

on the athlete, and some have even taken their beds out of doors. In addition to this, speedway racing is continuing and

necessary extra menu. No baths are available, only showers, and they have had to buy enamel basins and mirrors.

BERNARD BENNETT—HIS BICYCLE AND EQUIPMENT



Bennett photographed, outside the offices of New-Hudson Ltd., just before starting on his "Keep Fit" demonstration ride. On his right, wearing a light hat, is Mr. A. Fraser, general manager, and Mr. P. Harber, sales manager, is standing immediately behind Bennett.

BERNARD BENNETT, the 19-year-old Birmingham rider, who started last week on a training tour of the principal towns of the British Isles in preparation for an attack on the World's Year's Mileage Record in 1939, has chosen a bicycle from the range by New-Hudson, Ltd. (Icknield Street, Birmingham, 18). The model he is riding is the Special "Featherlight" Club,

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and a description of the specification should be of some interest. Reynolds 531 tubing is used for the 21-in. frame, which is of an upright design, with Russ-type forks, and the wheels are Dunlop High-pressure rims and tyres. A Cyclo three-speed gear gives him ratios of 63.5, 67.3 and 71.5; the rear hub is a Bayliss Wiley free-wheel unit, and both the front hub

and bottom-bracket assembly are by Bayliss Wiley, and a Perry chain is fitted; his saddle is a Brooks B.17; and pedals, Webb solid-centre racing pattern. Instead of the standard handlebar, Bennett has chosen a Binda pattern bar on the New-Hudson patent shock absorber stem, and he has placed his faith in Resilion cantilever brakes. The machine, ready for the road, but less touring bag, weighs 26½ lb.

Bennett is definitely a "keep fit" enthusiast, and his healthy appearance should go a long way to demonstrating the benefits obtained from an active cycling programme. An interesting item of news concerning his riding last year is that before each day's ride he spent an hour in the morning chopping logs, and in this way developed the muscles of his arms, back and neck, and he attributes his freedom from aches and pains in those parts entirely to this daily exercise.

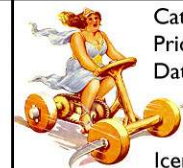
Helmets for French Trackmen.

The U.V.F., governing body of the sport in France has passed a rule stating that all trackmen shall wear a crash helmet with a double chin strap. This decision was reached as a result of a fatal accident to a young rider at the Vel d'Hiv. Although this rider was not wearing a helmet when he crashed, he was being insecurely received by the crowd.

Mr. A.G.M. elected

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