, free of charge, to all promoters of track meetings. Their use is not confined to Herne Hill, indeed, all tracks considered safe for tandem-paced racing will be able to use them.

Applications will shortly be invited from promoters for the loan of THE BICYCLE pacing machines.

Pacemakers Wanted

Naturally, pacemakers will have to be trained to use the new machines, and THE BICYCLE invites would-be pacemakers to submit their names at once for consideration.

Preference will be given to ex-track racing men, and it is hoped to form a team of eight pacemakers (two as reserves) who will be willing to turn out for any required meeting.

All correspondence should be addressed to the Editor, THE BICYCLE, 8-10, Temple-avenue, London, E.C.4, with the envelopes marked "Pacing."

Full details of the new rules, and of the machines themselves, will appear shortly.

LIVERPOOL R.T.T.C.

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"The Bicycle," January 28, 1939



Catalogue number
Price code
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G (1 of 12)
19 February 2013

THE BICYCLE: March 4, 1939

Dear Sir

Prize of one
 to

Write to the Editor about it—a weekly prize of 10/6 for the best letter published. Please be as brief as possible. Name and address must be given even if not intended for publication



In Praise of Tandem Pacing

Controversy about the tandem-paced "Fifty" has appeared from time to time during the last few months in the cycling Press.

Riders from outlying districts have not a fair chance of success, owing to their inability to secure pacing tandems. It is also argued that the cost would be too much if such riders brought their own. This I fail to see, unless the riders in question have to pay their prospective pacemakers to make the journey. Personally, I should think that the tandem riders would be only too eager to pace their man if they thought he had a chance of winning, and would welcome the chance to take part, for the sake of helping their club gather more laurels.

Bill Bailey has remarked that if the Dernys were used every competitor would stand a sporting chance. This may be so, but if the Dernys displaced the tandems, cycling would lose a very fascinating branch of its sport.

Tandem pacing has an attraction of its own, entirely different from motor-pacing. Skill and experience are essential in passing from one tandem to another, while the understanding between riders and crews can make or mar a race. Tandem pacing is a fine art, not to be put on the shelf, forgotten, or scrapped.

Derny pacing may find the right fifty miles champion, as far as speed and stamina are concerned, but the

skill of the complete pace-follower will be lost. Use Dernys by all means, but don't scrap tandem-pacing.

A. E. MASON.

Finsbury, W.C.1.

Dernys at Brooklands Suggestion

Allow me to congratulate you on introducing pedal-assisted pacing motors into England.

May I suggest that these motors be used in a massed-start circuit race, either at Brooklands or at Donington. The riders could be invited from our amateur ranks, or (better still) some of our professionals could be invited to compete, together with some from the Continent. Perhaps the Continentals could bring their own motors.

An event of this nature, if included in a good programme, and properly advertised, would meet with a ready response from the public. Remember the professional race at the Crystal Palace? It was even filmed, which helped to bring cycling into the public eye.

A. H. BUTLER.

Salisbury.

IN BRIEF

W. Ronald Stubbs, of Leeds, suggests that the exhaust-pipes of cars should be led out at the top of vehicles, so that fumes might dissipate before they sink to level.

For this picture five shillings

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SOUTHERN COUNTIES CYCLING UNION SPORTS COMPANY, LIMITED

BRITAIN'S GREATEST MEETING

HERNE HILL TRACK

GOOD FRIDAY

(Under N.C.U. Rules)

GREAT INTERNATIONAL MATCH

- | | | | |
|----------|---|---|---------|
| ASTOLFI | - | - | Italy |
| DENY | - | - | Belgium |
| PURANN | - | - | Germany |
| HORN | - | - | England |
| MATON | - | - | France |
| MAXFIELD | - | - | England |
| DERKSEN | - | - | Holland |
| SCHORN | - | - | Germany |
| TICKLER | - | - | England |

"MIDGES" GREAT 10-MILE MATCH

between

- | | |
|-------------|----------------|
| E. V. MILLS | G. FLEMING |
| E. LARKIN | R. DOUGHERTY |
| F. WILLETT | G. NIGHTINGALE |

Introducing for the first time in England the new type of small pacing motor.

By kind permission of "THE BICYCLE"

25-MILES ROADMEN'S RACE

- INVITATION SPRINT
 AUSTRALIAN PURSUIT
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HANDICAP

JUNIOR SPRINT

B.S.A. 5-MILE POINT-TO-POINT RACE

For B.S.A. Gold Column (Valued 100 Gns.)

GRAND STAND
 3/6 EXTRA

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SIDE STANDS
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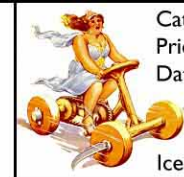
Gates Open 12 noon.

Particulars from
E. C. HARDING,
 328, St. John Street, E.C.1
 Tel.: TERMINUS 2370

Commence 2 p.m.

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 FOR ALL CYCLISTS
The Bicycle
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"The Bicycle," April 1, 1939

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FOR ALL CYCLISTS

[REGISTERED AS
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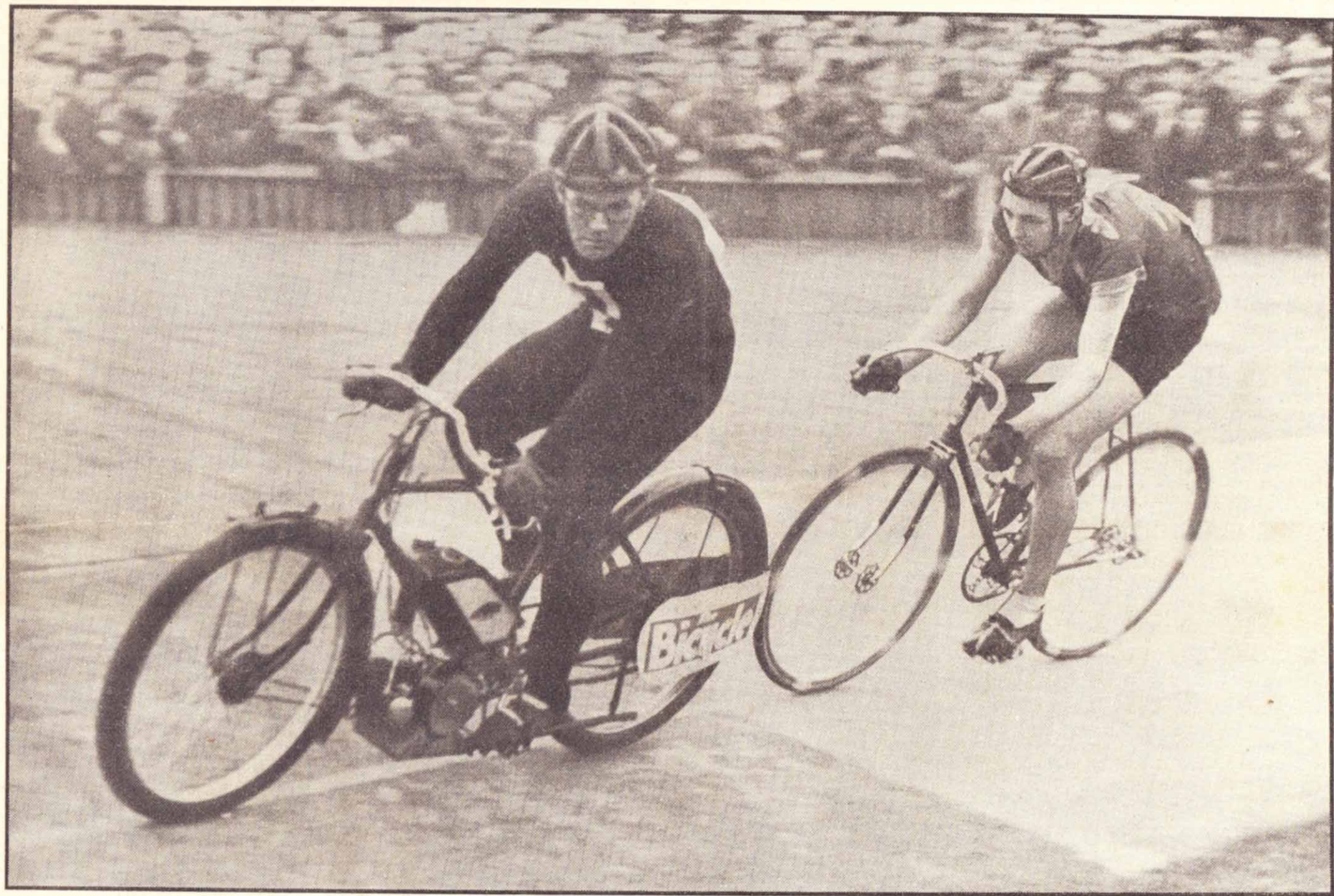
"MIDGES" FOR HERNE HILL

Tests for Pacemakers

THE BICYCLE's new pacing motors are now nearly ready, but it is not yet possible to obtain the use of Herne Hill track for the necessary preliminary tests, both of machines and pacemakers.

Arrangements have been made, however, for the trials to be held on Wednesday and Thursday afternoons, April 5 and 6.

N.C.U. officials will be in attendance at Herne Hill track on the two days, to issue the necessary licences to the pacemakers. All would-be pacemakers who have already written to THE BICYCLE will be invited to attend, and any other candidates for "Midge"-riding should apply at once.



On the Road

★ George Fleming (paced by Jack Wyatt) at speed in the 10 miles "Midge" Paced race at Herne Hill—one of the high spots of the afternoon's sport ★

"The Bicycle," April 15, 1939

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FOR ALL CYCLISTS

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**LONDON CYCLE RACING COMBINE
PRESENT THEIR FIRST**

CYCLE RACE MEETING

(Under N.C.U. Rules) at
HERNE HILL TRACK, S.E.24
On Saturday, 13th May, 1939
Gates open at 2 p.m. Commencing at 3 p.m.

- EVENTS:**
- Event 1. Omnium Match
TONI MERKENS v. HARRY HILL
(Germany) (England)
 - Event 2. Invitation Sprint Match
5 Riders. Prizes: £7, £3, £1.
 - Event 3. Invitation "10" Miles behind the "Midges"
6 Riders. Prizes: £4, £2, £1.
 - Event 4. Invitation 5 Miles Scratch Race
Prizes: £5, £2, £1. Lap Prizes: 2/6 each
 - Event 5. 880 Yds. Open Handicap. Entry Fee 1/6
Prizes: £5, £3, £1
 - Event 6. Consolation 10 Laps Course des Primes
For Handicap heat losers only.
Prizes: 2/6 per Lap. 5/- last Lap.
 - Event 7. Invitation Four-Cornered Italian Team
Pursuit Race. 4 Laps. 4 Riders Each
Team. Prizes: £4, £3 per Team.

All Competitors must wear Crash Helmets.
Forms without Entry Fee or Registration Number
will be destroyed.
ENTRIES CLOSE—May 3rd (first post) to :—
A. R. HAINE, 32, Glenfield Road, Balham, S. W.12

managed this without any help from me

SATURDAY NEXT

**Full Details of the Big
Free Meeting**

THE special admission free cycle
race meeting, at Herne Hill
Track, on Saturday, May 6, has
attracted a large entry of class riders.
The programme includes:

- London Pursuit Brassard.**
With F. Tiekler, W. Maxfield, H. Rosenberg, Ray Hicks, G. Burgess, C. Damyon, and two others.
- "Midge" Paced Handicaps.**
With G. Fleming, A. G. Laxton, A. C. Hodges, H. Rosenberg, W. Messer, L. Thorpe, W. Lane, E. Roberts, and four others. (Two races at 5 miles.)
- London Team Pursuit.**
Belle Vue v. Becontree; Marlboro' v. Crusaders; Fountain v. Clyde; Ealing v. Rickmansworth.
- London League Match.**
Kentish Wh. v. Norwood Paragon.
- Bicycle Polo.**
Tooting v. Fountain (10 min. each way).

Also:
Ladies' 5 min. tandem Australian pursuit race; 550 yards' handicap; and 880 yards N.C.U. novices' race.
Gates open at 1.30 p.m.; racing starts at 3 p.m.

Sir Wyndham Deedes, chairman of the National Fitness Committee for London and Middlesex, will be present.
Admission is free, but threepence or sixpence will secure a seat in the stand or grandstand respectively.
Car park is in Dulwich Village.
Every cyclist in the London area is urged to attend . . . but make a point of bringing a friend, preferably one who has not seen a track meeting before.

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"The Bicycle," May 6, 1939

MANSFIELD & Co., Ltd., Pershore St., Birmingham,

Holdens

Stuart, W.C.C.C., 1.14.9; 6, W. Jacka, W.C.C.C., 1.14.26; 7, M. Mitchell, R.W.C.C., 1.15.7.

**LONDON
CYCLE RACING
COMBINE** PRESENT
THEIR FIRST

★ your
favourite
riders

TRACK MEETING
at Herne Hill Track
on Sat., 13th May, at 3 p.m.
(THAT'S SATURDAY WEEK) **GATES OPEN 2 p.m.**

TONI MERKENS v. HARRY HILL
1,000 METRES TIME TRIAL - 5 KILOS PURSUIT - 5 MILES BEHIND THE MOTORS
and an all-star supporting programme

- ★ Invitation Sprint Match - 5 "star" riders
- ★ Invitation 10 Miles behind the "Midges"
- ★ Invitation 5 Miles Scratch Race
- ★ 880 Yards Open Handicap
- ★ Consolation 10 Laps Course des Primes
- ★ Invitation Four-cornered Italian Team Pursuit Race

Admission - - - 1/3
Extra for sidestands & enclosure 1/1
Extra for covered grandstand 2/3
Get in for 6d. at all "Combine" meetings by joining the Supporters Club!

Annual subscription to the Supporters Club is 2 6 only. Send postal order with name, address, club, age, to Monty Southall, c/o N.C.U., 35, Doughty Street, London, W.C.1, for membership card and full details. Supporters Club Badge 4d. extra.

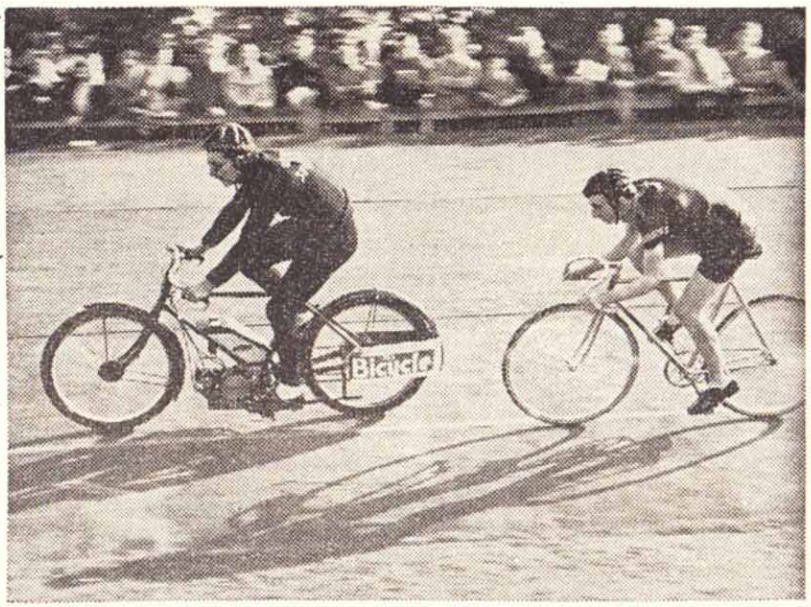
This space has been presented to us free by
who hopes you will all support this the first of the London Cycle
Racing Combine's Meetings to promote and further interest in the
track sport.



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SPEED!
 L. V. Puckering, of the Belle Vue, in action during the 5-mile "Midge" race at the National Fitness meeting at Herne Hill
 High speeds were reached during the afternoon—actually in excess of the tandem-paced record speeds



**EXCITING SOUTH
 AN RACE**

near Firgrove and for twenty-competitors to finish: 1, Dick Binneman
 for the lead. To the North Road C.C.; 2, J. Brand, New

"The Bicycle," May 20, 1939

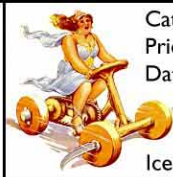
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1939



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★ The crash that put Mills out of the Midge race. Fleming is leading from Puckering, followed by Paul (lapped), with Willett on the outside (above). Tickler defeats Harris, Watts and Dennis Horn (in that order) in heat three of the Sprint (left)

★

THE IBROX MEET

...cuses, and was well worthy of the great ovation he received as a gallant loser.

Now let us turn to the rest of the afternoon's entertainment. The ten miles' Roadmen's Race behind The BICYCLE "Midges" gave the spectators many a thrill. Once again George Fleming rolled off the laps with clockwork ease, and romped home an easy winner.

Crash!

Onlookers had a thrill when Ernie Mills punctured going round the banking and fell heavily. Luckily the Addiscombe crack was not seriously hurt. R. Shand also punctured and had to retire. Willett did not seem to be on form, but he lasted out to finish in third position. A good race, but how much better if it had been a handicap event!

The Invitation Sprint Match found Bill Maxfield and Freddie Tickler in domination. It was hoped that Dennis Horn would make up for Good

Preston Wheelers, W. O. Jackson, 2.16.57.
 Lancs R.C., W. O. Jackson, 2.16.57.

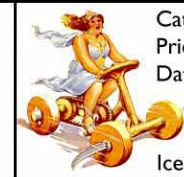
HOURLY MIDGE RACE TO-MORROW

At Herne Hill Track to-morrow (Wednesday) the Polytechnic one-hour Midge-paced race for the Members' Cup and sealed handicap has attracted a good entry.

In previous years this event was held behind tandems, and it did not always get the best in the Poly. school of riders, but with the removal of the tandem "bogy" a large entry of good riders was received and the final acceptances were: N. G. Burgess, C. G. Bowtle, Ken Marshall, R. S. Jones, J. Allen, R. S. Miller.

Other items on the programme are: League match between Catford C.C. and Tooting B.C., two rounds of the National Pursuit team championship, club 880 yards handicap, and rounds of the West London Team-pursuit race. Admission is sixpence to all parts.

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1.3.47; 2. C. Lane, Woodville C.C., 1.5.47;
 3. J. Carpenter, Glade C.C., 1.5.48; 3. A.
 Williams, Clyde C.C., 1.5.48.

"MIDGES" AT PADDINGTON

ON Thursday evening, June 3, at the Paddington Track, the Marlboro A.C. are holding a one-hour paced race for club members, behind THE BICYCLE'S "Midges." The field will consist of W. Messer, E. C. Povey, L. F. Potter, F. G. Murray, L. J. Howe, and A. Florent. A very keen race is expected, as all the riders are fit, and eager to win the first race to be held behind the "Midges" at Paddington. Racing will commence at 7 p.m., and admission to the enclosure will cost 6d.

Leeds Roller Contests

L. Henderson, Yorkshire R.C., won the final of the Hercules roller contests at Leeds last week, gaining the Sir Edmund Silver Trophy and Mecca Gold

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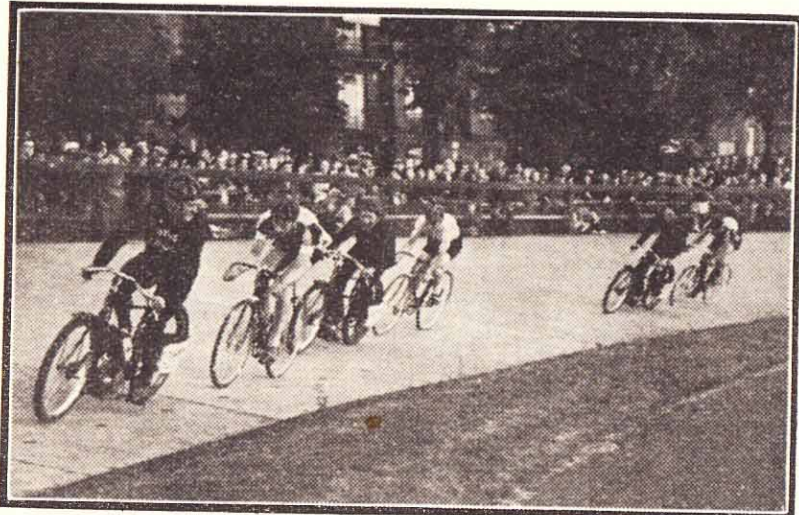
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The Bicycle, June 17, 1939

THE BICYCLE

The Bicycle

THE WEEKLY NEWSPAPER FOR ALL CYCLISTS



Potter leading Messer and Florent in the second heat of the "Midge" Paced Race at Paddington

EXCITING 'MIDGE' RACING AT PADDINGTON

Main attraction at the Marlboro evening meeting last Thursday was "Midge" paced racing, featuring the promoting club's track and massed-start exponents. Some exciting racing was witnessed, Potter being in a particularly good mood. He won his heat, but experienced bad luck in the final, when he punctured, changed on to another machine, only to have the chain break after a few laps had been covered.

The final, which was run over ten miles, resulted in a win for Murray, with Florent second, and Howe third.

W.L.C.A. Team Pursuit.—Willesden C.C. walked over the Yiewsley R.C.; Westerly R.C. walked over the Kentish Wheelers; Fulham Wheelers walked over the Velma R.C.

440 Yards (Flying Start) T.T.—C. Scott, 28 1-5 sec.; H. Citterio, 28 2-5 sec.

MIDGE RACING
(5-Mile Heats, 10-Mile Final)
Heat 1.—1. F. Murray; 2. L. Howe; 3. E. Povey. 10 min. 7 1-5 sec.
Heat 2.—1. L. Potter; 2. A. Florent; 3. W. Messer. 10 min. 1-5 sec.
Final.—1. F. Murray; 2. A. Florent; 3. L. Howe. 20 min. 25 2-5 sec.

CLOWNE SPORTS

Brodsworth R.C. became South Yorkshire pursuit champions by beating Dinnington Road and Path. The final at Clowne.

This article is a fiasco, crashed by covered, and his collar-bone.

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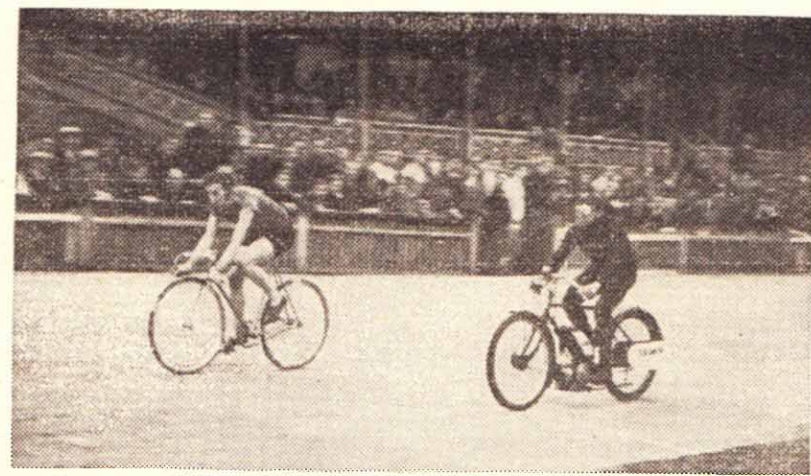
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L. V. Puckering sprints his pacemaker to the line to win the Midge-paced race at Herne Hill last Wednesday

WINKING 'ONE ONE

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The Bicycle

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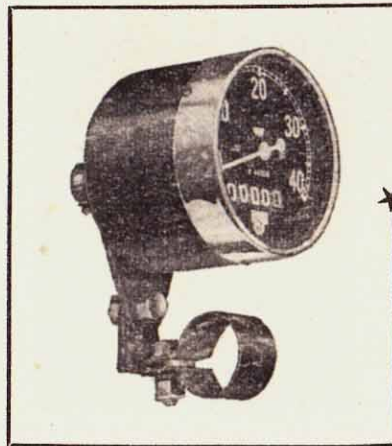
THE WEEKLY NEWSPAPER

FOR ALL CYCLISTS

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SMITH'S SPEEDOMETERS FITTED TO "MIDGES" *

* **T**HE BICYCLE "Midges" the power assisted bicycles used for pacing purposes at Herne Hill track, have recently been greatly improved by the fitting of Smith's cycle Speedometers.

Formerly, pacemakers reported difficulty in gauging the speeds of the Midges, and co-ordination between pacemaker and follower depended on constant head-turning on the part of the Midge rider . . . the engine note interfering with verbal instructions from the rider.

Maintaining Even Speed

It was thought that an exact recording instrument would materially help the pacemaker, for, knowing the capabilities of his follower, he could, by keeping an eye on the clock, maintain an even speed to suit.

But the greatest advantage of a speedometer has been found to be on a windy night. With the wind blowing constantly from one direction, the riders at Herne Hill run first into it, and then with it, and it needs careful throttle control by the pacemaker to maintain an even speed.

Aid to Riders

Instead of having to guess at his speed, the pacemaker can now rely on the speedometer to give him his exact m.p.h. . . . and it becomes possible to maintain an even speed for every lap, no matter what the

wind conditions, much to the satisfaction of the following riders.

The instruments used on the Midges are the standard Smith's cycle Speedometers, and those readers thinking of fitting such speedometer to their bicycle will be interested in the following technical details.

Smith's are, of course, famous for their recording instruments, and the name is itself a guarantee of the accuracy of the speedometer.

The drive is provided through a fibre driving wheel fitted on to the front wheel, which meshes with a small fibre pinion mounted to the front spindle. A flexible cable carries the drive up to the speedometer instrument, mounted on the handlebars.

Speed and Milage

This records not only speeds in miles per hour (up to 40 m.p.h) but also acts as a cyclometer, logging the total number of miles and tenths of miles covered, up to 10,000, and then repeats.

Those who fear that the drive will absorb energy can be reassured, for in actual timed tests with the Midges, absolutely no variation in speed was found before and after fitting.

The price of the complete speedometer is 19s. 6d., and it can be obtained for 24 in., 26 in., or 28 in. wheels, with either m.p.h. or kilometres per hour dial.

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WALL-FULL FACTORY EXTENDS

Catalogue number
Price code
Date

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19 February 2013

IceniCAM Information Service

CONSTRUCTORS' NEW