

*Gene Portuesi's* \_\_\_\_\_ *Seventh Edition*

# CYCLO-PEDIA

*Since 1937... Catering to the Connoisseur!*

*Touring, Sports, Racing & Camping Equipment*



• PHOTO BY - RICHARD FITTS

PRICE \$ 1.00

*America's Finest Cycling Handbook & Catalogue*  
*6447 Michigan Avenue - Detroit, Michigan 48210*

— 1964 OLYMPIC CYCLING TEAM —



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Messieurs Emile Mercier and Eugene Portuesi examining a replica (C-35 Model) of the frame used in the 1965 Tour de France.

Messieurs Pascal Selles,  
Mercier's Chief Engineer,  
and Eugene Portuesi dis-  
cussing the fine points  
of frame construction  
and design.







Gene Portuesi's



# Cyclo-Pedia

*American's Finest Cycling Handbook and Catalogue*

Dear Cyclist:

This edition of the Cyclo-Pedia marks the 32nd year in our endeavor to supply to the Cycling Connoisseur, bicycles and equipment which are essential for correct and enjoyable cycling. In our frequent trips to Europe, we have searched out those manufactures whose reputations are synonymous with superior quality and design, which enable the cyclist to obtain maximum cycling performance in Sport, Racing and Cycle-camping.

In the same vein, the bicycles that we have displayed in our Cyclo-Pedia represent the incorporation of the latest technology and design to give the cyclist a properly proportioned machine in both price and performance classes. So many bicycles today feature a few component parts of international reputation while the remainder of the bicycle falls far short of the standard of quality represented. Our endeavor has been, and is, to give the cyclist a balanced machine where related parts are of equal performance value to each other.

In keeping with this tradition, we have incorporated in this catalogue and handbook the most careful selection of the finest goods in each category, as well as informative articles on their adaptation and use. We also have combined in this publication some original articles based on our personal cycling experiences in Touring, Racing and Cycle-camping with the hope that they will enable the prospective cyclist to understand and enjoy cycling in its many facets.

Very truly yours,  
CYCLO-PEDIA

*Eugene Portuesi*  
Eugene Portuesi

EP/ml

## HOW TO ORDER

A FEW IMPORTANT NOTATIONS: To eliminate confusion and error in mailing. . . .

- \* PLEASE PRINT OR TYPE YOUR FULL NAME AND ADDRESS, AS WELL AS YOUR ORDER.
- \* IN DESCRIBING THE ITEM ORDERED, MENTION THE PAGE NUMBER.
- \* WHEN ORDERING CYCLES, PLEASE INCLUDE CORRECT FRAME SIZE OR SEE PAGE #3 ON HOW TO ORDER CUSTOM BICYCLE.
- \* PAYMENTS MAY BE MADE BY UNITED STATES POST OFFICE MONEY ORDER, AMERICAN EXPRESS MONEY ORDER, BANK DRAFT OR CHECK. PLEASE DO NOT MAKE PAYMENTS IN CASH OR POSTAGE STAMPS.
- \* CONSULT THE TABLE ON PARCEL POST CHARGES AND INSURANCE AND FURNISH ENOUGH REMITTANCE TO COVER THE COST OF SHIPPING AND INSURANCE.
- \* BECAUSE OF THE EVER INCREASING VOLUME OF CORRESPONDENCE CONCERNING DETAILED INFORMATION, WE WOULD APPRECIATE WHEN REQUESTING INFORMATION YOUR MAKING IT AS BRIEF AS POSSIBLE.
- \* GENERAL INQUIRIES SHOULD BE ACCOMPANIED BY A SELF-ADDRESSED STAMPED ENVELOPE.

ALL INQUIRIES AND ORDER SHOULD BE ADDRESSED TO:

Telephone: Tashmo 5-7237

CYCLO-PEDIA  
6447 MICHIGAN AVENUE  
DETROIT, MICHIGAN 48210

### NO ORDER LESS THAN \$2.00 CAN BE SHIPPED

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We are not responsible for damage or loss occurring in transit. Shipments are insured by the carrier and therefore, claims for damage or loss while in transit should be made immediately by customer against transit company.

All merchandise we ship is as represented and in good order and carefully packed for shipment. If you have any reason to return merchandise, please ask for our consent.

CUSTOM ORDERED MERCHANDISE AND CYCLES MADE TO THE CUSTOMER'S SPECIAL ORDER CANNOT BE RETURNED.

#### REPAIRS:

Before shipping your cycles, gears or equipment for repairs, please inform us of the nature of the equipment with as much history to its type and condition and the alterations or repairs required. We will, in turn, give you the closest approximate cost of alterations or repair.

#### DELIVERY:

We attempt at all times to give the quickest possible service. However, since over 90% of our illustrated merchandise is imported, a temporary shortage on certain items is inevitable.

Where delay in shipping the order is unavoidable, you will be immediately notified. However, rest assured that we are doing our utmost to give you the best possible service.

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Weights, 1 pound and not exceeding	Zones							
	Local	1 & 2	3	4	5	6	7	8
2 pounds	\$0.29	\$0.45	\$0.42	\$0.46	\$0.52	\$0.59	\$0.66	\$0.72
3 "	.31	.46	.49	.55	.64	.73	.82	.90
4 "	.33	.51	.55	.64	.75	.88	1.01	1.13
5 "	.35	.57	.62	.72	.87	1.02	1.18	1.34
6 "	.37	.62	.68	.80	.97	1.15	1.34	1.53
7 "	.39	.68	.75	.88	1.07	1.28	1.50	1.73
8 "	.41	.73	.81	.95	1.18	1.41	1.66	1.95
9 "	.43	.79	.87	1.03	1.28	1.53	1.82	2.12
10 "	.45	.83	.93	1.10	1.38	1.66	1.98	2.31
11 "	.47	.88	1.00	1.28	1.48	1.74	2.14	2.49
12 "	.49	.93	1.06	1.35	1.58	1.90	2.29	2.66
13 "	.51	.98	1.12	1.35	1.60	2.02	2.44	2.85
14 "	.53	1.03	1.18	1.41	1.79	2.14	2.60	3.01
15 "	.55	1.08	1.24	1.48	1.89	2.25	2.75	3.19
16 "	.57	1.13	1.30	1.56	1.99	2.37	2.90	3.36
17 "	.59	1.18	1.36	1.64	2.09	2.49	3.06	3.63
18 "	.61	1.23	1.42	1.73	2.20	2.61	3.21	3.71
19 "	.63	1.29	1.48	1.79	2.28	2.73	3.30	3.88
20 "	.65	1.32	1.54	1.86	2.40	2.85	3.51	4.04
21 "	.67	1.36	1.60	1.93	2.48	2.96	3.65	4.23
22 "	.69	1.40	1.64	1.99	2.57	3.07	3.79	4.40
23 "	.71	1.44	1.69	2.06	2.65	3.18	3.93	4.57
24 "	.73	1.48	1.73	2.12	2.74	3.29	4.07	4.74
25 "	.75	1.52	1.78	2.18	2.82	3.40	4.21	4.91
26 "	.77	1.56	1.83	2.25	2.91	3.51	4.35	5.09
27 "	.79	1.60	1.87	2.31	2.99	3.62	4.49	5.25
28 "	.81	1.64	1.92	2.38	3.08	3.73	4.63	5.42
29 "	.83	1.68	1.97	2.44	3.16	3.84	4.77	5.59
30 "	.84	1.71	2.01	2.50	3.25	3.95	4.91	5.76

**ZONING MAP - USING DETROIT AS CENTER**  
An approximate guide for parcel post rates throughout the United States.



**PARCEL POST INSURANCE CHARGES** - Maximum valuation  
 \$ 15.00 - 20¢ \$ 100.00 - 40¢ \$ 200.00 - 50¢  
 50.00 - 30¢ 150.00 - 50¢ \$ 200.00 - 60¢

**PARCEL SIZE LIMIT** - Parcels larger than 72" length & girth combined will be shipped R.E.A. Express.

**C.O.D.**

We have found it practical to handle parts orders only upon receipt of payment with the order. As C.O.D. charges are very high, we request you enclose full payment to cover parts and postage. However, should you desire the shipment sent C.O.D., a 25% deposit on the total cost of the order is required.

**ORDERING A CUSTOM CYCLE...**

If you know the exact size of frame you need, simply quote us the frame size, and any additional changes you wish to make on custom cycles as specified in catalogue.

However, if you are in doubt as to your frame size, just follow these simple directions (see diagram).

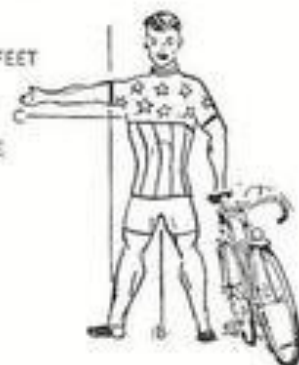
- MEASURE:
- A. YOUR HEIGHT IN STOCKING FEET
  - B. LENGTH OF LEG FROM DROTCH TO HEEL IN STOCKING FEET
  - C. ARM LENGTH FROM UNDER ARM TO FINGER TIP
  - D. BODY WEIGHT

In cases where the substitution of equipment on a CUSTOM BUILT BICYCLE is made at the factory and is in the same price category as the original equipment, there will be no extra charge.

ALL CUSTOM ORDERS SHOULD INCLUDE A 50% DEPOSIT, BALANCE C.O.D.

For additional equipment or substitution of higher priced components the necessary additional cost will be added to the purchase price.

Note: All A.P.O. Numbers sent by Airmail may not exceed 2 lbs. or 30" combined length and girth.





BY...GENE PORTUESI

*"North, South, East and Westward -- Ho!"*

Cycle-camping...the key to adventures unlimited! Actually, the reasons for a person becoming a cycle-camper can't be numbered. However, to mention a few, we'll start by stating that the cycle-camper is an individual who need not be tied to a fixed schedule concerning his accommodations and menu. The non-camper generally has to make his accommodations and reservations in advance for a fixed period...and if a particular spot proves to be of exceeding interest, he is forced to continue on his way as others have reserved the accommodations for succeeding days. Another unpleasant item for the non-camper in connection with accommodations, is the fact that they are usually found in congested areas of traffic and habitation. Through this, the real pleasure of the trip...camping in the solitude of a great forest, or on a breath-taking mountain look-out, or by a wilderness stream...is missed!

And remember!...the cycle-camper isn't tied down to the limitations of time or rules. Should he cycle by a spot which is favorable for camping and a bit of night fishing...that's where his stake is planted! Food?...A cycle-camper's menu may be as varied as his imagination...and the wonders that can be accomplished over hot coals with aluminum foil cannot be discovered in just a two week trip!!

With modern equipment, the degree of comfort a cycle-camper can carry with him is unbelievable. However, don't make the mistake of trying to "substitute" with cheap or inferior equipment... as is so often the case of the inexperienced camper. When inferior equipment is utilized, the individual never achieves the pleasure, relaxation and adventurous results; rather, the trip becomes a series of troublesome accidents and disillusionment.

Special attention should be given to the selection of a tent and sleeping bag which are the main-stay of the cycle-camper. The tent should be of the sewn-in floor type (which eliminates a ground cloth) to give the maximum protection against weather, insects and anything else that might take a notion to visit you. It should have a "zip-up" mosquito netting in the doorway to allow for maximum air circulation on warm nights...while keeping out all bugs and insects. However, don't forget a door flap is necessary so that the tent can be buttoned up tightly in rainy or cold weather. The sleeping bag should be down filled and not waterproofed. The down bag is far superior to any other types...and a 4 lb. Duck-down bag in a good tent should keep you warm on those cold evenings in the North country...or on early spring and late fall cycling trips. Waterproofed bags will not "breathe" and the moisture from your body will condense and keep you damp and cold...mummy types are the worstest. An air mattress is worth the extra luggage if it insures you of a good night's rest. You might find this a useful item to inflate and float out to the fishing holes that can't be reached off shore!

Well then, just what's necessary to become a successful cycle-camper, and just how much equipment can a person carry with him without assuming the proportions of a pack mule? Here's the list of equipment which is basic for the cycle-tourist followed by the weight of the total sum, as well as an illustration on the succeeding page showing all mentioned equipment packed on the Mens Continental Cyclo-Tourist Machine.

**CAMPING EQUIPMENT** *Complete Equipment Weight - Only 35 lbs!*

- 1 Stove
- 1 Camper Knife-Spoon-Fork
- 1 Sheath Knife or Camp Axe (Small)
- 1 Mess Kit
- 1 Canteen
- 1 Battery Light
- 1 Waterproof Match Box
- 2 Brillo Pads
- 1 Dish Towel
- 50' Nylon Parachute Cord

Additional space can be items of clothing such in with the sleeping the crease on your



- 1 Sleeping Bag
- 1 Inner Sheet Sleeping Sack
- 1 Tent
- 1 First Aid Kit
- 1 Sewing Kit
- 1 Tube of Mosquito Repellent
- 1 Small D.O.T. Bomb
- 1 Box of Tissue
- 1 Candle or Wax cartridges for help in igniting damp wood.

made in the pannier bags by rolling some as slacks, socks and handkerchiefs, etc, bag. You'll find this method preserves slacks and other items of clothing.

*"North, South, East and Westward - Ho!" - cont'd*



TOOLS AND CYCLE EQUIPMENT

- |  |                            |
|--|----------------------------|
| 1 Tire Patch Kit                         | 6 Spokes                   |
| 2 Tire Irons                             | 2 Brake Blocks             |
| 1 6" Crescent Wrench                     | 1 Gear Cable               |
| 1 Pr. Small Offset Pliers                | 1 Rear Brake Cable         |
| 1 Brass Screw-driver with assorted heads | 1 Plastic Bike Protector   |
| 1 Spare Tube                             | 2 40" Webbed Straps        |
| 1 Spare Tire                             | 1 Map Measurer and Compass |
| 1 Tube Bicycle Grease                    | 1 Bicycle Cable Lock       |
|  | Maps                       |

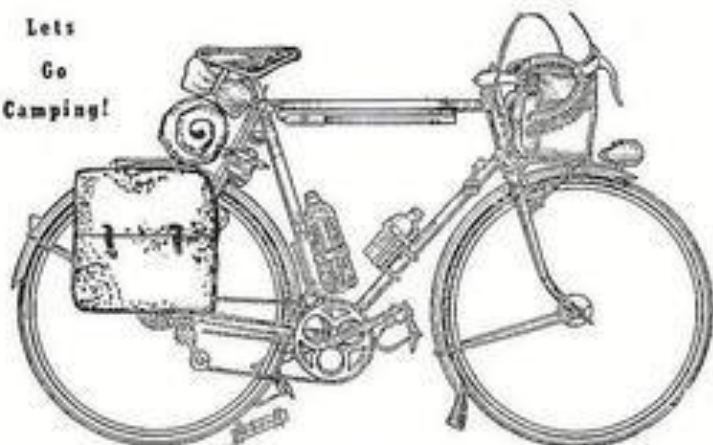
All tools should be rolled in a cloth which will double as a polishing rag for your bicycle. Tools should be stored in an easily accessible spot.

PERSONAL

- |  |  |  |
|--|--|--|
| 1 Tooth Brush                                    |  | 2 Pr. Socks                              |
| 1 Tube Tooth Paste                               |  | 2 Pr. Underwear                          |
| 1 Bar Soap                                       |  | 1 Pr. Dress Loafers                      |
| 1 Soap Container                                 |  | 1 Pr. Dress Slacks                       |
| 1 Wash Cloth                                     |  | 2 Nylon Sport Shirts - Long Sleeves      |
| 1 Hand Towel                                     |  | 1 Light Wool Shirt or Loose Knit Sweater |
| 1 Razor  |  | 1 Pr. Sun Glasses                        |
| 1 Pack of Razor Blades                           |  | 1 Cap with Visor                         |
| 1 Comb   |  | 1 Pr. Woolen Mitts                       |
| 1 Polished Stainless Steel Mirror                |  | 1 3/4 Waterproof Windbreaker with Hood   |
| 1 Camera and Films (35 m.m. preferred)           |  |  |
| 1 Pr. Cycling Shorts (will double for swim suit) |  |  |

Spare shoes can be fitted into the sleeping bag sack. This allows more than enough room in pannier bags for groceries. A webbed onion bag is an excellent "clothes drier" for the busy cyclist. The clothes may be placed in the bag after they are washed and wrung deep and then placed on the back of the cycle for nature to finish the job.

Let's  
Go  
Camping!



...TOTAL WEIGHT OF COMPLETE CAMPING SET IS ONLY 35 POUNDS FOR THE LONE CYCLIST. FOR CYCLISTS TRAVELLING IN PAIRS, THE WEIGHT WOULD BE APPROXIMATELY 25 POUNDS, as the tent, stove, camp axe, compass, first aid kit, repair tools, spare tire and tube, etc., would not have to be duplicated. This still leaves plenty of "carrying facilities" for the individual who might like to take his fishing rod with him to try out some of the beautiful lakes and streams with which America and Canada abound!

# Dunell

## SPORTS

### TOURIST MODEL



#CM-26

RIDE AWHEEL ON SHEFFIELD STEEL

PRICE \$ 47.50

A FINE QUALITY BICYCLE AT A LOW COST. IDEAL FOR PLEASURE AND LEISURE RIDING.

21" and 23" frame sizes, entirely brazed up. Tapered and round seat and chain stays. Quick release ends. Cut-away lugs.

Three piece chainwheel and cranks, chromium plated, 46 teeth.

Steel ribbed pattern chromed mudguards.

26 x 1-3/8" Chrome plated "Endrick" rims with Dunlop 26 x 1 3/8 Black-wall tires and tubes.

"Sturmev-Archer" three speed hub-gear with handlebar control.

Phillips caliper side pull brakes, chromium plated.

Light tourist chrome plated handlebar with adjustable stem and rubber grips.

4" Rubber Pedals, Touring Spring Mattress Saddle and Tourist Bag.

Kickstand

COLOR FINISH: Enamelled Black  
Rustproofed by "Bonderizing"

Weight, Approximately 36 lbs.

*Importer To  
You!*



#CL-26

PRICE \$ 47.50

*World Renowned*

Available in 19" Frame.

● *Ideal for Pleasure and Leisure Riding* ●



# Adult Tricycle

FOR HEALTH & PLEASURE -

The lure of the three-wheeler is something quite inexplicable. We think the charm lies in the fact that it is different and adds a new slant to a familiar pastime. Apart from this, the unit serves many essential needs. Its great stability has proven itself when used by delivery and messenger personnel on wintry roads, and in its invaluable contribution of health and stimulating exercise for the elderly and partially handicapped who feel the need for that EXTRA SECURITY

of a third wheel while enjoying the full pleasure of cycling.

Maximum

Stability!



Available in Gents or Ladies models. Frame is of the lugged and brazed construction (NOT WELDED). Bottom bracket assembly is the English three piece crank with precision ground hanger axle and cups. 48 teeth chainwheel. Endrick tubular steel rims using 26 x 1 3/8 e.a. 3 English tires. Width between rear wheels is 27 inches from hub to hub. Caliper front cable operated brake. Brazed on pump pegs with chromed plated hand pump. Spring mattress saddle with saddle bag and tools. Stem and handlebars as well as height of saddle are adjustable.

**FIXED GEAR TRICYCLE:** This is a fixed system in where the cranks rotate constantly while trike is in motion. Ideal for developing weak legs as the forward motion of the trike will bring the pedals around from dead center. Also, the fixed gear can be used to back away from tight corners, or to slow the trike down.

PRICE \$ 120.00

**FREEWHEEL TRICYCLE:** Freewheel allows the tricycle to coast.

PRICE \$ 120.00

**3 SPEED TRICYCLE:** This tricycle has a Huret "Allvit" shifter and a Cyclo 3 speed freewheel. This unit is special built for those who need low gear ratios to negotiate steep driveways or slight inclines.

PRICE \$ 130.00

ALL TRICYCLES SHIPPED ENTIRELY ASSEMBLED - IMMEDIATE DELIVERY

If you already have a bicycle, you can convert it into a three wheeler by installing the special axle only. It is advisable that your bicycle be equipped with a front hand brake.

### HIGGINS PRECISION AXLE:

Specifications: Reynolds tubing, 36 hole detachable and interchangeable light steel hubs. Fitted by precision tapered hexagon heat treated alloy steel axles. Single wheel drive to left side. Adjustable cup and cone bearings. 27 x 1/2" width. Teca-limit lubrication to all bearings. Stainless steel adjustable seat stays. Sprocket Boss for single speed 1 1/2" chainline. Screwed for cog and lock ring (for fixed or single freewheel).

PRICE \$ 55.00

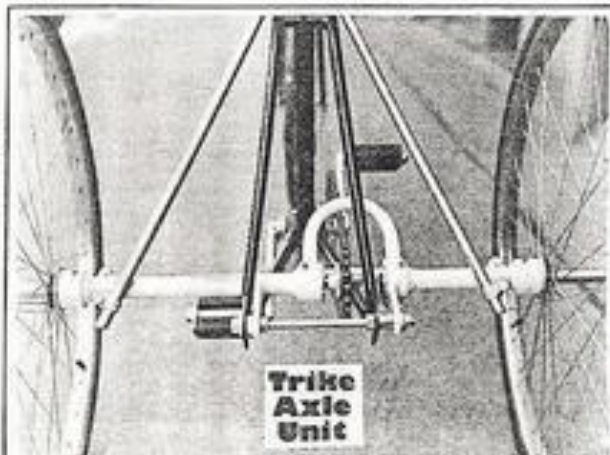
Higgins axle for triple freewheel -

PRICE \$ 55.00

Axle built up with 26 x 1 3/8" rims and tires and tubes.

PRICE \$ 72.50

A COMPLETE LINE OF REPLACEMENT PARTS IN STOCK.



Trike Axle Unit

# The Bicycle For You!

Track Racing...

Road Racing...

Sports Touring...

Camping....



BY...GENE PORTUESI

Bicycles, domestic and imported, come in so many models and designs with such multifarious equipment that the selection of the proper machine to fit your cycling requirements can become very confusing. As often happens, the prospective cyclist will purchase what is considered a "good buy" only to find after a few hundred miles of cycling with an experienced group that the cycle does not give the performance desired. Our 34 years of cycling experience has enabled us to select for this catalogue, the world's finest products in their respective price class, with special consideration given to the availability of parts and maximum quality at the lowest price. In order to help you select the bicycle for your cycling needs, we have outlined broadly in the succeeding paragraphs the variation of frame design and some of the equipment of the Track, Road Racing, Sports, Cyclo-camping and Touring cycles.



**TRACK RACING CYCLE** The primary requirement for this type of machine is maximum acceleration and control under near constant conditions: That is, level terrain, smooth pavements, banked board, cement or asphalt tracks. A single fixed gear is used which is predetermined by the competitor. The weight of the machine is approximately 18 to 20 pounds. Frame angles vary from approximately 75° head and 73° post with a slight rake in the fork. Frames of the professional class machines are constructed from the finest grade seamless steel, double butted tubing and are low temperature brazed. Wheel base is approximately 39 to 40 inches. Wheels are tightly spoked with the finest grade high tensile spokes, and occasionally tied and soldered for additional rigidity. Tubular tires of 4 to 8 ounces carrying air pressures of approximately 125 pounds per square inch are utilized. These tires are constructed from either very high grade cotton or natural silk. No brakes are utilized, the cycle being stopped by counter pedalling and the use of the gloved hand on the front tire. Road clearance of the bottom bracket is approximately 10 1/2 inches or fractionally more with cranks of 6 1/2 inches commonly used. (High hanger clearance is necessary so the pedals will not hit the track banking). When comparing these specifications with other models, you will note the rigidity of frame design which has the primary purpose of getting the most efficient forward motion from each thrust of the pedals.



**ROAD RACING CYCLE** Frame angles of this cycle are somewhat less acute than those of the Track model varying from approximately 73° head and 71° post. The professional models are built from seamless steel, doubled butted tubing and are low temperature brazed. The bottom bracket is fractionally lower than the Track model. Cranks of 6 3/4 inches are commonly used. The wheel base varies from approximately 40 to 42 inches. Tubular tires of 8 to 12 ounces are used in competition. The cyclist can obtain them as heavy as 16 ounces for training or touring purposes. Road racing tire pressures are somewhat less than used on track, depending on road conditions. Although the clearance of the bottom bracket of the road bike is less than the track machine. Sharp corners are negotiated by holding the cranks horizontal. Front and rear cable rim brakes and derailleur gears of 5, 10, or 15 speeds are utilized, the number of ratios depending upon the variation of terrain. (See Article-Derailleur Gears). The weight of the cycle completely equipped varies from 22 to 24 pounds. This design is considerably more shock absorbing than the Track model due to the fact that the racing course of road competition varies from smooth pavement to gravel and cobblestone, and excessive road shock can be just as fatiguing as energy expended.





**SPORT OR CLUB CYCLE** This type of cycle, as available in the medium price field, incorporates many of the features of the true racing cycle while using the higher grade of standard parts which are manufactured in large volume. Frame angles are approximately the same as a road racing cycle. The frame is lugged and brazed with either a good grade of seamed or seamless straight gauge tubing used in the construction. (A person desiring a superior quality sports machine simply modifies a competition grade road racing cycle). The lug work is of a more standard pattern rather than the fine detailed design found on more expensive models. Although not custom built in the strict sense of the word, the Sports or Club machines are available in 4 or 5 adult sizes. Our popular Sports machines are stocked in six frame sizes, 52, 55, 58, 61, 63 & 65 in., ranging from 20 1/2 to 25 1/2 inch frame sizes. This enables the adult from 5 feet to 6 feet 6 inches to have a proportionally built cycle. Rims most commonly used are of the special lightweight steel, utilizing a tire size of approximately 27 x 1 1/4 inches capable of holding up to 100 pounds of pressure. (Tires and tubes are of the clincher variety where the tire and tube are separate, and not the tubular type in which the tube is sewn into the casing). Quick release hubs are also available on machines of this type as standard equipment. The most popular gears are of the 10 and 15 speed derailleurs. Handlebar and saddle are of the same design generally used on the competition machines. Pedals are of the steel rat trap with toe clips and straps, a must for good cycling. Bar, hubs, stem, brakes and levers, and mudguards are generally constructed from dural for lightness. Weight of fully equipped cycle varies from 27 to 29 pounds.



**CYCLO-TOURIST OR CAMPING CYCLE** This machine is specially designed for the cyclist who wishes to carry along on his extended trips all the necessary paraphernalia so that he is self sufficient. That is, tent, sleeping bag, change of clothing, camp stove, etc. The basic construction and equipment is similar to the Sports model as previously described except for the following modifications. Tires and rims are semi-balloon type tire, 650 B. This is so lower pressures, approximately 50 pounds, can support the heavier load and absorb shock from the dead weight of a loaded machine. A 150 pound rider with a 50 pound load is a more damaging weight to the wheels than a 200 pound rider going over bumps and chuck holes. The 15 speed gears are of extreme wide ratios with emphasis on very low gears so that a rider can negotiate a steep incline or pull through a loose sandy road. The full rounded mudguards give excellent protection in rainy weather. The carriers, front and rear, are of the very rigid compact brazed on type. This is to get rid of excessive swaying of the load and eliminates the nuisance of carriers forever sliding down the seat stays and riding on the rear brake. This is a common fault of most all clamp on carriers. A lightweight generator with head and taillight weighing less than the common two cell battery light is generally utilized. Toe clips and straps, pump, water bottle and holder on the bar or down tube make up the completely equipped machine. For a good and enjoyable tour, the machine should fit the cyclist, and as in the case of the Sports machine, it is available in 6 adult frame sizes.



**MIXTE FRAMES** This unique design in what is basically a ladies frame is for greater rigidity and strength. (See Aladdin's Lamp). If there are valid reasons for the female cyclists having to purchase a bicycle that will allow the use of a skirt, the mixte frame is the answer. This type of design will allow for the former and still give the rigidity and strength required for good sport and cycle camping.



## "Louison Bobet" — Sports 15 SPEEDS - MENS

We are direct importers of the "Louison Bobet" cycles. Imported exclusively for our Cyclo-Pedia customers. We do not have dealer discounts. For this reason, we can offer our clients a quality bicycle at remarkable savings. Check the specifications of our "Sports" machine. Quality features such as....quick release, high flange alloy hubs....center pull alloy brakes ....3 piece cranks with machined cups and hanger axle....lugged and brazed frames....available in 5 frame sizes, and 15 speed derailleurs are found only in part on cycles selling for much higher prices.



*Importer  
To  
You!*

Weight completely equipped; 29 pounds.

Price \$ 85.00

**FRAME** - Built from special high tensile steel bicycle tubing, lugged and brazed. Seat and chain stays 1/2 chromed. Brazed on pump pegs, brake and derailleur cable guides. Fork tubular with brazed in fork ends 1/2 chromed. Finish bonderized with translucent colors.

**WHEELS** - 27 x 1 1/4" (English size) light-weight steel rims. Tires - High Pressure Hutchinson Gumwall with black road tread. Tubes with Schraeder valves. Special light-weight stainless steel spokes. Hubs - dural, high flange, quick release, spoked 36 x 36 holes. Freewheel - Cyclo (French), 5 speed.

**DERAILLEUR** - Huret "Allvit" front and rear shifters, 15 speeds.

**BRAKES** - C.L.B. "RACER", dural center pull, with dural levers, tension adjusting screw and rubber hoods.

**BARS** - Special dural Sport drop bar and dural stem.

**CRANKS** - 3 Pin chrome steel sports with removable triple chrome steel chainwheels.

**PEDALS** - Steel chromed rattrap Tourist with toe clips and straps.

**MUDGUARDS** - Aluminum with adjustable braces.

**PUMP** - Aluminum with Schraeder pump connection.

**SADDLE** - Special butt leather, road racing type.

**TOOL BAG** - With tire irons.

**FRAME SIZE** - 52, 55, 58, 61, 63 & 65 cm. Corresponding sizes, 20 1/2, 21 5/8, 22 7/8, 24, 24 3/4 and 25 1/2 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock.

We try to stock bicycles in the following colors; blue, burgundy, cognac, green and red.

## "Louison Bobet" — Sports 15 SPEEDS - LADIES MIXTE

The companion model of the "Mens Sports" bicycle. The unique design of the "Mixte" frame allows for the use of a skirt while still maintaining the rigidity and responsiveness of the diamond frame (Mens model).



*Importer  
To  
You!*

Weight completely equipped; 29 pounds.

Price \$ 85.00

**FRAME** - Built from special high tensile steel bicycle tubing, lugged and brazed. Seat and chain stays 1/2 chromed. Brazed on pump pegs, brake and derailleur cable guides. Fork tubular with brazed in fork ends 1/2 chromed. Finish bonderized with translucent colors.

**WHEELS** - 27 x 1 1/4" (English size) lightweight steel rims. Tires - High Pressure Hutchinson Gumwall with black road tread. Tubes with Schraeder valves. Special lightweight stainless steel spokes. Hubs - dural, high flange, quick release, spoked 36 x 36 holes. Freewheel - Cyclo (French), 5 speed.

**DERAILLEUR** - Huret "Allvit" front and rear shifters, 15 speeds.

**BRAKES** - C.L.B. "RACER", dural center pull, with dural levers, tension adjusting screw and rubber hoods.

**BARS** - Special dural Sport drop bar and dural stem.

**CRANKS** - Stronglight 3 Pin chromed with removable triple chromed steel chainwheels.

**PEDALS** - Steel chromed rattrap Tourist with toe clips and straps.

**MIDGUARDS** - Aluminum with adjustable braces.

**PUMP** - Aluminum with Schraeder pump connection.

**SADDLE** - Special butt leather, road racing type.

**TOOL BAG** - With tire irons.

**FRAME SIZE** - 52 and 55 cm. Corresponding sizes, 20 1/2 and 21 5/8 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock.

We try to stock bicycles in the following colors; blue, burgundy, cognac, green and red.

## "Louison Bobet"—Cyclo-Tourist 15 SPEEDS - MENS

This machine was designed for the cyclist who wishes to travel the back roads completely self sufficient. Carriers are fastened to the frame with brazed on clips. Powerful 6 volt generator set for emergency night riding, full mudguards, 15 speed extra low ratios, and 1/2 balloon tires for the loose sand roads.



*Importer  
To  
You!*

Weight completely equipped: 32 pounds

Price \$ 95.00

**FRAME** - Built from special high tensile steel bicycle tubing, lugged and brazed. Brazed on pump pegs, gear and brake cable guides. Fork tubular with chromed plated crown. Finish bonderized with translucent colors.

**WHEELS** - 650 1/2 Balloon (French size 26 x 1 1/2 x 1 3/8) tubular lightweight steel rims. Tires - Hutchinson white walls with black road strip. Tubes with Schraeder valves. Special lightweight stainless steel spokes. Hubs - dural high flange quick release, drilled 36 x 36 holes. Freewheel - Cyclo (French), 5 speed.

**DERAILLEURS** - Huret "Allvit" front and rear shifters, 15 speeds.

**BRAKES** - C.L.B. "Tourist" dural center pull with dural levers contoured to form of Cycle Tourist bar (Can be applied from the upright riding position).

**BAR & STEM** - Special Cyclo - Tourist chromed steel bar and dural stem.

**CRANKS** - Chromed steel 5 pin, with removable triple chromed steel chainwheels.

**PEDALS** - Steel chromed rattrap Tourist with toe clips and straps.

**MUDGUARDS** - Aluminum with adjustable braces.

**CARRIERS** - Front and rear. Rear mounted to frame with brazed on clips, attached to rear fork ends. Front mounted to mudguard and fork end (not to wheel axles).

**PUMP** - Aluminum with Schraeder connection.

**SADDLE** - Special butt leather, two wire frame.

**TOOL BAG** - Equipped with Metric tools.

**GENERATOR** - Six volt generator fastened with brazed on frame clip. Front head light and mudguard mounted reflector and taillight.

**FRAME SIZES** - 52, 55, 58, 61, 63 & 65 cm. Corresponding sizes, 20 1/2, 21 5/8, 22 7/8, 24, 24 3/4 and 25 1/2 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock.

We try to stock bicycles in the following colors: blue, burgundy, cognac, green and red.



## "Louison Bobet" — *Cyclo-Tourist* 15 SPEEDS - MIXTE

The companion model of the Mens "Cyclo - Tourist". Here again the "Mixte" frame proves its superiority over the conventional ladies frame. While still allowing for the use of a ladies skirt, the "Mixte frame" insures maximum strength and stability.



*Importer  
To  
You!*

Weight completely equipped; 32 pounds.

Price \$ 95.00

**FRAME** - Built from special high tensile steel bicycle tubing, lugged and brazed. Brazed on pump pegs, gear and brake cable guides. Fork tubular with chromed plated crown. Finish bonderized with translucent colors.

**WHEELS** - 650 1/2 Balloon (French size 26 x 1 1/2 x 1 3/8) tubular lightweight steel rims. Tires - Hutchinson white walls with black road strip. Tubes with Schraeder valves. Special lightweight stainless steel spokes. Hubs - dural high flange quick release, drilled 36 x 36 holes. Freewheel - Cyclo (French), 5 speed.

**DERAILLEURS** - Muret "Allvit" front and rear shifters, 15 speeds.

**BRAKES** - C.L.B. "Tourist" dural center pull with dural levers contoured to form of Cyclo Tourist bar (can be applied from the upright riding position).

**BAR & STEM** - Special Cyclo - Tourist chromed steel bar and dural stem.

**CRANKS** - Chromed steel 5 pin, with removable triple chromed steel chainwheels.

**PEDALS** - Steel chromed rattrap Tourist with toe clips and straps.

**MUDGUARDS** - Aluminum with adjustable braces.

**CARRIERS** - Front and rear. Rear mounted to frame with brazed on clips, attached to rear fork ends. Front mounted to mudguard and fork end (not to wheel axles).

**PUMP** - Aluminum with Schraeder connection.

**SADDLE** - Special butt leather, two wire frame.

**TOOL BAG** - Equipped with Metric tools.

**GENERATOR** - Six volt generator fastened with brazed on frame clip. Front head light and mudguard mounted reflector and taillight.

**FRAME SIZES** - 52 and 55 cm. Corresponding sizes, 20 1/2 and 22 7/8 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock.

We try to stock bicycles in the following colors; blue, burgundy, cognac, green and red.

## "Louison Bobet" — Amateur C-34 10 SPEEDS

"Louison Bobet" Amateur C-34 Model: This machine is designed and built to our specifications to what we consider the necessary standards for Amateur Competition. Frame built from seamless steel Reynolds tubing; competition grade cranks, hubs, rims and brakes; and Campagnolo derailleur system. A fine machine for the Amateur who has to operate on a limited budget. Check the specifications and compare with machines selling at much higher prices.

AMATEUR  
ROAD  
RACER



*Importer  
To  
You!*

Weight; 24 lbs.

Price - Huret "Ally's" front & rear derailleurs..... \$ 107.00

Price - Campagnolo "Gran Sport" front & rear derailleurs. 115.00

Price - Campagnolo "Record" front & rear derailleurs..... 120.00

**FRAME** - Reynolds straight gauge seamless steel tubing, Nervex detailed lugs, low temperature brazed. Seat and chain stays 1/2 chromed. Fork tubular with brazed on fork ends, 1/2 chromed. Brake cable guides and pump pegs, clip on. Finish bonderized with translucent colors.

**WHEELS** - Hubs - Normandy alloy quick release high flange drilled 36 x 36 holes. Rims - Mavic dural tubular "Sport". Spokes - Robergel stainless steel. Tubulars - Italian road racing. Freewheel - Cyclo (French) Competition grade.

**DERAILLEURS** - 10 Speeds, Campagnolo "Gran Sport" front and rear shifters.

**BRAKES** - Mafac "Racer" forged dural, center pull.

**CRANKS** - Stronglight #55, 3 Pin Competition grade chromed steel cranks, and chromed steel removable double chainwheel.

**PEDALS** - Lyotard "Raymond Berthet". Christophe toe clips and Lapize straps.

**SADDLE** - Ideale #41 Road Racing Model, two wire frame, special butt leather.

**BAR & STEM** - Dural Road Racing bar, and Pivo dural stem.

**PUMP** - Road Racing, alloy.

**FRAME SIZES** - 52, 55, 58, 61, 63 & 65 cm. Corresponding sizes, 20 1/2, 21 5/8, 22 7/8, 24, 24 3/4 and 25 1/2 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock. We try to stock bicycles in the following colors; blue, burgundy, cognac, green and red.

## "Louison Bobet" — Pro C-35 10 SPEEDS

"Louison Bobet" Professional C-35 Model: The cyclist has only to acquaint himself with the specifications of this machine to determine its remarkable value made possible by our direct importation. Constructed from Reynolds 531 double butted seamless steel tubing, Nervex lugs, and Campagnolo fork ends, built to the exacting standards of "Louison Bobet" (three time winner of the "Tour de France" and World Road Champion), combined with the use of the World's finest components; Campagnolo, Stronglight, Mafac, Mavic, Unica or Brooks, Robergel and Cyclo makes for a Professional Road Racing machine without peer.

**PROFESSIONAL  
ROAD  
RACER**



*Importer  
To  
You!*

Weight: 22½ pounds.

Price \$ 190.00

**FRAME** - Reynolds 531 double butted seamless steel tubing, Nervex fine detailed lugs, Campagnolo precision fork ends, seat and chain stays built from Reynolds 531 reinforced tubing, 1/2 chromed.

**FORK** - Reynolds 531 butted and tapered tubing, Campagnolo precision fork ends, 1/2 chromed.

**WHEELS** - Hubs - Campagnolo alloy quick release high flange "Record" 36 x 36 holes. Rims - Mavic "Professional Route". Spokes - "Robergel" high tensile. Tubulars - Italian road racing. Freewheel - Cyclo (French) competition grade.

**DERAILLEURS** - 10 Speeds, Campagnolo "Record" front and rear shifters.

**BRAKES** - Mafac TOP 63 forged dural, center pull.

**CRANKS** - Stronglight Competition "Super 63" cotterless dural, chainwheels 1/2 x 3/32". Precision ball bearing cups.

**PEDALS** - Campagnolo #1037 Road Racing dural. Christophe toe clips, and Lapize straps.

**SADDLE** - Unica plastic "Model 63" with dural Micro-adjusting post (or Brooks B-17 with Unica post).

**BAR & STEM** - Dural road racing bar, and Pivo dural stem.

**PUMP** - Zefal dural 19" racing pump.

**FRAME SIZES** - 52, 55, 58, 61, 63 & 65 cm. Corresponding sizes, 20 1/2, 21 5/8, 22 7/8, 24, 24 3/4 and 25 inches.

-----NOTE----- Mention frame size desired and write for color selection in stock. We try to stock bicycles in the following colors; blue, burgundy, cognac, green and red.



YOUR BICYCLE....ITS TUBING

One of the meanings of the word butt -- and there are four in the dictionary -- is the "thicker end of tool or weapon."

A cycle tube is hollow, so that if the end is butted, it means that the gauge of the metal for the last few inches is thickened. If the tube is thickened at both ends, it is said to be double-butted.

Now there are many reasons for butting a cycle tube. Take as an example the cantilever effect of the front fork. The blades are anchored at the crown and free to vibrate at the slot ends where the wheel spindle goes. Supposing the forks were the same gauge throughout and made heavier and stiffer to withstand the ever-jolting load. The metal would fatigue sooner or later and fracture would occur at the held end, near the crown.

RIGIDITY AND RESILIENCE

So a pair of fork blades not only taper on their outside contours but at the most vulnerable point, the area where they are gripped in the frame at the crown, the metal is butted to a thicker gauge, and this butting tapers to the offset where the most flexibility is to be desired.

To a lesser degree, but still concerned with rigidity on the one hand and resilience on the other, the actual frame members are firmly held by the lugs at their ends and are more freely resilient at the middle sections. Another reason for the butt is that in brazing the tube to the lug, the heat applied can be excessive and damaging to the metal, which bears this heat fatigue better if it is thicker than would be the case with plain non-butted tubing.

Thus far, we have been suggesting that the butts are a strengthening device and, of course, it should be noted that they also add weight.

But let us look at the problem the other way round. A special alloy tube is devised; 531 tubing. This is a stronger steel and will meet the tensions and compressions to which a bicycle is subjected in a much higher form than with ordinary A-quality steel. Hence in this case, the tube gauge required for cycle construction is calculated for the joints where the greatest strength is required. Between the lugs the tube can be narrowed in its gauge (not its overall diameter) and thus achieve lightness in the bicycle as a whole.

**BUTTED TUBING****IN A BICYCLE**

Both rigidity and resilience have been combined in this reference to butted tubes as though they were synonymous terms in some way instead of being contradictory. But the words are "compatible". They do co-exist in a bicycle and can both be true at the same time!

Resilience, itself, implies the power of resuming original form after compression. The speed with which this is done determines the "life" in a bicycle. Aluminum is very slow in recovering its original form after "whipping" and this sluggishness destroys its life as a material for bicycle construction. An all-aluminum bicycle, as we know the metal today, could never be lively in its reactions to pedalling.

LIVELINESS

On the other hand take a tuning fork which vibrates so fast on being struck that its oscillations are virtually invisible to the eye. It recovers its form rapidly. It is lively to the point of issuing a note.

The relationship between the stiffness (rigidity) of the rear triangle of a bicycle in withstanding the transmission drive, and the resilience of the main diamond to give and recover rapidly, decides how lively shall be any particular bicycle. And, be it noted that even similar models vary in this subtle respect.

(Article credit given to H.S.E. and CYCLING MAGAZINE, London, England).....e/p

BY...GENE PORTUESI

## USE OF DERAILLEUR GEARS

A common question from the novice cyclist is "How many gears do I need?" The answer to this lies in how much, where, and how you are going to cycle. You do not need a 88 keyboard piano to play "Chop-sticks" with one finger. Learning the proper use of a 5, 10, and 15 speed derailleur gears has the same parallel.

The first step in getting the most out of derailleur gears is to develop a smooth, fast, and rhythmic cadence. This is accomplished by riding lower ratios than normal gears when on a conditioning ride. When your pedal action is so slow that you are literally "pile-driving" at each stroke - as for example going up steep grades, or when your feet are going around so fast that you no longer can feel any resistance - you are no longer cycling with efficiency.

One of the many advantages that the derailleur gears have over other types of gears is their extreme flexibility in obtaining desired gear ratios. These can be selected to suit the cyclist's physical capabilities for most any type of terrain. To better clarify and illustrate the proper use of a derailleur type gear, we will use the following hypothetical case:



The cyclist mounts his new sports or racing cycle which has a 10 speed derailleur with a double chainwheel of 47 and 50 teeth. Wheel diameter of bicycle is 27 inches. The number of teeth of the sprockets of the rear five speed freewheel are 13 x 15 x 17 x 19 x 22 giving the cyclist the following ratios, 104, 97.6, 90, 84.6, 79.4, 74.6, 71, 66.8, and 57.7.

We will assume that the cyclist's most comfortable cadence under normal conditions is approximately 75 revolutions per minute of the crank arm with a 74.6 gear ratio. In the course of his ride, the terrain changes from level to a gradual incline. It now becomes impossible to maintain the 75 RPM cadence, and as the incline gets steeper, the pedal action decreases from 75 to 70, 65, etc.

The proper action now is to shift to progressively lower ratios until the cadence is back to approximately 75 RPMs. Upon reaching the crest of the hill, he encounters a short level stretch and as the cadence increases in tempo, he shifts to progressively higher ratios. The purpose is to try and maintain a comfortable cadence regardless of the forward speed of the cycle.

The cyclists should concentrate on getting ratios in the middle and low ranges that are as near correct as possible to their skill and physical condition. It is in the low and middle range gears in which 95% of the cycling should be done. Leave the big gears to the well conditioned athletes.

The greater the variation of the terrain, the wider the variation in the gear ratios. In perfectly level country, a 5 speed gear is generally adequate. However, if you were to cycle from coast to coast, you would encounter such extreme variations of terrain making even the use of a 15 speed derailleur system practical. (See Cadence Chart).

FRENCH

# Cyclo

'Competition Grade' - 8.5.A. Thread



**FRENCH CYCLO FREEWHEEL  
REMOVER -**

Wt. 2 oz.  
\$ 1.00 Ea.



**SIX SPEED FREEWHEEL**  
1/2" x 3/32"

Wt. Approx. 13 oz.... \$ 5.50

REMOVABLE LOW Sprockets up to 30 Teeth

HIGH GEAR Sprocket 13 or 14 Teeth



FIXED Sprocket 14 or 15 Teeth



**FIVE SPEED FREEWHEEL**  
1/2" x 3/32"

Wt. Approx. 11 1/2 oz.... \$ 4.75

REMOVABLE LOW Sprockets up to 30 Teeth

HIGH GEAR Sprocket 13 or 14 Teeth



FIXED Sprocket 14, 15 or 16 Teeth



FIXED 1st HIGH GEAR Sprocket 14 or 15 Teeth

**FOUR SPEED FREEWHEEL**  
1/2" x 3/32"

Wt. Approx. 9 oz.... \$ 4.10

REMOVABLE LOW Sprockets up to 30 Teeth



**TRIPLE FREEWHEEL**

1/2" x 1/8" - First Sprocket 1s 16 Teeth, Fixed. Low Gear Sprockets - 17 to 24 Teeth. Wt. Approx. 10 oz..... \$ 3.75

**SINGLE FREEWHEEL**  
1/2" x 1/8" - 16 to 18  
or 20 Teeth.

Wt. Approx. 7 oz... \$ 1.98



**FIXED SPROCKETS**  
1/2" x 1/8" Forged  
Steel. 14 to 20 Teeth  
Wt. 2 oz..... \$ .75  
**INCH PITCH**  
7 to 10 Teeth.. \$1.00



# SIMPLEX DERAILLEUR



## SIMPLEX PRESTIGE DERAILLEUR

Two, Three, Four, Five & Six Speeds.

The all new extra lightweight plastic gear shifter. Gear Range - 32 Teeth Front and Rear sprockets combined. Operates on 1/2 x 1/8" and 1/2 x 3/32" chains.

Model 532 N. Complete with right hand lever, cable and housing.  
Wt. 12 oz. .... \$ 5.95



## SIMPLEX PRESTIGE PLASTIC CHAINWHEEL DERAILLEUR

Available for either double or triple chainwheels. Accurate, fast shifting, cable controlled. Rapid and easy adjustment of the chain-line can be made by the easily accessible adjusting screw. Wide Range.

Complete with Plastic Left Hand Lever #2335 and Cable.

PRESTIGE PLASTIC DOUBLE CHAINWHEEL SHIFTER #AV 223 ..... \$ 4.50

PRESTIGE PLASTIC TRIPLE CHAINWHEEL SHIFTER #AV 333 ..... 4.50



Ref 615

## SIMPLEX RAID EXPORT 32P DERAILLEUR GEAR

Adjusts to either two, three, four or five Speeds.

Wide Range. Exists in one model only and can be used for either 1/2 x 1/8" Chain or 1/2 x 3/32" Chain. Easy Mounting with exact and fast adjustments (without tools) by simply turning serrated nuts. Extremely silent running rollers. Wide Range - Capacity 32 Teeth, Rear Sprocket Range 17 Teeth, Chainwheel Range 15 Teeth.

Complete Gear - \$ 5.95  
Wt. 15 oz.

Furnished with right hand lever, cable and housing.



#220

## SIMPLEX RADDNEUR CHAINWHEEL SHIFTER

Operated by pressure on the actuating arm with cam action movement.

For double chainwheels only.

Wt. 6 1/2 oz... \$ 4.25

## SIMPLEX PLASTIC DOUBLE LEVER

Double lever less cable and housing.

For 1 1/8" tubing.

Wt. 2 oz. \$ 2.95



For single right and left hand levers, cables, cable housings & frame clips, see Huret.

## DERAILLEURS

# Huret

HURET "SVELTO" DERAILLEUR

A low cost parallelogram derailleur having the performance and versatility of higher priced shifters. With its great capacity to handle wide gear ratios, (32 teeth variation chainwheel and sprockets combined) makes this the ideal low priced derailleur for Sport, Touring, and hub gear conversions.

Adjustable tension...Adjustable traverse...Can be adjusted to a 2, 3, 4, or 5 speed for 1/8" or 3/32" chains. Pulley wheels are steel with ball bearings.

Complete with right hand lever, cable, and housing.  
(Wt. 14 oz)..... \$ 5.50

**SVELTO**HURET "ALLVIT" DERAILLEUR

A unique feature of this parallelogram principle is that the derailing cage rises or falls as it is traversed. The cage follows the contour of the freewheel block, rising to engage the smaller sprockets and falling as the larger cogs are selected. The design of this gear is such that even in high gear, the chain fully envelops the cog.

Adjustable tension...Adjustable traverse...Can be adjusted to a 2, 3, 4, or 5 speed, for 1/8" or 3/32" chain...Extra wide range - 15 teeth variation on freewheel (example 13 to 28 teeth), 13 teeth variation on double chainwheel.

Complete with Right hand Lever, Cable & Housing, Wt. 16 oz... \$ 6.50  
Derailleur only, less Lever, Cable & Housing..... 5.50

**ALLVIT**HURET PARALLELOGRAM "AVANT A CABLE" CHAINWHEEL SHIFTER

Cable operated parallelogram action front changer, suitable for 1/8" or 3/32" chains.

For Double or Triple chainwheels with large or small tooth variations. Designed to allow the fitting of a pump behind the seat tube.

Complete with Left hand Lever & Cable, Wt. 9 oz..... \$ 4.75  
Derailleur only, less Lever & Cable..... 3.75

NOTE: WHEN ORDERING BOTH FRONT AND REAR DERAILLEURS, SPECIFY IF THE DOUBLE LEVERS ARE DESIRED IN PLACE OF THE TWO SINGLE RIGHT AND LEFT HAND LEVERS.

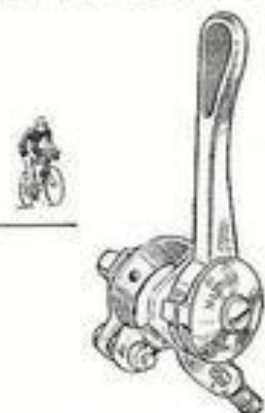




SPECIALITES = **Huret**



**DOUBLE LEVERS #1872**  
Right and left levers, deluxe finish with wing nuts & cables. No housing.  
(Wt. 4 1/2 oz)..... \$ 3.95 Ea.  
**DOUBLE LEVERS #1882**  
Right and left levers, standard finish. No wing nuts. With cables. No housing.  
(Wt. 4 3/4 oz)..... \$ 2.50 Ea.



**SINGLE LEFT LEVER #1852**  
Left hand lever, standard finish, with cable & clip for right hand Boss. No housing.  
(Wt. 3 oz).... \$ 1.50 Ea.



**SINGLE RIGHT LEVER #1884**  
Right hand lever, standard finish, with cable. No housing.  
(Wt. 2 3/4 oz). \$ 1.25 Ea.



**SPECIAL CLIP #1849**  
Left side to fasten on frame with brazed on right hand Boss.  
(Wt. 1/2 oz) \$ .30 Ea.



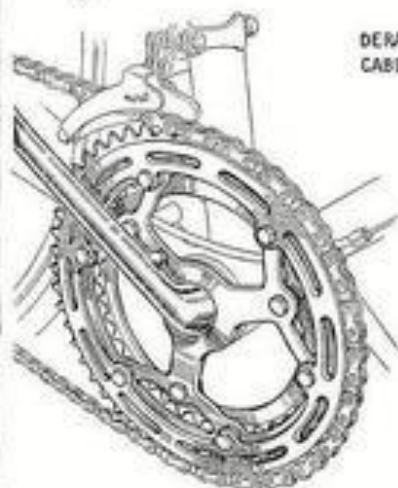
**CHAINSTAY #194** - For housing stop.  
(Wt. 1/2 oz) \$ .50 Ea.



**CABLE GUIDE #1846** - For front & rear derailleur.  
(Wt. 3/4 oz) \$ 1.50 Ea.



**BRAKE CABLE FRAME CLIPS #188** - Set of three.  
(Wt. 1/2 oz) \$ 1.00 Set



**DOUBLE CHAINWHEEL #36-A**  
To fit American one piece cranks 47 x 52 T, 1/2 x 3/32" Steel chrome.  
(Wt. 18 oz)..... \$ 5.50 Ea.



**DERAILLEUR CABLE** (Wt. 1/2 oz) \$ .40 Ea.  
**CABLE HOUSING** (Wt. 2 oz)..... .40 Ea.



**ALLEN KEY #652**  
Allen key 6 mm, & 3 socket wrenches 7, 8, & 9 mm. (Wt. 5 oz)..... \$ 1.95 Ea.



**TWO-WAY SPANNER #651**  
8 & 9 mm. (Wt. 5 oz) \$ 1.85 Ea.



**SETTING TOOL AND SPANNER #650**  
17 mm. (Wt. 7 oz) \$ 5.25 Ea.



The silent gear with the  
perfect change

# Campagnolo



#1012B

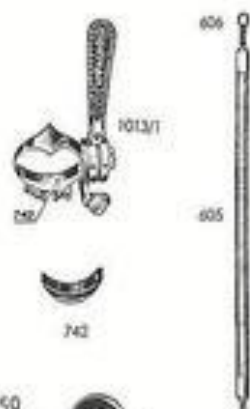
### CAMPAGNOLO "GRAN SPORT" DERAILLEUR

The patented action insures a rapid and positive change under any conditions. The cantilever arm movement machined from bronze obviates the use of a rigid arm which is always liable to accidental damage. The roller bearing cage is fully supported in all positions, being locked to the body instead of 'floating' on the end of a shaft.

For 3/32 chain. Range on rear freewheel, 14 to 26 teeth. Wt. 15 oz.

Complete with cable, housing & R.H. lever... \$ 12.50  
Derailleur Only, Less cable, housing & lever 10.45

#1013-1	Single Right Hand Lever - Wt. 1 1/2 oz.	1.95
#1015	Single Left Hand Lever - Wt. 1 1/2 oz.	1.95
#742	Lever clip wedges.....	.20
#605	Cable housing for "Gran Sport".....	.55
#606	Cable for "Gran Sport".....	.35
#625	Stainless steel housing, 29 1/2" long..	1.00
#169	Pulley wheel - Bearings & cones.....	1.10



### CAMPAGNOLO "SPORTSMAN" DERAILLEUR

The new sport derailleur by Campagnolo. Parallelogram system. Wide range. For 3/32 chain. Range on rear freewheel, 13 to 32 teeth. Wt. 14 oz.

Complete with cable, housing & R.H. lever..... \$ 7.50  
\*(Not sold separate).

For spare levers & cables, see "Gran Sport".

#1014	Campagnolo Double Lever, Wt. 2 1/2 oz.....	3.65
#1012-3	Campagnolo Handlebar Control Lever for operating rear derailleur or chain-wheel shifter. Wt. 2 1/2 oz.....	3.25
#145	Inner Cable - 77" Long for #1012-3 lever	.65
#146	Housing - 73" Long for #1012-3 lever...	1.00
#626	Double cable guide.....	.95
#627	Single-cable guide.....	.75
#628	Single housing stop for frame tubes....	.65
#629	Double housing stop for frame tubes....	.80
#636	Housing stop for chain stays.....	.45



#1005-A

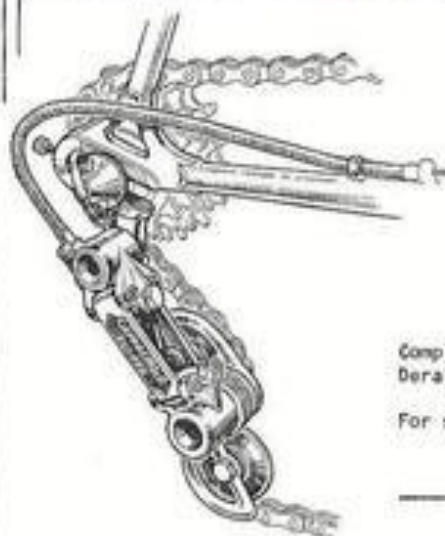
### "GRAN SPORT" FRONT DOUBLE CHAINWHEEL SHIFTER

This changer can be controlled by #1015, #1014 or #1012-3 levers. A front double chainwheel changer with very positive shifting and easily adjustable. Lateral movement of guide fork and thrust rod is easily adjusted by an accessible screw. (Wt. 7 oz)

Complete with cable, housing & L.H. lever. \$ 7.15  
Derailleur only, less cable, lever & etc. 5.10



# CAMPAGNOLO



## CAMPAGNOLO "RECORD" DERAILLEUR



Five & Six Speed Derailleur.

The new "Record" Derailleur is designed with a longer basculating arm to accommodate a wider range and the new six speed freewheel blocks.

For 3/32 Chain. Range on rear Freewheel - 13 to 36 Teeth. Wt. 15 oz.

Complete with cable, housing & R.H. lever..... \$ 13.95  
Derailleur Only, Less cable, housing & lever..... 11.90

For spare levers & cables, see "Gran Sport".

## CAMPAGNOLO "RECORD" FRONT DOUBLE CHAINWHEEL SHIFTER

#1052-A - The very latest in the Campagnolo line. A superbly designed parallelogram chainwheel shifter, easily adjustable, rugged and with a very smooth shifting action.  
Wt. 7 oz.

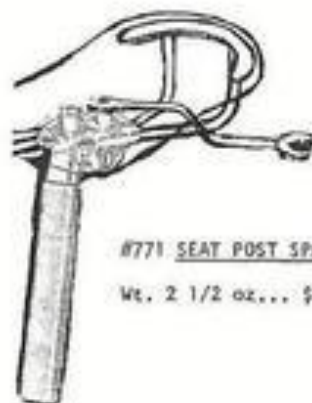
Complete with cable, housing & L.H. lever..... \$ 9.50  
Derailleur Only, Less cable, housing & lever..... 7.45



#143-2 ALLEN KEY & SOC-  
KET - For Campagnolo derailleurs.  
Wt. 2 oz..... \$ 1.25



#767 ALLEN WRENCH  
Will fit chainwheel  
bushed nuts & screws.  
Wt. 1 oz..... \$ .50



#771 SEAT POST SPANNER  
Wt. 2 1/2 oz... \$ 1.75



#1044 SEAT POST  
Will fit all Standard two  
wire saddles - 0.0., 25.8  
26.2, 26.6, 27 & 27.2 mm.  
Length of entire post 7".  
Wt. 10 oz..... \$ 7.50



#769 COTTERLESS CRANK ARM  
INTERNAL SPANNER  
Wt. 12 oz..... \$ 2.00



#770 COTTERLESS CRANK  
REMOVER  
Wt. 3 oz..... \$ 3.65

# CAMPAGNOLO



## CAMPAGNOLO #1048 COTTERLESS DURAL (DOUBLE CHAINWHEEL) ROAD RACING CRANK SET

#1048 Dural Road Cranks 6 1/2, 6 3/4 or 7 inches, 1/2 x 3/32" Double Chainwheel 44 to 52 Teeth, cups, hanger axle (Size 70-S-120), and ball bearings. Wt. 37 1/2 oz. \$ 39.00

#751 Right Crank Without Assembly Screws & Nuts (Wt. 9 oz).....	15.10 Ea.
#752 Left Crank (Wt. 7 oz).....	7.10 Ea.
Axle for Double Chainwheel (Road Cranks) (Wt. 6 1/2 oz).....	3.85 Ea.
#753 Chainwheels 1/2 x 3/32" Dural, 44 to 52 Teeth (Wt. Approx 3 1/2 oz).....	7.30 Ea.
#753 Chainwheels 1/2 x 3/32" - 53 Teeth.....	7.50 Ea.
- 54 Teeth.....	7.70 Ea.



NOTE: ENGLISH CUPS - Dimension 1.370 x 24 TP-1  
ITALIAN CUPS - Dimension 36 X 24 F

Bushed Nut & Screw for Chainwheel Fastening: (Wt. Approx 1/2 oz).  
Road (Double Chainwheel) #754-755... \$ .50 Ea.  
Track (Single Chainwheel) #761-762... .50 Ea.  
Crank Threaded Dust Cap (Wt. 1/4 oz) .40 Ea.

Right Bottom Bracket Cup (Wt. 1 3/4 oz) \$ 2.00 Ea.  
Left Bottom Bracket Cup (Wt. 1 1/2 oz). 1.55 Ea.  
Lock Ring for Left Cup (Wt. 1/2 oz).... .75 Ea.  
Threaded Bolt (crank locking) to axle (Wt. 1/2 oz)..... .35 Ea.  
Locking Washer (Wt. 1/4 oz)..... .10 Ea.

## CAMPAGNOLO #1050 COTTERLESS DURAL (SINGLE CHAINWHEEL) TRACK RACING CRANK SET

#1050 Dural Track Cranks 6 1/2, 6 3/4 or 7 inches, 1/2 x 1/8" or 1 x 3/16" Single Chainwheel (23 to 26 Teeth or 46 to 52 Teeth), cups, hanger axle (Size 72-P-120) & ball bearings. (Wt. 36 oz)..... \$ 39.00

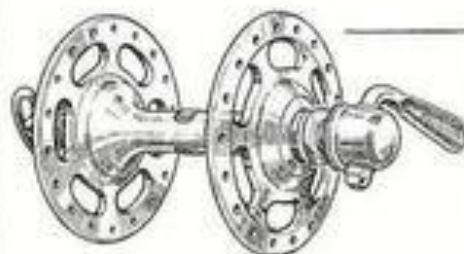
#757 Right Crank Without Assembly Screws & Nuts (Wt. 9 oz).....	15.10 Ea.
#758 Left Crank (Wt. 7 oz).....	7.10 Ea.
Axle for Track (Single Chainwheel) Cranks (Wt. 6 3/4 oz). Chainwheel #759 Track 1 x 3/16" - 23 to 26 Teeth (Wt. Approx 4 oz).....	3.85 Ea.
Chainwheel #760 Track 1/2 x 1/8" - 46 to 52 Teeth (Wt. Approx 4 oz).....	14.60 Ea.
Chainwheel #760 Track 1/2 x 1/8" - 53 Teeth.....	14.60 Ea.
- 54 Teeth.....	15.00 Ea.
	15.40 Ea.





**CAMPAGNOLO** PRIDE OF ACHIEVEMENT

The "Campagnolo" Quick Release Hubs are the original "Calibrated Blocage" hubs made with micro-meter precision. The automatic pressure wingnuts are released by a flick of the finger and at once, the hub is free. The finest materials are used in their manufacture and the finish is outstanding.



CAMPAGNOLO HIGH FLANGE "RECORD" QUICK RELEASE ROAD RACING HUBS

Available in 36 Hole Front and 36 Hole Rear, or 32 Hole Front and 40 Hole Rear.

Weight per Pr. - 20-1/2 oz..... \$ 16.95 Pr.

Rear High Flange Quick Release Record Hub, drilled 36 or 40 Hole (Wt. 10-1/2 oz) \$ 9.20 Ea.  
Front High Flange Quick Release Record Hub, drilled 32 or 36 Hole (Wt. 9-1/2 oz) \$ 8.20 Ea.

**For the Road ...**



CAMPAGNOLO LOW FLANGE "RECORD" QUICK RELEASE ROAD RACING HUBS

Available in 36 Hole Front and 36 Hole Rear Only.

Weight per Pr. - 16 oz..... \$ 15.50 Pr.

Rear Low Flange Quick Release Record Hub, 36 Hole (Wt. 8-1/2 oz) \$ 6.50 Ea.  
Front Low Flange Quick Release Record Hub, 36 Hole (Wt. 7-1/2 oz) \$ 7.50 Ea.

**For the Track...**

CAMPAGNOLO HIGH FLANGE "RECORD" TRACK HUBS

Complete with axle nuts.

Drilled in: 24, 28, 32, 36 Hole front or Rear.

Weight per Pr.-19 oz..... \$ 14.95 Pr.

Rear Record Hub, 24,28,32,36 Hole, Wt. 11 oz. . . . . \$ 8.50 Ea.  
Front Record Hub, 24,28,32,36 Hole, Wt. 8 oz. . . . . \$ 6.95 Ea.



CAMPAGNOLO #54S PUMP CLIP

Wt. each 1/2 oz.

\$ .60 Ea.

CAMPAGNOLO #763 1/2" COG

12 to 16 Teeth

Wt. 2 oz.

\$ 2.10 Ea.



CAMPAGNOLO #764 1" COG

6, 7 & 8 Teeth

Wt. 3 oz.

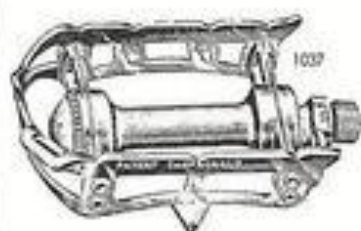
\$ 2.10 Ea.



# CAMPAGNOLO

## CAMPAGNOLO ALLOY PEDALS

9/16 x 20 Thread - Wt. 16 oz. pr. - \$ 13.95 Pr.



#1037 ROAD RACING PEDAL



#1038 TRACK RACING PEDAL



#1038-1 TRACK RACING PEDAL



#679 PEDAL DUST CAP - Wt. 1/2 oz. \$ .65

FIG. I, CAMPAGNOLO FREEWHEEL REMOVER  
Wt. 11 1/2 oz. \$ 7.95



#704 FREEWHEEL REMOVER INSERT  
Wt. 2 oz. \$ 2.95

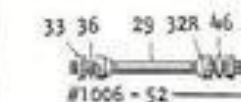
FIG. P, CAMPAGNOLO AXLE VISE - Wt. 6 1/2 oz. \$ 6.50



FIG. Q, CAMPAGNOLO TEMPERED CONE SPANNER  
13 & 14 mm Jaws Wt. 2 1/2 oz. \$ 2.70 Ea.  
15 & 16 mm Jaws Wt. 2 1/2 oz. 2.70 Ea.



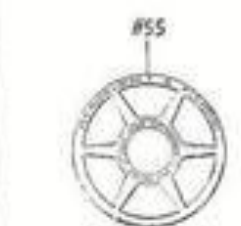
FIG. N, CAMPAGNOLO WHEEL ALIGNMENT TOOL  
Wt. 14 oz. \$ 7.50



-#11006-8 Quick Release Skewer with  
Pressure Nut & Springs. (Specify  
front or rear) Wt. 3 oz. - \$2.95 Ea.

-#18 Skewer Springs Only - .10 Ea.

-#1006-52 Axle, cones, lock washers, lock nuts  
and spacer for "Record" Quick Release  
Hub - Rear Complete. (Wt. 3 oz.) . . . \$2.80



-#32R Cone for Rear "Record" Hub, either  
track or road, (Wt. 1 oz.) . . . . .50 Ea.

-#29 Rear Axle for Quick Release Hub (Wt. 1 oz) .95 Ea.

-#36 Lock washer with key-way for Rear Axle . . .05 Ea.

-#46 Rear axle spacer - Gear Side . . . . .10 Ea.

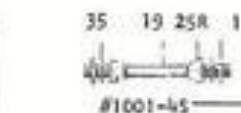
-#33 Serrated Rear Lock Nuts (Wt. 1 oz) . . .30 Ea.

-#29P Track Axle - Rear (Wt. 1oz) . . . . .95 Ea.

-#668 Rear Track Nuts (Wt. 1 oz) . . . . .1.00 Pr.

-#743 Lock Ring for Fixed Gears (Wt. 1 oz) . . . .50 Ea.

-#55 Spoke Protector - For 4 or 5 Speed Free-  
wheel (Specify) - (Wt. 1 oz.) . . . . .1.00 Ea.



-#1001-45 Axle, cones, lock washers, lock nuts and spacer  
for "Record" Quick Release Hub - Front Complete.  
(Weight 3 oz) . . . . . \$2.60

-#25R Cone for Front "Record" Hub, either track  
or road (Wt. 1 oz) . . . . .50 Ea.

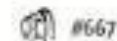
-#19 Front Axle for Quick Release Hub (Wt. 1 oz) .95 Ea.

-#35 Lock washer with key-way for Front Axle . . .05 Ea.

-#1 Plain lock nut for Front Hub (Wt. 1 oz) . . .10 Ea.

-#19P Track Axle - Front (Wt. 1-1/2 oz) . . . . .90 Ea.

-#667 Track Nuts - Front (Wt. 1 oz) . . . . .1.00 Pr.



# LYOTARD — PEDALS — MADE IN FRANCE



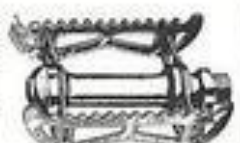
**LYOTARD BERTHET PEDAL** - Steel  
9/16" x 20 Competition pedal.  
All steel, chromed. This design makes it possible for the cyclist to catch the lip of the pedal and tip it for immediate insertion of the foot. Wt. 13 oz. pr... \$ 4.25

**LYOTARD TRACK PEDAL** - Dural  
9/16" x 20 - Excellent track pedal design. High quality, all steel spindle. Wt. 10 1/2 oz. pr..... \$ 4.50



**LYOTARD TRACK PEDAL** - Steel  
9/16" x 20 - Popular accepted track pedal design, chromed. Wt. 13 1/2 oz. pr..... \$ 4.00

**LYOTARD FACIÈUX ROAD & TRACK PEDAL** - Steel.  
9/16" x 20 - High quality all steel chromed. Wt. 12 oz..... \$ 4.00



**IMPORTED LIGHTWEIGHT RAYTRAP PEDAL** - Steel.  
9/16" x 20 English Thread.  
1/2" x 20 American Thread.  
Chrome plated. Wt. 15 1/2 oz. pr..... \$ 1.98

**IMPORTED PEDAL - RUBBER**  
Chrome plated - Mens 4"  
Chrome plated - Ladies - 3 1/2"  
9/16" x 20 English Thread.  
1/2" x 20 American Thread. Wt. 23 oz. pr..... \$ 1.50

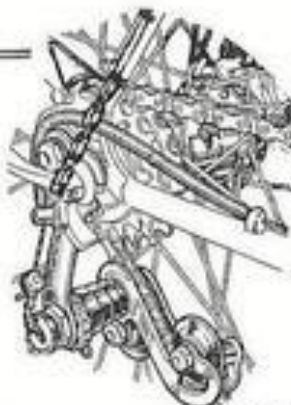


## HUB GEAR CONVERSION SETS



Select any of the Huret or Simplex parallelogram derailleurs which are designed to work on either 1/2 x 1/8" or 3/32" chains that can be adjusted for Two, Three, Four and Five Speed Free wheels.

**TRIPLE SPLINED BLOCKS** - As a rule, no longer axle is required, as the splined block is offset so that the center sprocket is in chainline and high and low sprockets are to the right and left of chainline. However, on many standard bicycles the seat stays are quite thick at the rear fork ends and prevent the chain from dropping on to the high gear sprocket. In this case, the longer axle will have to be utilized and spacers used on the sprocket side to give proper clearance.



S.A. Extra long 6 1/4" axle for A.W. or S.W. hubs. (Wt. 3 1/4 oz.)..... \$ 2.00  
Complete Two Speed Sprockets and Splined Block. (Wt. 6 oz.)..... 4.00  
Complete Three Speed Sprockets and Splined Block. (Wt. 9 oz.)..... 5.00



Approximately 4 to 6 links will have to be added to your chain, depending on how wide a ratio you have selected. If the chain is worn, it is advisable to install a new one, as old chains tend to slip over the top of new sprockets. The same applies to worn sprockets when using a new chain.



**SPROCKETS FOR 2-SPEED CONVERSION UNIT**

Sprocket Sizes:  
TOP - 15 to 19 T  
LOW - 17 to 24 T

All sprockets are the same as Standard Bendix Freewheel sprockets.



**SPROCKETS FOR 3-SPEED CONVERSION UNIT**

Sprocket sizes:  
TOP ... 15 to 16 T  
MIDDLE ... 17 to 20 T  
LOW ... 18 to 24 T

The Top and Middle sprockets are the same as the Standard Bendix Freewheel sprockets. The Low sprocket is a special recessed sprocket suitable only for this conversion. A modification to the Sturmey Archer Hub spindle is necessary to fit the 3-speed block. Fit one 1" washer to both sides of the hub spindle (inside frame).

**N.B.**—Before fitting block to Sturmey Archer Hub, remove Sturmey Archer Dust Cap and the two X49 spring washers.



## CYCLING TIPS

### ADJUSTMENT:

Let us assume that your very first lightweight touring or sports cycle has just arrived. You have taken it out of the box and made sure that gears and brakes are in proper adjustment, axle nuts on front and rear wheels are secure, and that the tires have the required air pressure. (See chart)

**Note:** If your cycle has tubular tires, make sure that they are cemented on with the proper rim cement, shellac, or double sided sticky rim tape. (See Tubular Tire page) Do not use other than the recommended types of cement, as they will set up a chemical reaction that will deteriorate the tubular. You now proceed to adjust the bicycle for your comfort. First, consider the proper saddle height. A good rule for this is to sit on the cycle and adjust the height of the seat so that when your heel is placed on the pedal, your leg is straight without having to stretch or favor either side. You will now find that when reaching the bottom of the stroke with the ball of your foot on the pedal and your foot in horizontal position, your leg will have a slight bend at the knee. The seat should be horizontal or with a very slight tip-up, but never tipped down, as this causes extra pressure on the arms and wrists to keep yourself from sliding forward on the saddle. If you have chosen a leather saddle of the racing type, it will take a few weeks of riding to "break it in" and conform to shape. If it should appear to be especially hard after several hundred miles of cycling, treat it with leather preserving oil or saddle soap to help soften it. A plastic dish cover stretched over the saddle will prevent the oil from soiling your clothes and also makes a fine rain cover for the saddle. If you are especially long of body and arm, you will probably need longer handlebar stem, and you will have to slide the seat back in order to eliminate the cramped position. **Note:** If the seat is too high, the cyclist will have to finish the stroke with the action of his toes, thereby losing power. If the bars are too low, the cyclist will suffer from excessive road shock in the wrists, arms, and shoulders, due to too much weight on the bars.

### RIDING:

You are now ready to take your bicycle out for the first ride. Bear in mind that any sport in which you participate for the first time will result in muscular strain if you "overdo". This can be painful and of long duration. You will get more benefit from riding your cycle one hour every day of the week than trying to ride five or six hours one day a week. Keep your first rides down to ten or fifteen miles, using only normal and low gears. Cycle at a pace that is warming but not hard. Do not wait until you become fatigued to get off your cycle; instead, ride for a set period of thirty to forty-five minutes and then get off and walk for five minutes. Do not sit down after you become relaxed but remount your cycle. From time to time make minor adjustments on your bars and saddle to try and better your position. The temptation will quite often arise for you to cycle in the high range of gears, especially when cycling at a fast pace, because you feel that your feet are spinning too fast. The fact is, that if you are a beginning cyclist, your reflexes are still slow. Riding high gears will also cause excessive strain and fatigue on muscles not yet in condition for cycling.



To illustrate this point so you may better understand what you are trying to achieve, here is an example: The novice cyclist can only maintain a sustained cadence of approximately sixty revolutions per minute of the crank arm. The more experienced club cyclist should maintain a cadence of approximately eighty to eight-five where as a racing cyclist in top form can maintain a cadence of ninety to a hundred revolutions per minute of the crank arm. For good easy cycling, the novice should attempt to build up a cadence with a light smooth circular motion. The cyclist will find that the use of toe-clips and straps will be an advantage. These hold the feet in the proper position on the pedal, as well as enabling the cyclist to pull up with the feet when an extra burst of power is needed. Toe-clips come in assorted and adjustable sizes to fit the individual foot.

The question will arise, "What is normal gear?" To answer this, we can only quote approximately and try and give you a few examples. The gears that you ride are governed by your mental and physical condition as well as the type of equipment you ride. The gear which feels just right on the first Spring ride is no longer your best gear after six months and three thousand miles of riding, nor should one think that just because "Bill Jones" rides an eighty-four gear ratio in a bike race with a twenty-two pound bicycle, that the same gear is right for "John Doe" who rides only half the amount of miles in one year and has a bike that weighs thirty-five pounds. (See Derailleur Gears)

However, a general rule would be from sixty to seventy gear ratio for normal. High and low gears depend upon the variation in the terrain on which you cycle. As the age and physical condition of each individual varies to a great degree, get advice from an experience cyclist as to what he thinks your physical capabilities are and what your cycle will let you do. You cannot tour as far or as fast on a touring cycle as you can with a sport or racing machine.

# Stronglight

## STRONGLIGHT NO. 55 THREE PIN CRANKS "COMPETITION TYPE"



Made of special high resistance steel. Solid forged, heavy section (to eliminate flex). Specially designed and constructed for track and road racing (no gear case clearance). 100 mm bore.

Lengths: 165, 170 & 175 mm (6 1/2, 6 3/4 & 7 inches)

#55 Cranks - 3 Pin (Wt. 21 1/4 oz)..... \$ 8.30 Pr.  
 #55 Right Crank (with chainwheel screws) (12 oz).. 5.90 Ea.  
 #55 Left Crank (or #45) (Wt. 9 1/4 oz)..... 2.80 Ea.

## STRONGLIGHT NO. 45 FIVE PIN CRANKS "COMPETITION TYPE"



Made of special high resistance steel. Solid forged, heavy section (to eliminate flex). Specially designed for track and road racing (no gear case clearance). (Cottered Crank)

Lengths: 165 & 170 mm (6 1/2 & 6 3/4 inches)

#45 Cranks - 5 Pin (Wt. 20 3/4 oz)..... \$ 6.50 Pr.  
 #45 Right Crank Only (Wt. 11 1/2 oz)..... 4.10 Ea.  
 #45 Left Crank (or #55) (Wt. 9 1/4 oz)..... 2.80 Ea.

## STRONGLIGHT NO. 54 THREE PIN CHAINWHEELS



Made of special high resistance steel, fully chrome plated. These three arm rings are made for all Stronglight three arm cranks. Construction of ring provides for double chain rest.

Weight (Approx 8 oz) - Available in 1/2 x 3/32" or 1/2 x 1/8"  
 Teeth Sizes: 44, 46 to 52 ..... \$ 3.50 Ea.

FOR 5 PIN CHAINWHEELS TO FIT #45 CRANKS - SEE T.A...Use #25 bushed nuts.

## STRONGLIGHT NO. 55 DOUBLE CHAINWHEELS



Chrome plated, and will fit all Stronglight three pin cranks. Rings are interchangeable and are secured by screws and bushed nuts.

Available in 45 to 49 T Inside & 49 to 52 Teeth outside, 1/2 x 3/32" only.

Average Weight: 16 1/2 oz..... \$ 5.50 Ea.

SCREWS & BUSHED NUTS FOR #55 DOUBLE CHAINWHEEL..... .25 Ea.

THREE PIN CRANK SCREWS - For steel & dural chainwheel fastening .15 Ea.

FIVE PIN CRANK SCREWS - For steel chainwheels only..... .10 Ea.

## "Regina"

## Precision Chains

### ROLLER CHAINS FOR DERAILLEUR GEARS

1/2 x 1/8 - 112 Links - 56' Long (Regina) Wt. 15 oz.. \$ 2.50

1/2 x 3/32- 120 Links - 60' Long (Regina) Wt. 15 oz.. 3.00

### BLOCK CHAINS FOR TRACK BICYCLES

1" x 3/16 Block Chain (Regina) Wt. 13 oz..... 4.50



Made in Italy



# Stronglight



## "SUPERCOMPETITION"

- #63R Super Competition Road Cranks  
6 1/2, 6 3/4 or 7 inches, 1/2 x 3/32"  
Double Chainwheel up to 52 Teeth, cups  
& hanger axle (Wt. 28 1/2 ozs)..... \$ 37.25  
#63R Right Crank with Assembly Screws  
& Nuts (Wt. 6 1/4 ozs)..... 15.00 Ea.  
#63R Left Crank (or #49-D)  
(Wt. 5 1/2 ozs)..... 5.40 Ea.  
Axle for #63R (see chart)..... 5.40 Ea.  
Extra for T-160 Cups & Axle..... 8.60 Ea.  
Extra for #63R 7 1/4" Cranks..... 4.35 Pr.  
Extra for chainwheel over 52T (see below)

NOTE: STANDARD CUP THREAD SIZES:  
35 x 1 --- & --- 1.370 x 24 F

- Chainwheels for #63R - 1/2 x 3/32"  
40, 42, 44 to 48 Teeth..... \$ 4.40 Ea.  
49 to 52 Teeth..... 5.10 Ea.  
53 & 54 Teeth..... 6.45 Ea.  
55 & 56 Teeth..... 7.10 Ea.

- Super #63R Bushed Nut & Screw Chain-  
wheel Fastening - Double (Wt. 1 oz).... .50 Ea.  
#63R - Triple..... .60 Ea.  
#63P - Track..... .50 Ea.

### SUPER COMPETITION #63P DURAL (TRACK) COTTERLESS CRANKS AND CHAINWHEEL

- #63P Super Competition Track Cranks  
6 1/2, 6 3/4 or 7 inches, 1/2 x 1/8"  
Chainwheel 48 to 52 Teeth - Cups and  
Hanger Axle (Wt. 27 3/4 oz)..... \$ 32.25  
#63P Right Crank with Assembly screws  
& nuts (Wt. 6 1/4 oz)..... 15.00 Ea.  
#63P Left Crank (Wt. 5 1/2 ozs)..... 5.40 Ea.  
Axle for #63P (see chart)..... 5.40 Ea.  
Extra for each Tooth over 52 T..... .25 Ea.  
Extra for 7 1/4" Cranks..... 4.35 Ea.



PLEASE NOTE: In order to give you the correct thread size of hanger cups & fork head fittings, we must know the dimension. Giving us the name of the bicycle (except if it was purchased from us) does not help, as it is impossible for us to know what component parts the manufacturer uses in the construction. If you do not have any way to determine the size, we would advise that you send us the old fittings.

Stronglight Steel and Dural Cranks and Chainwheels are available for Track (single chainwheel), Road (Double or Triple Chainwheels) and Cycle Touring (Double or Triple Chainwheels). Hanger Cups and Head Fittings are available for French and English Standard Thread sizes.

### SUPER COMPETITION #63R DURAL (ROAD) COTTERLESS CRANKS AND CHAINWHEELS

Chainwheels and cranks in high resistance light alloy. New design cranks made in one piece. Cranks are of the cotterless type with conical fitting. This design ensures absolute concentricity of rings to cranks, coupled with a simple and speedy method of assembling or interchanging or rings without taking off the pedal.



Total Length	No.	L Side	Mid Section	R Side
110 mm	49-P	26 mm	55 mm	29 mm
113.5 mm	32-C	27.5 mm	55 mm	31 mm
117 mm	97	28.5 mm	55 mm	33.5 mm
120 mm	32-R	28.5 mm	55 mm	36.5 mm
124 mm	T-12	30 mm	55 mm	39 mm
125.5 mm	97-tri	28.5 mm	55 mm	42 mm
130 mm	T-13	36 mm	55 mm	39 mm
135 mm	T-14	39 mm	55 mm	41 mm

### Cotterless Standard Crank Axles

- Axle with crank fastening screws  
(Wt. 6 1/2 oz)..... \$ 5.40 Ea.  
Standard Right Cup (fixed)(Wt. 1 1/2 oz) .75 Ea.  
Standard Left Cup (adjustable)  
(Wt. 1 1/2 oz)..... .70 Ea.  
Standard Lock Ring (Wt. 3/4 oz)..... .45 Ea.  
Cotterless axle screw & washer..... .35  
Cotterless crank dust cap..... .30 Ea.

### TRACK CHAINWHEELS

- #63P Track Chainwheels - 1/2 x 1/8"  
48 to 52 Teeth..... \$ 5.80 Ea.  
53 & 54 Teeth..... 6.15 Ea.  
55 & 56 Teeth..... 6.50 Ea.

NOTE: HANGER CUP THREAD SIZES T-160 & T-260:  
35 x 1 --- 1.370 x 24 F --- & --- 36 x 24 F



# Stronglight

THE ONLY BICYCLE HANGER ASSEMBLY IN THE WORLD DESIGNED FOR BOTH THRUST AND RADIAL LOAD!

The most revolutionary and latest design in precision hanger axles. The double set of roller bearings supporting thrust and radial load make for the truest and smoothest running crank assembly ever built.

Stronglight Roller Bearing Cups, available in 35 x 1 --- 1.370 x 24 F --- & --- 36 x 24 F Thread sizes.

Left Cup (adjustable) Wt. 3 oz. \$ 3.80 Ea.  
 Right Cup (Fixed) Wt. 3 oz..... 3.80 Ea.  
 Lockring Wt. 1 oz..... .45 Ea.



**STRONGLIGHT T-160 AND T-260 AXLES**

**SPECIFICATIONS**



T-160  
For Cotterless Cranks -

T-160 (Cotterless)	Length	T-260 (Cottered)	Length
Track	113.5 mm.	Track	123 mm.
Single Chainwheel	115 mm.	Single Chainwheel	127 mm.
Double Chainwheel	120 mm.	Double Chainwheel	132 mm.
Triple Chainwheel	125.5 mm.		



T-260  
For Cottered Cranks -

T-160 Axle with Crank Fastening Screws... \$ 7.40 Ea.  
 (Wt. 6 1/2 oz)  
 T-260 Axle for Cottered Cranks..... 5.50 Ea.  
 (Wt. 6 1/2 oz)  
 T-160 Axle Set Complete (W/ bearing cups) 14.60 Set  
 T-260 Axle Set Complete (W/ bearing cups) 13.00 Set

NOTE: MAKE SURE YOUR COTTERLESS CRANKS ARE TIGHT BEFORE STARTING OUT ON YOUR FIRST RIDE. CHECK EVERY 50 MILES FOR THE FIRST TWO OR THREE TIMES OUT.

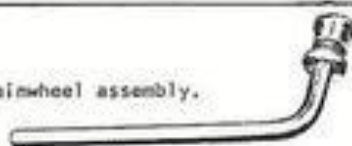
**STRONGLIGHT COTTERLESS CRANK TOOL**

For the removal of Stronglight Cotterless Cranks, Dural or Steel  
 (Wt. 5 oz) - \$ 2.50 Ea.



**STRONGLIGHT ALLEN WRENCH**

5 mm Allen Wrench for the #63 bushed nuts for chainwheel assembly.



\$ .50 Ea.  
 (Wt. 3/4 oz)



(Weight of Set: 4 oz)

**STRONGLIGHT HEAD SET - TYPE P-3**

Available in 25 x 1 -- & -- 25.4 x 24 F Thread sizes.

Extra light micrometric adjustment by means of a treated duraluminum ring.

Essential parts of chrome nickel steel, specially hardened and ground.

Complete Set - \$ 3.00

# Stronglight

## STRONGLIGHT #49-D DURAL CRANKS AND DOUBLE CHAINWHEELS - FIVE PIN

Crank and double chainwheel made from forged and hardened high resistance alloy. Bottom bracket axle made of nickel chrome steel, cotterless patented design.



Length of cranks: 6 1/2, 6 3/4 & 7 inches with semi gear case clearance.

Double alloy chainwheels: 44 to 52 Teeth - 1/2 x 3/32"  
(For additional chainwheels to fit #49-D see T.A. Chainwheels).

#49-D Dural Cranks and Chainwheel assembly in double combinations from 44 to 52 Teeth, cups and hanger axle (Complete set - Wt. 27 3/4 oz).....	\$ 28.75
#49-D Right Crank without bushed nuts & screws (Wt. 6 oz).....	7.85 Ea.
#49-D Left Crank (or #63) (Wt. 5 1/2 oz).....	5.40 Ea.
#49-D Crank Axle, (with crank fastening screws & washers) same as #53 Standard Cotterless Axle (see Chart)....	5.40 Ea.
#49-D Five Pin Dural Double Chainwheels 1/2 x 3/32", 44 to 52 Teeth, Complete with 5 bushed nuts & screws for crank fastening.....	10.00 Ea.
#49-D Chainwheel assembly bushed nut, spacer & screw.....	.40 Ea.
#49-D Bushed nut and screw to fasten chainwheel on to cranks.....	.20 Ea.
Dust Caps (for #43 or #49 Cranks).....	.30 Ea.

NOTE: STANDARD CUP THREAD SIZES: 35 x 1 --- & --- 1.370 x 24 F.



### STRONGLIGHT BOTTOM BRACKET ASSEMBLY #34

Chromed-nickel steel, drilled through. Ground bearing surfaces. Lightened cups. Fixed octagonal, adjustable hexagonal. Cup thread sizes: 35 x 1 --- & --- 1.370 x 24 F. (Wt. 10 oz.)

Length of axles: 125, 127, 130, 132 and 135 mm. (55 mm from bearing surface to bearing surface.)

Standard Cottered Axle (Wt. 6 1/2 oz) \$ 2.25 Ea.  
Standard Left or Right Cup (1 1/4 oz) .75 Ea.  
Standard Lock Ring (Wt. 1 oz)..... .25 Ea.



### STRONGLIGHT HEAD FITTINGS - COMPETITION DESIGN

Available in 25 x 1 -- & -- 25,4 x 24 F Thread sizes.

Micrometric adjustment by means of a steel ring. The essential parts are made of specially case-hardened chrome-nickel steel. 1/8" bearings. This set, which has a great precision of machining, needs special care during assembling.

Weight of set: 6 1/4 oz.....Complete Set \$ 5.00



FRENCH TAPERED CRANK PINS - 9 mm.  
(Wt. 1 oz.) - .25c Ea.

**T.A.** -the *FIRST* name in precision



FIVE PIN - #205

T.A. SINGLE CHAINWHEELS - DURAL

For track and road.

The use of 1/2 x 1/8 inch chainwheels in the World's track and Olympic events has gained considerable popularity, as the use of 1/2 inch pitch allows for closer matching of gear ratios to the rider's capabilities.

Weight: 4 ozs..... \$ 5.95

Available in 46 to 54 Teeth - 25¢ extra for each additional tooth over 50.



THREE PIN - #203

INTRODUCING THE LATEST PRODUCTION FROM



Type Critérium



FIVE PIN - #2205

T.A. DOUBLE CHAINWHEELS - DURAL

For road..... \$ 11.00

Close ratio double chainwheels for the sports and racing cyclist.

Weight: Approximately 7-1/2 ozs.

1/2 x 3/32 inch chainwheels in double combinations from 44 to 52 Teeth.



THREE PIN - #2203

FIVE PIN TRIPLE CYCLO-TOURIST DURAL CHAINWHEEL

Ideal for the travelling cyclist - fine craftsmanship. 1/2 x 3/32". Write for



tourist who wants high performance and Weight 8-1/2 oz..... \$ 17.95 Selection in Stock.



#25 - Bushed Nut and Screw to fasten Chainwheel to Five Pin Cranks (Wt. 1 oz.).....\$.25 Ea.



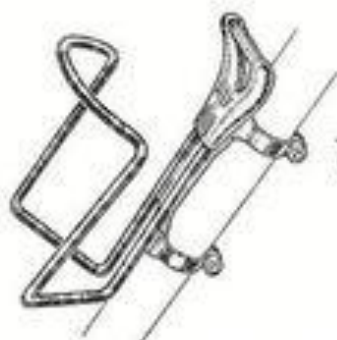
#64 - Bushed nut screw and washer for double chainwheel coupling (Wt. 1-3/4 oz.)..... .30 Ea.



#85 - Bushed nut, screw and washer for triple chainwheel coupling (Wt. 1-3/4 oz.)..... .35 Ea.



## Spécialités T.A.



T.A. SEAT TUBE BOTTLE CAGE

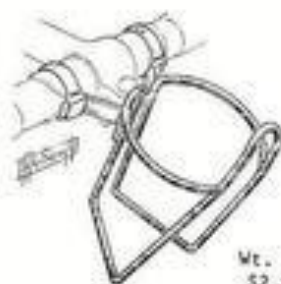
Wt. 3-1/2 oz.  
\$2.25



Wt. 2 oz.  
\$1.00



T.A. PLASTIC WHITE EVEDEN BOTTLE - PINT SIZE - WHITE



T.A. HANDLEBAR BOTTLE CAGE

Wt. 3-1/2 oz.  
\$2.25



T.A. 1/2 PINT FLASK

Plastic. To fit in Racing Jersey pocket.

Wt. 1 oz. \$ .75

T.A. (Pint Size) BOTTLE TOP



Wt. 1/4 oz. \$ .25

T.A. BRAKE CABLE CLIP



Wt. 1 oz.  
\$ .85

T.A. BRAKE CABLE GUIDE



Wt. 1/2 oz.  
\$ .75



T.A. SCREW DRIVER

For chainwheel nuts with split keyway. Wt. 3 1/2 oz.  
\$ 2.25

\*For Metric wrenches to hold hexagon chainwheel bolts, use Mafac Tool kit.



#255

T.A. PRECISION FORGED TRACK CHAINWHEELS

Five Pin - One Inch Pitch (Wt. 5 oz.)

22, 23, 24, and 25 Teeth.... \$ 10.00 Ea.  
26 & 27 Teeth.... 11.00 Ea.  
28 Teeth.... 13.50 Ea.



#233

T.A. PRECISION FORGED TRACK CHAINWHEELS

Three Pin - One Inch Pitch (Wt. 5 oz.)

22, 23, 24, and 25 Teeth.... \$ 10.00 Ea.  
26 & 27 Teeth.... 11.00 Ea.  
28 Teeth.... 13.50 Ea.

# T.A.



**ANQUETIL TRACK No. 39  
CLEATS**

Three pieces in dural, copper riveted. Extra deep slots.

Wt. 3 oz.. \$ 1.50



**TURINO No. 40  
CLEATS**

Metal base plate with best quality leather.

Wt. 1 oz.. \$ 1.25



**CYCLO-CROSS No. 41  
CLEATS**

Dural forged in one piece, with detachable spikes. Extra deep slots.

Wt. 2½ oz.. \$ 3.00

**CRITERIUM No. 36  
CLEATS**

Dural forged in one piece. Deep slots.

Wt. 2 oz. \$ 1.00

**ANQUETIL ROAD No. 38  
CLEATS**

Same as Anquetil No. 39, but with extra long 4" base plate for added support.

Wt. 3½ oz.... \$ 1.50



**T.A. CARRIER No. 218**

Constructed from heavy gauge wire, silver soldered, chrome finish. The base of the carrier is 6" long, 2½" at the widest point, and the vertical support is 3" high. Made to fit Mafac center pull brakes.

Wt. 4½ oz..... \$ 4.00



**T.A. BAG No. 270**

A neat zipper bag. Size: 5 x 7 x 3" constructed from durable vinyl type material, lustrous sheen. Ideal for carrying small camera, wallet, car keys and etc. Fits T.A. No. 218 front carrier with 3 snap buttons.

Wt. 7 oz..... \$ 5.25



**CHRISTOPHE TOE CLIPS No. 50**

Chrome plated toe clips. Available in small, medium, or large sizes.

Wt. 3 oz..... \$ 1.20 Pr.



**T.A. TOURIST HANDLEBAR BAG No. 272**

Finest quality cotton duck. Size: 9 x 10½ x 5. Leather straps, cadmium buckles, map carrying front pocket. Top of bag has pocket with transparent window for map reading. Two open side pockets. Two rear pockets with fold over snap flaps.

Wt. 1 lb, 4 oz..... \$ 10.50



**LAPIZE TOE STRAPS No. 513**

Extremely strong leather toe straps. Quick release buckle for immediate removal of foot from toe clip. Wt. 2 oz. \$ 1.20 Pr.





# VITTORIA

## ITALY'S FINEST HAND MADE TUBULARS



**VULCAN 200**  
Tubular for training and sports. Mixed black tread.  
Wt. 380/400 gr.. \$ 4.50 Ea.



**GRANTURISMO 201**  
Tubular for training and sports. Mixed black tread.  
Wt. 360/380 gr.. \$ 5.00 Ea.



**BUTYL 201-B**  
Tubular for training and sports. Mixed black tread. Because of the butyl inner tube, this tubular will hold air pressure for weeks.  
Wt. 360/380 gr.. \$ 5.50 Ea.



**SUPERSPORT 301**  
Vulcanized racing tubular. Black ribbed tread.  
Wt. 300/320 gr.. \$ 5.80 Ea.



**COMPETIZIONE 401-C**  
Vulcanized racing tubular. Black smooth mat tread.  
Wt. 280/300 gr.. \$ 6.25 Ea.



**COMPETIZIONE 401-R**  
Vulcanized racing tubular. Ribbed orange tread.  
Wt. 280/300 gr.. \$ 6.25 Ea.



**COMPETIZIONE 402**  
Vulcanized special racing tubular. Double black mixed tread and rubber protection strip.  
Wt. 280/300 gr.... \$ 6.50 Ea.



**GIRO D'ITALIA 601**  
Racing special tubular. Hand made. Make cotton stage. Black mixed tread.  
Wt. 260/280 gr.... \$ 7.50 Ea.



**GIRO D'ITALIA 601-M**  
Racing special tubular. Hand made. Make cotton stage. Black ribbed tread.  
Wt. 260/280 gr.... \$ 7.50 Ea.



**CRITERIUM 602**  
Racing special tubular. Hand made. Make cotton stage. Black mixed tread.  
Wt. 230/250 gr.... \$ 7.90 Ea.



**CRITERIUM 602-M**  
Racing special tubular. Hand made. Make cotton stage. Black ribbed tread.  
Wt. 230/250 gr.... \$ 7.90 Ea.



**CRITERIUM 602-R**  
Racing special tubular. Hand made. Make cotton stage. Orange ribbed tread.  
Wt. 230/250 gr.... \$ 7.90 Ea.

Too often tubular tires are claimed defective when in reality the tire has been damaged from improper care or use. Racing tubular tires are constructed to critical limits. It is up to the cyclist to correctly analyze the course and his riding style and select the proper tubular for the event.

**INFLATION:** In inflating a tire, one must take into consideration the course and temperature. If one is to ride a criterium type race on a cool day, the rider can gamble on maximum pressures (although it is smarter and safer to use a little less than maximum). On the other hand, maximum pressures with the temperature in the 80° and 90° can be disastrous. This also applies to mountain grades where the cyclist generates heat in downhill braking. (A blow out at 50 miles per hour on a downhill grade can be quite a thrill!).

**CARE:** Oil, gasoline, kerosene, salt and etc. from the road or improper handling will deteriorate the latex solution of the side walls and cause the fabric to separate. Riding the tubulars under inflated will also cause side wall separation. Keep your tubulars clean. Handle with clean hands whenever possible. When not in use, keep covered with tire covers and store in a dark cool place. Cement tires on well with only the recommended types of tire cement. For road tires, put on a uniform spread of cement on the tubular as well as on the rim. Allow to dry a bit. Then put tire on and inflate hard. Track tires need about 5 applications of the special shellac, (4 on the rim and 1 on the tubular) applied over a period of 24 hours. Inflate hard, and allow to dry before using. Brake and pedal action will cause an improperly cemented tire to creep. This causes leaks at the valves and worn base tire tapes.

**BRAKING:** The chronic braker, the rider who waits until he is upon danger and then slams the brakes on is much harder on tires than the experienced rider who looks 100 yards ahead to give himself an out. An experienced rider will time his lights or maneuver around a situation, thereby saving energy and tire wear. Poorly trued wheels or rims with flared spots will cause excessive tire wear because the rim brake will grab harder on the distorted portion of the rim.





NOTE: There are 28.3 grams to the ounce



**RECORD 604**  
Racing special tubular. Hand made. Natural silk stage. Black ribbed tread. Wt. 190/210 gr... \$ 9.50 Ea.



**PISTARD 701**  
Track racing special tubular. Hand made. Natural silk stage. Black smooth tread. Wt. 120/140 gr... \$ 9.50 Ea.



**IMPERFORABILE 607**  
Racing special tubular. Hand made. Natural silk stage. Double black ribbed tread with rubber protection strip. Wt. 240/260 gr... \$ 9.90 Ea.



**PISTARD 702**  
Track racing special tubular. Hand made. Mako cotton stage. Black smooth tread. Wt. 140/160 gr... \$ 9.00 Ea.



**JUNIOR 501** - For 24" WHEEL  
Tubular for 24 inch wheel. Mixed black tread. Wt. 310 gr... \$ 5.90 Ea.



**PISTARD 703**  
Track racing special tubular for cement tracks. Hand made. Natural silk stage. Black mat tread. Wt. 160/180 gr... \$ 9.00 Ea.

## WOLBER

### WOLBER TIRES

English Size 27 x 1 1/4 "Super Sport" Gumwall - black road strip.. 18 oz... \$ 3.50 Ea.

700 C "Sport" Gumwall - black road strip..... 19 oz... 3.25 Ea.

650 B (26 x 1 1/2 x 1 3/8) All black casing..... 28 oz... 3.00 Ea.  
White wall with black road strip..... 28 oz... 3.50 Ea.

650 B WOLBER BUTYL TUBE (Presta or Schraeder Valves) 7 oz... 1.50 Ea.

\*700 C Tires utilize 27 x 1 1/4 English size tubes, but the tires are not interchangeable.

### VALVE ADAPTER

For European or English Presta valves, allows use of standard American or English connection..... \$ .25 Ea.



### WOLBER "REINFORCE" TUBULAR

An extra heavy duty tubular tire with all vulcanized side walls. A fine tire for your racing cycle to use for Spring training or touring rides. No open side walls to deteriorate from oil or salt. Wt. 16 oz. All black. \$ 5.00 Ea.



### TRACK TIRE CEMENT

Schellac - \$ .35 Ea.

### ROAD TIRE CEMENT

Adhesive - \$ .35 Ea.

Wt. 2 1/2 oz.

### TUBULAR SEWING KIT

Two needles and linen thread kit for sewing tubular tires.

Wt. 1/2 oz. \$ .40 Ea.



## DUNLOP



### DUNLOP HIGH PRESSURE TIRES

Road Racing -	27 x 1 1/4	\$ 5.00 Ea.
(Approx. 14 oz.)	26 x 1 1/4	5.00 Ea.
Sprite -	27 x 1 1/4	3.75 Ea.
(Approx. 16 oz.)	26 x 1 1/4	3.75 Ea.
	26 x 1 3/8	3.75 Ea.

### DUNLOP "AIRSEAL" TUBES

27 x 1 1/4 (Presta or Schraeder valve)	\$ 1.75 Ea.
26 x 1 1/4 (Schraeder valve only)	1.75 Ea.
26 x 1 3/8 (Schraeder valve only)	1.75 Ea.
(Approx. 7 1/2 oz.)	

### "ROAD RACING" TUBES

27 x 1 1/4 (Presta or Schraeder valve)	1.85 Ea.
26 x 1 1/4 (Presta or Schraeder valve)	1.85 Ea.
(Approx. 7 1/2 oz.)	

TUBULAR TIRE REPAIRS

BY...GENE PORTUESI

Tubular tire repairing can be simplified if approached with a methodical plan! Let us assume that the tubular tire you are repairing is one that has been laying around for a short time, and on examination there is no visible evidence of the puncture or leak.

The first practical step is to mount the tire on a rim or wheel, fill a pan with water (large enough so 12 to 14 inches of tire can be submerged at a time), inflate to 60 or 70 pounds of air and start at the valve and rotate the tire slowly in the pan of water.

Due to the nature of a tubular tire's construction, in which the tube is sewn into the casing and then a protective adhesive tape is cemented over the sewing, air bubbles will invariably appear at the base of the valve stem as this is the only opening in the casing. However, continue to rotate the tire until you find the spot on the tire that shows a seepage of air. Mark it well with a crayon or pencil and dry the tire with a clean rag.

Upon close examination of the area you will no doubt find the minute fracture or puncture in the casing. If the tire leaks only around the valve, then your problem is generally a loose valve. If you can detect no leakage of air on any part of the tire submerge the valve and push down on it gently. This will free the valve from the face of the rim and if there should be a minute leak around the base of the valve, the air will be free to escape. In either case you have now found the leak and the next step is to proceed with the repair. Don't forget to deflate your tire!

With a thin, but not sharp tool, raise about five inches of the protective tirestrip that protects the sewing of the tubular (about 2½ inches on either side of the puncture). With a thin blade knife or scissors, cut the stitching about 2 inches on either side of the puncture. In cutting the stitches on the tubular do not cut down into the tire, but insert the knife blade beneath the stitching and pull away. In this manner you will eliminate any possible damage to the casing or tube. When you have opened about 4 inches of the casing, pull the tube out gently so that you have about 6 or 7 inches of tube exposed. Inflate again gently with a hand pump and locate the air hole. A good way to find a small pin hole in the tube is to hold it a few inches away from your lips and rotate the tube slowly. Follow the stream of leaking air with the tip of your tongue and mark with a spot of saliva. If the hole is a minute pin hole, enlarge it so that after the rubber solution is applied you can center the patch. Put a small object like your tire repair kit box under the tube so that the area you are going to work on is flat and free of wrinkles. Scrape the tube gently with a fine clean emery paper, apply rubber solution in a light film and allow to dry until glaze hard. Do not blow on it or try to spread solution thin with fingers. After it has dried properly, apply the finest grade of thin tire patches.

Check for other leaks in the same general area...nothing is so annoying as to sew up a tire and find that you have a leak on the other side of the tube. A little talcum powder over the area on which you spread the rubber cement will prevent the tube from sticking inside the casing.



To sew, use the special needle and thread available for the job. In an emergency, 10 to 12 pound linen or silk fishing line (double thread) will work. To sew, start your stitches about two back over the good stitching that has not been cut. After the 1st, pull your second stitch under so that you do not have to put any knots on end of your thread. Then proceed in a plain overhand stitch to sew up the tubular. Be sure that you run your needle through the corresponding holes on the opposite side or the tire will develop a twist. Continue to sew to about two stitches over the old stitching and pull your thread under the last loop. When sewing your tire, pull your stitches firm, but not too tight as this can cut the tire casing. Apply some rubber cement to the inside of the protective tape and onto the area of the tire that you have sewn. Allow to dry and mount on an old rim or wheel, inflate hard and leave set so that the tape will be well adhered to the tire.





**The Rim of the Tour de France**



**MAVIC PROFESSIONAL DURAL FERRULED TUBULAR RIMS - ROAD & TRACK**

The ferruled system of the spoke holes make a solid join between top and bottom faces of the rim. The spoke seating distributes the pull equally to both inner and outer faces of the rim. No washers are required, so movement between washer and rim is avoided and spoke nipple sits correctly in direct line to the hub. Spokes can be fully tensioned without the danger of splitting the rim after short time in use.

MAVIC RIMS, MONTLHERY & ROUTE HAVE DEEP FLAT SIDES SO THAT A RIM BRAKE CAN BE USED.

Made in France



**ROUTE** - Professional road racing rim, specially suited for long hard road racing. Designed to give maximum rigidity. Width of rim is 22 mm (7/8"). Wt. 13 oz.  
32, 36 and 40 Hole..... \$ 6.00 Ea.



**MONTLHERY** - The new professional sprint rim, specially suitable for sprint Championships. Width of rim is 20 mm (25/32"). Wt. 12 oz..... 24, 28, 32 and 36 Hole..... \$ 6.00 Ea.

**MAVIC DURAL FERRULED SPORTS & TOURING RIMS FOR HIGH PRESSURE TIRES**

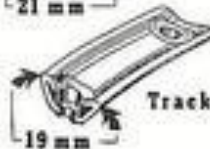
650 B - 36 Hole only Wt. 15 oz..... \$ 6.00 Ea.

700 C - 36 Hole only Wt. 15 oz..... 6.00 Ea.

**Fiamme**



Road



Track

**Made in Italy PROFESSIONAL DURAL FERRULED TUBULAR RIMS - ROAD & TRACK**

Fiamme racing rims are manufactured in 3 grades. We only stock the very finest "Super Corsa" Professional grade, Yellow labeled.

PROFESSIONAL ROAD RIM - Wt. 10 1/2 oz... 32, 36 & 40 Hole..... \$ 6.75 Ea.

PROFESSIONAL TRACK RIM - Wt. 9 3/4 oz. 24, 28, 32 & 36 Hole. 6.75 Ea.

**FIAMME DURAL 2 1/4" RIM** - For 2 1/4" tubular racing tire. Dural ferruled rim. Wt. 10 oz..... 36 Hole only..... \$ 6.00 Ea.

**FIAMME DURAL HIGH PRESSURE RIMS**

26 x 1 1/4" English Size - 36 Hole only. Wt. 17 oz..... 6.00 Ea.

27 x 1 1/4" English Size - 36 Hole only. Wt. 17 oz..... 6.00 Ea.

**ENGLISH DUNLOP SPECIAL LIGHTWEIGHT CHROMED STEEL HIGH PRESSURE RIMS**

26 x 1 1/4" 32, 36 and 40 Holes Wt. 20 oz..... \$ 5.75 Ea.

27 x 1 1/4" 32, 36 and 40 Holes Wt. 20 oz..... 5.75 Ea.

NOTE: All rims drilled for presta valve. Only Italian H.P. and English Dunlop steel rims can be reamed out for Schraeder valve.

**RIM STRIPS**

Specify tire size. Wt. 1/2 oz..... \$ .25 Ea.

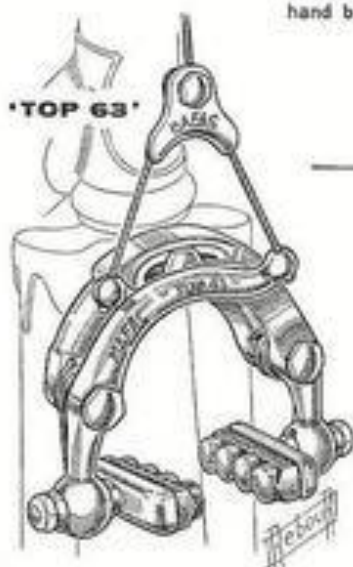
A PAIR OF FINE HUBS AND RIMS ONLY MAKE HALF A GOOD WHEEL...TO GET A FINE RIGID WHEEL WITH MAXIMUM DURABILITY AND LIGHTNESS, USE THE BEST SPOKES...USE ROBERGEL "SPORT" HIGH TENSILE!



# MAFAC

## MAFAC TOP 63 BRAKE

This new design in center pull brakes is yet another reason why MAFAC remains the undisputed leader in the manufacture of quality precision hand brakes.



This adjustable yoke allows for a 20mm (3/4 in.) variation in stirrup depth, (from 24 mm to 44 mm), thus assuring the perfect alignment of brake blocks to the face of rim.



Complete with levers, cables, hoods, and sleeves -  
Wt. 27 oz. \$ 12.95 Pr.

### MAFAC RACER BRAKE PARTS



#454L	Ea. \$ 1.25	#495 Spacer	Ea. \$ .10
#451 - 452	Ea. 1.00	#60 & 62 cable anchor	nut & post Ea. .30
#454R	Ea. 1.25	#496 Rear spacer-	Ea. .15
#458 Rt. front or	Ea. .30	#457 Lft. front or	Ea. .30
Lft. rear	Ea. .10	rt. rear	Ea. .40
#59	Ea. .25	#65	Ea. .20
#53	Ea. .15	#68	Ea. .05
#61	Ea. .25	#469	Ea. .25
#460 & 460B	Ea. .35	#63	Ea. .10
#491 6/7 mm front fork	Ea. .35	#64	Ea. .35
fastening nut &		#456	Ea. .35
screw		#499	Ea. .50
#493 6 mm rear brake		#478	Ea. .50
fastening nut &			
screw			

### MAFAC RACER & TOP 63 LEVER PARTS

- #RMT Mafac rubber hoods with cable tension control  
Wt. 1 oz..... \$ .60 Ea.
- #105 Mafac lever sleeves, white  
Wt. 1/2 oz... \$ .60 Pr.
- #106E Mafac lever clip with screw and nut.  
Wt. 1 oz.. \$ .50 Ea.



### VITTORIA UNIVERSAL BRAKE

**LEVER HOODS** - Made to fit most racing levers. Translucent rubber.  
Wt. 2 oz..... \$ 1.00 Pr.



### BALLILA BRAKE LEVER HOODS -

Translucent rubber hoods for the Ballila quick release levers.  
Wt. 2 oz..... \$ 1.00 Pr.

### VITTORIA BRAKE LEVER

**SLEEVES** - Brake lever sleeves in translucent rubber.  
Wt. 1/2 oz..... \$ .60 Pr.



### VITTORIA BAR PLUGS -

Pure gum rubber sleeve type bar plugs. Will fit O.D. of any bar. (Bar tape should be applied after plugs are installed).  
Wt. 1 oz... \$ .50 Pr.



### HANDLEBAR END STOPS -

Expander type. Red, blue or green. Fits into I.D. of bar.  
Wt. 1 1/4 oz.. \$ .50 Pr.



## CYCLING APPAREL

DETTO PIETRO - Art # 8

A fine quality all leather low priced Italian road and sport shoe. Sewn sole and a small heel. Available in Italian sizes 40 to 46. Approximate Wt. for size 42 shoes per pair 14 1/2 oz. \$ 9.95

DETTO PIETRO - Art # 6

Finest quality professional Italian racing shoe. Hand sewn, beautifully formed. Manufactured from the finest grain leather. Perforated soles and sides for maximum ventilation. A 3 inch steel plate is built into the sole to equalize the pressure on the ball of the foot.



This shoe is formed to the sprint pedalling position. Designed strictly for the racing man. Extremely lightweight. Available in Italian sizes 36 to 49. Approximate weight for size 42 shoes per pair - 16 oz. \$ 13.95

DETTO PIETRO - Art # 7

The newly created sprint shoe for the powerful sprinter. Same as Art # 6, but with a double sole. Available in Italian sizes 40 to 46. Approximate weight for size 42 shoes per pair - 17 oz. \$ 14.95

IMPORTANT - For correct shoe fitting, put on a pair of lightweight socks, stand on a plain sheet of paper and trace an outline of your left foot.

For SHOE CLEATS - SEE "T.A."

CRASH HELMET

Imported Italian soft leather, moulded form, machine stitched helmets.

Wt. 5 oz. \$ 5.00

DELUXE CRASH HELMET

Imported Italian soft leather, moulded form, extra thick padding helmets.

Wt. 6 oz. \$ 6.50



IMPORTANT - For correct helmet fitting, measure your head circumference.

ITALIAN RACING CAP

Cotton material with stiff sun visor, elastic stretch back to fit any size. In color combinations of White & Blue, Red, Green and other assorted colors.

Wt. 1 oz. \$ .80

ITALIAN CYCLING CAPE

A plastic cycling cape.

In Small, Medium, or Large sizes.

Wt. 8 1/2 oz. \$ 4.50

ITALIAN FEEDER BAGS

For use in road racing when handing over food and drink to the competitor. Can also be used as a musette bag to carry lunch and personal items.

Wt. 1 1/2 oz. \$ 1.00



## CYCLO-PEDIA



## LIBRARY



- |    |  |                       |
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# Sergal

## CYCLING APPAREL



— MADE IN ITALY —

Jerseys are made from finest quality materials. Expert tailoring. Used in the "Giro D'Italia" and other great classics.

### "SERGAL" R-1 ROAD RACING JERSEY - WOOL



Finest quality light wool jersey. Pockets, 2 front & 3 rear. Short sleeves.

Body available in colors:  
Blue..... Red..... or Green.

Chest stripes & trim:  
World's Championship colors.

Wt. 8 oz. Approx... \$ 13.85 Ea.

### "SERGAL" R-2 ROAD RACING JERSEY "FILO PERLE"



Finest blend of cotton and silk materials. Pockets, 2 front & 3 rear. Short sleeves.

Available in color combinations:

Blue body....Red & White stripes.  
Green " ....Red & White stripes.  
Yellow " ....Blue & Red stripes.

Wt. 8 oz. Approx... \$ 12.00 Ea.

### "SERGAL" T-3 TRACK RACING JERSEY "FILO PERLE"



Finest blend of cotton and silk materials. No pockets. Short sleeves.

Body available in colors:  
Blue..... Red..... or White.

Chest stripes & trim:  
World's Championship colors.

Wt. 5 oz. Approx... \$ 8.50 Ea.

### "SERGAL" T-4 TRACK RACING JERSEY "FILO PERLE"



Finest blend of cotton and silk materials. No pockets. Short sleeves.

Body available in solid colors:  
Blue..... Red..... or Green.

Collar & Trim: Contrasting color.

Wt. 5 oz. Approx... \$ 8.00 Ea.

NOTE: All jerseys, road and track, are available in 4 sizes, small, medium, large and extra large. If in doubt, send us your chest measurement.

WORLD'S CHAMPIONSHIP COLORS: Green, Yellow, Black, Red and Blue.

### "SERGAL" FINEST PROFESSIONAL TRACK SUIT

All wool. A real professional stylish track suit. A must for the athlete who has to lay around in between meets. Sweat shirt has full opening zip front, crew neck collar. Pants have long zippers at the ankles (easy to pull over shoes). Hip pocket has zipper opening. Color: Royal Blue only. Stocked in 4 sizes: Small, Medium, Large and Extra Large. Wt. Approx. 2 lbs..... \$ 29.95



### "SERGAL" FINEST PROFESSIONAL ROAD TIGHTS

Knit wool chamois lined with buttoned rear pocket (wallet size). Finely tailored Italian cycling tights, in Small, Medium and Large sizes. Wt. 8 oz..... \$ 10.50



### "SERGAL" FINEST PROFESSIONAL TRACK TIGHTS

Knit wool. Finely tailored chamois lined tights. Reinforced back, with pocket for "Pick-up" tool. Wt. 9 oz..... \$ 12.95

### CYCLING GLOVES

Smartest and best finished track mitt by the Italian masters of fashion and design. Extremely supple with reinforced palm neatly institched to an open crocheted back, making the mitts cool in use without loss of the essential close fit. Excellent for the cyclo-tourist and racer. Specify size: Small, Medium, Large & Extra Large. Wt. 1 1/4 oz. \$ 3.95 Pr.



### ITALIAN ALL PLASTIC EYE

SHIELDS - The wide plastic lens prevent dust and sand from entering the eyes. In three colors: Yellow (for dull days), Light Blue and Medium Green. Wt. 1 1/4 oz..... \$ 1.25 Ea.



### 1/2 FACE SHIELD - NO. 130

Equipped with elastic adjustable band and flip up hinge. Clear plastic. Ideal for cycling, skiing etc. Specially designed to fit over glasses. Wt. 2 oz..... \$ 1.98 Ea.





ALADDINS LAMP — Nancy Neilman  
U.S. NATIONAL WOMENS CHAMPION-53'54'56'57'

Many women are surprised to learn that the proper bicycle for the fair sex is the so-called "mens model". Actually the men have no claim to the diamond frame design, it just happens to be the correct and proven engineering design for a bicycle frame. The so-called "ladies model" with the top tube running parallel to the bottom tube was designed to accommodate a skirt. There are valid reasons why a ladies cycle is used, particularly if you're a small adult and can't obtain a small enough diamond frame for you to obtain proper dimensions from saddle to pedals, or if you are in a community where the ladies cycle is used for transportation. But for the woman who desires enjoyment from her cycling through the benefits of the latest engineering developments, only the diamond frame should be considered.



In selecting a bicycle, a woman should place special consideration on the ultra-light weight models such as the competition type road racing machines of approximately 22 pounds or the finer sports cycle weighing about 27 pounds. Remember, you are literally pedaling your own canoe and when cycling with the male sex you give away a great deal of muscle power...and the only way to equalize this is to have as high a performing bicycle as possible. Don't be misled by the fallacy that the super light bicycles are not durable. On the contrary, the fine competition and sports machines are made out of finer alloys and steels than the common variety and regardless of their lightness are actually stronger than bicycles weighing two times their weight! These machines are designed and built to withstand the powerful co-ordinated torque of athletes who weigh up to 200 pounds. No weekend cyclist, no matter how husky he might appear ever equals the stress that a bicycle is submitted to by a racing cyclist.

Let's discuss the turned down bars and funny looking saddle. Here again the design is based on the experience derived from thousands of competitive events and millions of miles of cycling. The racing or sports saddle is narrower simply to allow those powerful thigh muscles to work freely. When using the wide motorcycle type of saddle you're sitting on these muscles. My favorite saddle is only 5" wide at the butt and seven inches of its total length of 11" is only 1 1/2" wide...yet I have ridden this saddle for 12 consecutive hours and pedaled 217 miles. The wide steer horn type of bar does not allow the powerful back muscles to come into play. This is evidenced when a rider is trying to accelerate or climb a hill...he usually stands up on his pedals. But the racing cyclist drops his hands to the low position and can apply the added power of his arm, back and shoulder muscles in the thrust of his legs without getting off the saddle. Naturally you're going to feel uncomfortable at first because the position is new and strange, but it's no more or less trying than any result you would experience in any other sport you are new to such as skiing, archery, golf, etc. I can't quite advise an individual what to do personally as no two people are quite alike but I'll speak from my own experiences in cycling....briefly, as space doesn't permit us to get too technical!

I am not a "naturally born athlete", nor was I involved in any extremely athletic sport prior to my introduction to cycling...which began with the purchase of a fine quality mens sports cycle with racing bars and saddle. Needless to say the dealer had to overcome a great deal of prejudice as quite a few of my friends advised me against purchasing this model. As the dealer had to prove his point, I was advised to come out to some of the organized rides in which I would receive brief instructions. Within a few short weeks I was cycling 30 to 40 miles within a 3 hour period. My enthusiasm knew no bounds and now I was determined to enter into competition. I again approached the cycling dealer, whom I knew to have been a fine amateur cyclist and had a very good reputation for coaching some of the Nations finest cyclists...riders who had won State Championships, National Championships and placed on the Olympic team. My training schedule had to be worked around my 8 hour, 5 day a week secretarial job. I'd like to state here that at no time in all my 7 years of competition, except for my normal two week vacation which coincided with the National championships, did I ever take any extra time off to prepare for a major event.

But first I needed a new bicycle...the type used in track competition...no brakes, just a chain and fixed gear. (Those were exciting days until I learned how to master the new style of riding. Then, 30 miles per day to be put in a time limit of 2 hours or less, rest one day a week and 50 to 60 miles on Sundays ridden in a relaxed manner with a low gear. A complete diary of my performance was kept from week to week. My

training routine would consist of: Monday 5 mile warm-up, 20 mile time trial with a determined gear, 5 miles to cool off; Tuesday sprint session with the club, usually 5 to 6 sprints with the coach supervising and lecturing on tactics; Wednesday 5 mile warm-up and 20 miles of stop and go practice jumps for acceleration, etc., and 5 miles to cool off; Thursday sprints again; Friday "jam-session" with the club with everyone riding together and trying for "breaks". This gave you the feeling of chasing, riding wheels, and the general feeling of riding in a pack; Saturday, wash day; Sunday easy club rides.

Needless to say this routine changed my life...and diet. Plenty of meat, fresh vegetables, fresh fruit juices. No more pies, cookies, cake or pop, etc...and 8 hours of sleep. My 1st major problem was one of cadence, as I am, by nature, not too good on reflexes. My coach often expressed the fact that I resembled a kangaroo on a pogo stick. So, at no time was I allowed to ride a gear that I could not rotate at less than 90 R.P.M. sustained cadence. To check this, we used our time trial events. The same formula was used for timing sprints. We would go over the same course again and again and gradually increase gear ratios until the proper gear for the present physical condition was formulated. I never rode a gear simply because my competitor was riding it, I rode the gear that I knew from experience was the most efficient for my condition. In 1952, my first year of competition, I placed second in the National Championships...In 1953 I won and was riding the lowest gear of any of my competition. I won again in 1954.

In 1955, I received an invitation from the English Women's Cycling Federation to compete in England. Two days after I arrived in London by plane, I found myself at the famous Herne Hill, riding a match race against Daisy Franks, British Empire Sprint Champion and Holder of the Womens World Record for 200 and 500 Meters. This was my 1st experience on a banked track and against such formidable opposition I was plenty scared. Needless to say I was beaten in all three events; however, Miss Daisy Franks established a New World Record in beating me. She was clocked at 14.4 for the 1st at 200 Meters. I was clocked at 14.6.

One month later I had my revenge by beating her at Herne Hill and two weeks later I equaled the World's Record officially at 14.4 at Paddington Track in the heart of London. I "crossed the pond" and competed at the Municipal Stadium in Paris and after winning several track meets I decided to fly back and defend my title... one of those quick decisions which was quite a disappointment, as the fatigue of constant travel kept me from making it 3 National Championships in a row, and I was forced to accept a dejected 2nd place.

In 1956 I received an invitation to ride in an 8 day Stage Race of approximately 80 miles per day, road race fashion which was organized like a miniature "Tour de France". However, before leaving for Europe again, I had the opportunity to compete in the National Championships again, and regained my title for the third time.

With my title in hand, I flew overseas and joined the other competitors for the start of this unique event. There were two English teams of 5 women each, one French team of 5 women and smaller combinations from Luxembourg, Belgium, Switzerland, Germany, etc., and in all, over 70 starters. The organized teams had trainers, mechanics and masseurs...the rest of us rode alone...patched and changed our own tires and looked after our own equipment. For this event I was riding a 10 Speed Professional Road Racing Bicycle. In all the time that I was in France I used this one bicycle for both training and racing...my only trouble being a loose seat post that developed during the 3rd stage (time trial). All the other stages were mass start with sprint finishes. After 8 days of racing, I ended up in 14th place on the official score sheet, which seemed to impress my companions who had not considered that I might place well in the road events because of the limited type of events in the USA and that fact that I was known as a "sprinter". I had good company with me as Miss Daisy Franks of England had placed 12th and Miss Elsie Jacobs, the Belgium National Champion who one year later went on to win the first Women's World Road Racing Championship, placed 15th. I didn't ride my bike for 10 days after finishing this "Tour de France" and my next race was a 35 mile Grand Prix de Ricm...which I won. It seemed nothing could stop me and I returned to the States to rest on my laurels.

In 1957 I again repeated as National Champion, making it the fourth year, but the effect of 7 years of dedicated training was beginning to become a bore...so I took the easy way out...I got married. I rode my last bicycle race in 1958 at the National Championships, finishing in 3rd place behind Maxine Conover of Washington State and my teammate Joanne Speckin who placed second. Joanne became the 1959 National Womens Champion and looks forward to bigger and better competition. To me cycling was the "Aladdin's Lamp"...the excitement of competition and adventures of foreign lands and of friendships found, are to be treasured the rest of my life!



## Saddles & Saddle Accessories



### PLASTIC RAIN COVER FOR RACING SADDLE

A plastic rain cover with elastic band. Will fit any standard racing saddle. This can also be used as a saddle cover to protect light colored clothing from being stained by the preservative oils in the leather saddle. Wt. 1 oz..... \$ .60



### IDEALE FRENCH RACING SADDLE

Top quality leather. Hand fitted copper rivets. No saddle bag loops. Black enamel two-wire frame. Special micro-adjustment saddle clip. Size: 10 7/8" x 6 1/2" x 3 1/8" (Wt. 1 lb. 8 oz.)..... \$ 13.50

# UNICA



Used by the World's leading Professional and Amateur cyclists. The top is moulded to the saddle frame, giving a clean and finished appearance. Its modern curved back design, short curved chamfered sides and rivetless construction prevents chafing. Rain, hot or cold temperatures cannot affect its original shape. No breaking-in required. Top is perforated for coolness.



— Made in Italy —

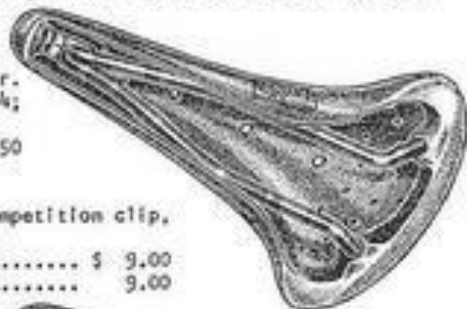
### SEAT PILLER

Patented Unica Micro-adjusting dural pillar. Length of post - 7", O.D. - 26; 26.2; 26.4; 26.8; 27; and 27.2 mm. Wt. 10 oz..... \$ 7.50

### NYLON-PLASTIC UNICA SADDLE

Will fit Campagnolo #1004 pillar, Ideale competition clip, Brooks clip or any standard clip.

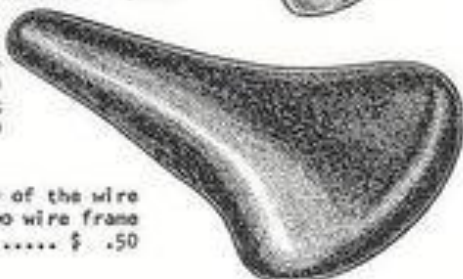
Track saddle - Black only - Wt. 12 oz..... \$ 9.00  
Road saddle - Black only - Wt. 11 oz..... 9.00



**LEATHER TOP NYLON BOTTOM UNICA** - Road & Track Models  
Same design and appearance as plastic model. Top is made of choice grain leather. Rivetless construction. Black only. Wt. 11 oz..... \$ 13.50

### UNICA SADDLE BAG CLIPS

Two neat appearing yoke clips that fasten on to the rear of the wire frame to hold tool or saddle bags. Will work on any two wire frame racing saddle. Wt. 1 oz..... \$ .50



### TAN SAD CHILD CARRIER

A fine quality child carrier for ages three to ten years. Spring mattress saddle with hand support and sturdy back support and strap. Folding foot rests clamp on seat stays. Will fit on any rear carrier. Wt. 4 lbs. 8 oz..... \$ 10.00

### BROOKS PROOFIDE LEATHER DRESSING

An occasional application of this dressing will keep leather saddle tops supple and well preserved. Also useful for all leather straps, shoes and items of leather body. Wt. 2 oz..... \$ .50



**The Finest Saddle in the World**



— Made in England —

**8-17 STANDARD SADDLE** - Specially selected leather top with chamfered flaps. Two-wire frame and Chromium Plated Clip. Chrome Plated Finish.



Size: 11" x 6-3/4" x 3-1/8" - (Wt. 1 lb. 12 oz.).....\$ 11.75

**8-17 COMPETITION STANDARD SADDLE** - Specially selected leather top with chamfered flaps. Designed specially for competition work. Two-wire frame and chromium plated clip. Available "polished" or "dressed". Chrome Plated Finish. No saddle bag loops.



Size: 11" x 6-1/4" x 3-1/8" - (Wt. 1 lb. 10 oz.).....\$ 11.75

**8-17 NARROW SADDLE** - A narrower version of the 8-17 Brooks. Specially selected leather top with chamfered flaps. Two-wire frame and chromium plated clip. Chromium Plated Finish.

Size: 11" x 6" x 3-1/8" (Wt. 1 lb. 10 oz.).....\$ 11.75

**8-17 SPRINTER SADDLE** - For Track Riders. A very narrow saddle. Specially selected leather top. Chromium Plated Finish.

Size: 11" x 4-3/8" x 2-1/2" (Wt. 1 lb. 7 oz.).....\$ 11.75

**8-17 SWALLOW SADDLE** - The specially shaped cut-away top gives great freedom of leg action. Specially selected leather top, rolled edges reinforced with spring steel wire, two wire frame and chromium plated clip. Chromium Plated finish.



Size: 11" x 6" x 3-1/8" (Wt. 1 lb. 9 oz.).....\$ 15.00

**8-17 FLYER SADDLE** - Specially selected leather top with chamfered flaps. Two-wire frame and chromium plated clip. Chromium plated finish.

Size: 11" x 5 1/4" x 3" (Wt. 1 lb. 10 oz.).....\$ 11.75

**8-15 SWALLOW SADDLE** - The specially shaped cut-away top gives great freedom of leg action. Specially selected leather top, two wire frame and chromium plated clip. Chromium plated finish.



Size: 11" x 6" x 3 1/8" (Wt. 1 lb. 9 oz.).....\$ 8.75

**8-15 NARROW SADDLE** - A narrower version of the 8-15. Specially selected leather top mounted on a two-wire frame with chromium plated clip. Chromium Plated Finish.



Size: 11" x 6" x 3-1/8" (Wt. 1 lb. 10 oz.).....\$ 8.75

**8-15 STANDARD SADDLE** - Specially selected leather top mounted on a two-wire frame, with chromium plated clip. Chromium Plated Finish.

Size: 11" x 6-3/4" x 3-1/8" (Wt. 1. lb. 11 oz.).....\$ 8.75



**BROOKS PROFESSIONAL SADDLE** - This is the latest model in the Brooks professional racing saddles. Hand fitted copper rivets. Premium grade select cut leather. No saddle bag loops. Chromium plated two wire frame and clip.

Size: 10" x 6" x 3" (Wt. 1 lb. 7 oz.).....\$ 11.95



**BROOKS — CYCLE BAGS****MILLBROOK**

A well designed bag with a variety of uses, having a good capacity, and wide opening to permit easy access. The BROOKS patented suspension bar and PVC shield ensure extra hard wearing qualities in such a reasonably priced bag. Size: 9" x 7" x 6-1/2" (Wt. 14 oz)

BB108 Price \$ 2.95

**HALESBROOK**

A tourist model, having ample packing space, with end flaps and tie tapes, plus two generous side pockets. Made in hard wearing, double texture, waterproof material. The corners & support bar strengthened by specially shaped chrome leather protective pieces and fitted throughout with grey chrome solid straps. This bag incorporates the BROOKS QUICK RELEASE ROD. Size: 12 1/2" x 7" x 9". Wt. 3 lbs. 12 oz. Price \$ 9.95

**GLENBROOK**

This wide opening commodious bag, with two handy side pockets, is particularly suitable for low saddle fitting and will have an instant appeal to the keen cyclist. Features also include "D" loops for cape straps, the BROOKS Patented suspension bar and PVC Shield. Size: 13" x 7" x 6-1/2". (Wt. 1 lb. 8 oz.) Price \$ 4.85



**BROOKS QUICK RELEASE ROD** - Enables the cycle bag to be quickly removed from the saddle, yet fully secured while travelling.



Open

Closed

To remove bag, merely straighten knuckle joint (indicated by arrow), withdraw rod, and bag is free.

**BROOKS PVC SHIELD** - PVC is an extra tough, durable plastic material, built to withstand chafing and hard wear.

**PROTECTION OF VITAL PARTS**

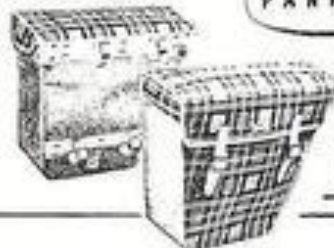
Protection at points most subject to wear (A and B). The steel suspension bar (C) is pocketed and fully protected by PVC.

**MOSSBROOK**

Suitable for long distance touring, having an exceptional capacity and two generous pockets. A stiffened bag, fitted with the BROOKS QUICK RELEASE ROD and "D" loops for cape straps. The PVC Shield and wearing patch offer protection to the body, and the hooded lid is proof against bad weather. Solid leather straps complete an excellent specification. Size: 13" x 6" x 9-1/2" Wt. 3 lbs. 5 oz. Price \$ 7.95

**HIGHBROOK**

The clubman's bag with an exceptionally large carrying capacity. Made in hard wearing, double texture waterproof material, special care having been taken to strengthen the support bar and the corners with specially shaped chrome leather pieces. Capacious side pockets, extra long front straps and end flaps with tapes attached, allow for cramming the body of the bag. The straps are all of first quality grey chrome solid leather. Wt. 3 lbs. 14 oz. Size: 13" x 8" x 9-1/2" Price \$ 10.80

**PANNIER**

Made of grey hard wearing, double texture waterproof material. Chromium leather straps and specially designed corner pieces. Support bars fully protected with BROOKS PVC. Designed to give adequate heel clearance with fiberboard stiffener for easy packing and a neat appearance. Fully hooded lid protects against all weather. Specify Grey or Stewart plaid (Red) side panels. Size: 12" x 4" x 14" tapering to 8". Wt. 4 lbs. (Pair). Price \$ 11.95 Set

## CAMPING EQUIPMENT



A rugged, all metal, folding camping stove for year in, year out use. Attractive blue enamel finish. Built in carrying handle. Just snap open and use, no assembling or loose parts. Brass fuel feed line and burner. Operates 3 hours on one filling of  $\frac{1}{2}$  pint of denatured alcohol, available anywhere as alcohol solvent. Complete flame control from low to high. Completely safe because no pressure is involved. Cooks meals for entire family. Size: 9 x 6 x 3" closed.

#230 ALCOHOL STOVE	- Wt. 3 lbs.....	\$ 9.95
#9083 FUEL CAN	- Holds 2 pints. Wt. 7 oz.....	2.25
#901 CARRYING CASE	- Can hold #230 Stove & #9083 Fuel Can - Wt. 8 oz.....	2.25



**CYCLISTS CANTEEN** - Made of pure aluminum. One full quart capacity. All welded. Guaranteed against leakage. Unbreakable with chain attached. Drinking spout on side of canteen which prevents spillage & eliminates replacing stopper when canteen is laid down. Complete with insulated carrying case & full length shoulder straps. - Wt. 7 oz..... \$ 1.95

**CYCLISTS MESS KIT** - Made of pure aluminum. Sanitary, compact & lightweight. Easy to keep clean. Entire set nests inside shell of two pans with frying pan handle clamping it shut. Ideal for cycle-campers, hunters, etc. Wt. 13 oz.. \$ 1.98



**CUTLERY SET #9147** - Of solid aluminum with a smooth finish. Knife has keen stainless steel blade. Notched handles of set allow fork, spoon and knife to nest firmly and compactly together for easy transport. Set is 7" long. Wt. 3 oz..... \$ .95



**WOOD-PAL FOLDING SAW** - The finest, most practical folding saw imaginable. When folded, the sharp teeth are completely covered by the handle. The handle itself is made of high impact plastic for years and years of carefree service. The polished blued blade of especially tough Swedish steel in raker-tooth style can be set in 3 different positions for the most efficient cutting angle. Light and takes up very little space. Total length: 27" Folded: 15" Wt. 10 oz..... \$ 3.95



**CHROME MIRROR** - Gives a clear sharp reflection like a precise ground glass mirror. Unbreakable. Folding easel back permits standing on table, or hung from wall or tree. In protective leatherette pouch. Measures 3 3/4" x 4 3/4" Wt. 4 oz..... \$ 1.50

**MAP MEASURER & COMPASS**  
Trace route and obtain reading by multiplying the miles per inch factor by your reading. Has built-in magnetic compass on reverse side. Leather type carrying sheath.



Wt. 1 oz..... \$ 2.00



## A Prelude to CYCLE-CAMPING



BY...GENE PORTUESI

Whenever writing on the subject of cycling, or cycle-camping, I always endeavor to keep the "beginner" in mind, as it's this person who needs the advice and encouragement! To begin, it's advisable for the less experienced cycle-camper to understand that in seeking solitude and complete enjoyment in those "untouched" scenic spots, he is apt to be out of communication for days at a time, as well as away from any source of assistance. Therefore, if you intend to go back into the wilderness, it would be advisable to undertake the trip with a few companions....especially when venturing for that swim or long hike into the forest!

**PLANNING THE ROUTE** - For a complete week of cycle-camping, it's best to select an area of a state forest in which a small town with shopping facilities is nearby so that it can be made the "pivot-point" of your operation. Two or three camp sites on shores of lakes or streams should be selected so as to form a crescent route around the town, and the camp sites should not be more than 20 to 25 miles from the town, making a round trip of 40 to 50 miles the maximum. For a small charge, the Conservation Department has concise and detailed maps showing abandoned logging roads, trails, mines, streams, scenic overlooks, and the new conservation trails. It's wise never to venture across-country hiking without these maps....and a compass!

If time permits, the group can cycle from their home to the camping area. However, a good average distance for a well equipped cycle-camper should not exceed 60 miles a day, unless you intend to use motel accommodations until you arrive at your general camping area. A few practice runs with the group prior to taking the camping trip should give a good basis on which to set the daily average mileage. If time does not permit cycling to the section of the country where the camping trip will be conducted, the area can be reached by car and trailer or train. After having pre-determined your camp sites and routes, notify the State Police or Conservation Department of your itinerary so that in an emergency, they will know where to locate you. During their numerous patrols, the Conservation Department will occasionally drop in on your camp to see that everything is going well!



Shopping for food to be used on the camping trip can be done at the town chosen for a base of "camping operation". Take enough supplies for approximately two days and be sure to leave early enough on the first morning to arrive in time to establish a well organized camp. The following morning, two riders should be dispatched to town for additional supplies. After a few days of exploration, move on to the next campsite and repeat the operation.



**CAMPING EQUIPMENT** - It's worth emphasizing that care should be taken in selecting the proper camping equipment.

The tent is normally the 1st item to be bought, and in the majority of cases proves to be the most expensive item. The requirements are basic....full all-round weather and element protection....and bug and snake proof! It's design must incorporate a water-proof seam in floor, mosquito netting and storm flaps. It must be light and pack compactly. A good weight is from 8 to 10 lbs. for a two man tent and from 5 to 6 lbs. for a one man. (The one man tent can accommodate two in an emergency.) Heavier tents are unwieldy and take the place of those "extra" items for personal comfort.

The tent also must have height, width and length, for during inclement weather, most personal belongings must be protected and the tent still must have sufficient room for cooking with a portable stove. A deck of cards or miniature chess set will help pass away the hours.

For the sleeping bag, down is preferred. A 4 lb. down bag is sufficient for all weather encountered on cycle-camping trips and is warmer than wool or synthetics of the same weight...and much more compact! It should not be water-proof, as a waterproof bag will not "breathe" and moisture from the body condenses offering only cold dampness. A sleeping sack made from a bed sheet should be included in the bag, as it adds comfort and keeps the bag fresh and clean. Also, a full length air mattress is worth the extra luggage as it insures a restful sleep on all ground conditions. (For related information, see Article - "North, South, East and Westward -- Ho!").



All cookwear should be of aluminum and the Boy-Scout type mess kit is generally sufficient, although in group camping it would be wise to include an aluminum kit in which a small tea kettle and larger pots and pans are available. Here again, the novice should practice cooking with metal foil, as an endless variety of delicious meals can be cooked on hot coals...roasts, chicken, meat-loaf, fish, sausage, corn on the cob, potatoes, etc.



When cooking with coals, dig a trench of approximately 8" deep, 10" wide and 20" long. Fill the trench to the top with clean hot coals. It's then possible to fry, bake or boil by setting the pots, pans or aluminum wrapped foods right on top of the coals. For that extra cup of coffee or tea later in the evening, fill another hole with coals and place the pot to boil. A small portable alcohol or gas stove should be part of every camper's equipment in case there should be a shortage of wood or a rain storm. It is also indispensable for quick mid-day snacks between campsites.

Finally, the question of carrying your equipment. The pannier bag carrier is a necessity and should slide down the seat stays under a load and which fit on the rear axle or are bolted to the fender screw support on the fork ends, are the best type. The most rigid are the brazed-on type as found on the cycle-tourist cycles. In addition to a large saddle bag, the pannier bags are a requisite and should be waterproofed canvas, and designed so that the heel will not hit the bag while pedaling.

An extra "tip" to the cyclo-camper is to give the weather important consideration. Try to plan your trip during the period of the year when the rain fall is at its lowest point in the territory where you plan to cycle. The late summer and early fall seem to be the "choice" times, with nature at the peak of its splendor.

Pages more could be written on cycle-camping and its related equipment; however, this article generally outlines the sport, its possibilities and its needs!

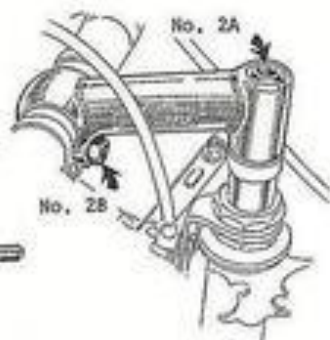
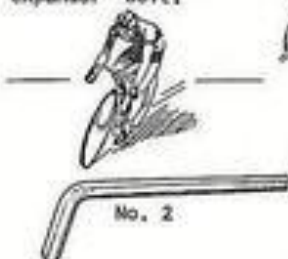
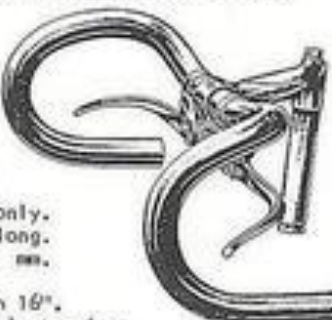
It's rather difficult to get around the fact that the initial outlay is somewhat expensive..... however, when measured over a period of a few years, you'll be making an investment that buys years of health, care free fun, excitement and pleasure!





**T.T.T.****Italy's Finest Stamped Forged Alloy Stems**13 cm.  
Wt. 12½ oz. \$ 5.5012 cm.  
Wt. 12 oz. 5.5011 cm.  
Wt. 11 oz. 5.5010 cm.  
Wt. 10½ oz. 5.509 cm.  
Wt. 10 oz. 5.508 cm.  
Wt. 9½ oz. 5.507 cm.  
Wt. 9 oz. 5.50Stem post O.D. - 22 mm.  
7 mm. Allen Key supplied with stem.**T.T.T. ALLOY BARS - REINFORCED FERRULE**O.D. of bar at ferrule ..... 26 mm.  
O.D. of bar ..... 24 mm.  
Wt. Approximately 12 oz. .... \$ 5.00 Ea.

TYPE	REACH	WIDTH	GRIP
Fr. Belga	125 mm	400 or 430 mm	170 mm
Bobet	128	400	165
Anquetil	125	410	160
De Filipplis	90	400	145
Coppi	115	420	195
Pista	125	370	210

Illustration of the  
T.T.T. Alloy Stem  
with the recessed  
expander bolt.**No. 2 ALLEN KEY 7 mm. for T.T.T. RECESSED  
EXPANDER - Wt. 2 oz. .... \$ .75 Ea.****No. 2A BOLT & EXPANDER - Wt. 2 1/2 oz. ... 1.00 Ea.****No. 28 STEM BINDER BOLT & NUT - Wt. 1 oz. .25 Ea.****AMBROSIO ADJUSTABLE STEM**Forged alloy sliding adjustable  
extension. Dovetail design pre-  
vents twisting under violent ex-  
ertion. Supplied with socket  
wrench. Wt. of extension 13 oz.  
Wt. of socket wrench 3 oz. .... \$ 7.50 Ea.**CYCLO-TOURIST BAR, STEM, LEVERS & RUBBER SLEEVES**If your problem is  
small hands, or your  
reach is too short to  
get a good grip on  
the brake levers of  
your present sports  
machine, convert to  
the Cyclo-Tourist bar.Sold as complete unit only.  
Stem alloy - 2 1/4" long.  
Stem post O.D. - 22 mm.Chrono steel bar. Width 16".  
Brake levers, alloy cyclo-tourist.  
Wt. 2 lbs. 7 oz. .... \$ 8.50 Ea.**CLOTH BAR TAPE - Adhesive**  
Available in Red, Blue, White,  
Green and Yellow. One roll  
will cover the complete handle-  
bar. Wt. 1 oz. .... \$ .30 Ea.**PLASTIC BAR TAPE**Hunt Wilde American plastic transparent non-adhesive  
bar tape in 5 yard rolls. Very lucid colors:  
Lime Green, Coppertone, White, Violet, Flamboyant  
Blue & Flamboyant Red. Wt. 2 oz. .... \$ .45 Ea.

## Pumps & Accessories

### SILCA PUMPS - Made in Italy

**MODEL S-14** - Silca plastic pump, World's finest racing pump. Exclusive patented polished alloy sleeved hand grip with IMPERO quick fit adapter. Length 19". Wt. 4 1/2 oz. .... \$ 2.50

**MODEL S-15C** - Silca plastic pump. Same as S-14 but with Campagnolo adaptor, rubber covered prongs eliminates need of bottom pump peg. Length 19". Wt. 5 oz. .... \$ 3.95

**MODEL S-12** - Silca plastic standard pump. Available with either Schraeder or Presta pump hose in handle. Length 10" - Wt. 4 oz. .... \$ 2.25

- S-12-P** PRESTA Hose Connection. Wt. 1 oz. .25
- S-12-S** SCHRAEDER Hose Connection. 1 oz. .25
- S-14-S** IMPERO PRESTA Pump Connector for S-14 Pump. Wt. 1 oz. .... .50
- S-15-CP** CAMPAGNOLO PRESTA Pump Connector for S-15C pump. Wt. 1 1/2 oz. .... 1.95

### ENGLISH POLISHED ALLOY PUMPS

- AP-115** - 15" long standard pump. Hose in handle with Schraeder connection. Wt. 4 oz. \$ 1.35
- AP-118** - 18" long pump. Hose in handle with Schraeder connection. Wt. 4 1/4 oz. .... \$ 1.65

**ENGLISH SCHRAEDER PUMP HOSE No. AP-9** - This hose has depressor pin. Wt. 1 oz. .... \$ .35

To convert English pump hose connection, Schraeder to Presta, use A-15 Valve Adapter.

**PRESTA VALVE ADAPTER No. A-15**  
Converts from Schraeder to Presta. Also used as adapter to inflate Presta valves at service station compressors. Wt. 1/4 oz. .... \$ .25

**HITE JR. FOOT PUMP**  
Heavy gauge, short 15" barrel high pressure pump. Folding base. Thumb lock Schraeder connection. Will inflate racing tires to 120 lbs. Wt. 2 lbs. .... \$ 3.50

### SILCA PRESTA VALVE HIGH PRESSURE CONNECTOR

Constructed from solid brass. To use, simply fit over open Presta valve. This connector is designed so that the rubber insert constricts under pressure. No leakage. Will not pop off under high pressures. Wt. 2 oz. .... \$ 1.65



(For Foot Pump)

### THUMBLOCK FOOT PUMP CONNECTOR - For Schraeder valve.

Wt. 1 oz. \$ .60



### VALVES FOR TUBES

**Schraeder Valve**  
Wt. 1 oz. \$ .40



**Presta Valve**  
Wt. 1 oz. \$ .40



**PUMP PEGS** - Attach to frame.  
AP-318 - For 1 1/8" tubing.  
AP-310 - For 1" tubing.  
Wt. 1 oz. .... \$ .40 Pr.

**PUMP CLIPS No. 614**  
Attach to frame. Plastic coated.  
Wt. 1 oz. .... \$ .25 Ea.



### TIRE REPAIR KIT

Contains special thin patches for light weight and racing tubes, booting material, rubber cement, scraper & chalk. Wt. 2 oz. .... \$ .35



### AIR PRESSURE GAUGE No. 520

Air pressure is accurately indicated by easy to read figures etched on indicator. Registers from 20 to 120 lbs. Wt. 2 oz. .... \$ 2.00



### NAIL PULLERS

This fine accessory has prevented many flat tires. Fastens to hand brake center bolt. Wt. 1/2 oz. .... \$ 1.00 Pr.



### GROSS RUBBER CEMENT

Highly volatile super solvent is best for butyl tube and casing repair. 1/2 Pint can. Wt. 14 oz. .... \$ 1.10





*"Minerva"*

Made in Switzerland

## CHRONOGRAPHS &amp; STOP WATCHES

ALL Minerva chronographs have 17 Jewels, are non-resistant, shock stainless steel "Out" features.

graphs have 17 magnetic, water resistant with cases and "Time SWISS MADE,



MINERVA SWISS CALENDAR WRIST WATCH - 25 Jewel, all steel dust and moisture resistant case. Wt. 2 oz..... \$ 81.00



MINERVA No. 105H SWISS TIMER 1/5 second time out timer, 7 Jewels. Long hand makes one turn in 60 seconds. Registers minutes up to 60 and hours up to 12. Start, stop & fly back to zero by successive depressions of crown. Non-magnetic, lever movement, Nickel chromium case. Wt. 2 1/2 oz... \$ 37.30



MINERVA No. 530-W SWISS CHRONOGRAPH - 14 Ligne, 12 hour recorder, 1/5 second and decimal dial. Wt. 2 oz..... \$ 85.50



MINERVA No. 520-W SWISS CHRONOGRAPH - 13 Ligne, 1/5 second and decimal dial. 30 minute recorder. Wt. 2 oz... \$ 78.75



MINERVA No. 540-W SWISS CHRONOGRAPH - 14 Ligne, 12 hour recorder and calendar chronograph Day & date change automatically Wt. 2 oz..... \$ 121.50

Minerva timers are unconditionally guaranteed against manufacturing defects for one year from date of purchase.



HANHART No. 361 A/5 GERMAN SWING TIMER - 1 Jewel, 1/5 second time out timer with 30 minute 60 second totalizer. Press crown to start, stop and time out press slide button to reset to zero. Wt. 2 1/2 oz. \$ 22.00

*"Hanhart"*

Made in Germany



Hanhart timers are unconditionally guaranteed against manufacturing defects for one year from date of purchase.



HANHART No. 752 A/10 GERMAN SWING TIMER - 7 Jewels, winding mechanism in rear. 1/10 second. Outside dial registers 60 seconds, inside dial registers 30 minutes, small bottom dial registers 1/10 second. Wt. 2 1/2 oz..... \$ 24.30



**BABY BUCKET SEAT No. 267**

Hinged clamp, will fasten on top bar of gent's frame or down tube of ladies' frame.

Wt. 1 lb 8 oz.

\$ 3.50



**SANDOW No. 732**

The all purpose stretch strap. Ideal for holding bicycles and luggage on car top carriers. Also used to support loaded panniers on bicycles. Wt. 3 oz..... \$ .60



**ROLLFAST BICYCLE EXERCISER No. 108X**

A fine exerciser for use in the club room, which anyone can use for conditioning. Adjustable tension controls pedaling pressure as cyclist improves in condition.

Wt. 40 lb..... \$ 64.95

**DELUXE CHILD SEAT No. 1616**

Suitable for 26" or 27" wheels. Includes specially designed leg shields which eliminate any risks of the child's foot fouling in the spokes. Strongly made. Adjustable foot rest and safety strap. Enameled black & folds flat for easy packing.

Wt. 2 lb. 8 oz..... \$ 8.95



**ITALIAN FEEDER BOTTLE No. 313**

A practical low priced bottle, with easy to grip ribbed sides and fitted with firm press-on cap. Available in Red, White or Blue. Plastic.

Wt. 3 oz..... \$ .75



**COUPLING FOR CYCLE TRAILER No. 286**

Special device with pivoting action on ball, for pulling light trailers. Spring loaded catch. Set screws locking when in use. Attachment to seat stays. Wt. 12 oz..... \$ 4.95



**ITALIAN HANDLEBAR CAGE No. 230**

A durable all plastic cage with quick release metal chrome plated buckle. Handle bar fastening.

Wt. 3 oz..... \$ .75

**UNICYCLE No. 733**

Available in two sizes, 20 and 24 inch wheel. 1.75 Whitewall tires.

1 piece hub, forged together with its axle, strongest construction in the industry.

2 tone unicycle saddle.

Chromed fork fittings.

Wt. lbs..... \$ 32.50

Shipping: Too large for parcel post, must be shipped R.E.A.


























**ITALIAN FRAME CAGE No. 231**

A durable all plastic cage with quick release metal chrome plated buckle. Frame fastening.

Wt. 3 oz..... \$ .75



LIGHT ALLOY		JOS		DYNAMOS & LAMPS	
	<p><b>JOS LIGHT ALLOY DYNAMO SET</b> French Rural Dynamobloc 6 Volts - 3 Watts. A fine precision gener- ator and headlight unit makes it ideal for the club or racing cyclist who wishes to keep weight to a minimum. As there are no wires to connect, the mounting or removal is achieved in a mat- ter of seconds. The generator also incor- porates a lead so that the hook-up of a rear taillight is possible. Complete with BN clamp. Wt. 8 1/2 oz. .... \$ 5.45</p>				<p><b>BN CLAMP</b> Wt. 1 3/4 oz. \$ .30</p>
			<p><b>FM JOS TAILLIGHT</b> Rear stay fitting. Wt. 2 oz. \$ .95</p>		<p><b>FE CLAMP</b> Wt. 2 1/2 oz. \$ .45</p>
					<p><b>BN CLAMP</b> Wt. 1 oz. \$ .30</p>
	<p><b>JOS GENERATOR</b> 6 Volts - 3 Watts. Wt. 7 oz. \$ 3.25</p>		<p><b>530C JOS BULLSEYE HEAD LAMP</b> - With universal mounting clamp. Wt. 1 1/2 oz. \$ 1.00</p>		<p><b>FCD TAILLIGHT</b> A unique reflector taillight. A. Tall- light window. B. re- flector. Wt. 2 oz. .... \$ 1.50</p>
			<p><b>PRC JOS TAILLIGHT</b> With red reflector for fender mount. Wt. 2 oz. .... \$ 1.50</p>		<p><b>GT CLAMP</b> - For Fender mount. Wt. 1 oz. \$ .30</p>
					<p><b>PL CLAMP</b> Wt. 1 1/2 oz. \$ .30</p>
	<p><b>IMPORTED GENERATOR SET</b> - 6 Volts, 3 Watts. Finely chrome plated, highly polished generator. Chrome plated polished head light has twin bulbs with a high and low beam switch. Wt. 1 lb., 12 oz. .... \$ 4.50</p>				<p><b>"L" CLAMP</b> Wt. 2 1/2 oz. \$ .40</p>
					<p><b>HOOK-UP WIRE FOR GENERATORS</b>... \$ .25 Ea. (for front to back hook-up)</p>
					<p><b>GENERATOR BULBS</b> - 6 Volt..... .25 Ea. <b>BATTERY BULBS</b> - Single Cell... .15 Ea. <b>BATTERY BULBS</b> - Double Cell... .15 Ea.</p>
			<p><b>CYCLISTS TAIL- LIGHT</b> - 1 Cell Battery. Wt. 4 oz. \$1.00</p>		<p><b>FLASHLIGHT HOLDER - VITTORIA</b> Easy fastening on to head tube, fork, or handlebar and firmly grips a small flashlight. Wt. 2 oz. .... \$ 1.00</p>
	<p><b>CHROME PLATED HEAD LAMP</b> - 2 Cell bat- tery light with a special spring clip fastener for instan- taneous mounting on "L" Clamp. Ideal for cycle campers &amp; tour- ist, as it will double as a flash- light. Wt. 12 oz. .... \$ 1.90</p>		<p><b>AUTOMATIC FLASHLIGHT HOLDER</b> Wt. 7 oz. \$ 1.50</p>		<p><b>WALD FLASHLIGHT HOLDER</b> - Snaps in and out instan- taneously. Made of spring steel. Wt. 3 oz. \$ .60</p>
	<p><b>PEDAL WRENCH</b> - Fits Campagnolo &amp; Lyotard racing pedals. Wt. 7 oz. .... \$ 3.00</p>		<p><b>SPROCKET REMOVER</b> - Less Chain. Will remove the most obstinate sprocket without damage to the teeth. Wt. 8 oz. .... \$ 2.00</p>		<p><b>OFFSET CONE PLIERS</b> - Thin jaws for adjusting front &amp; rear hub cones. Offset for entry into small gaps. 8" long. Wt. 7 1/2 oz. \$3.00</p>




**RALEIGH PLASTIC MUDGUARDS** - For 26" or 27" Wheels. All white. Complete with fender bridge, reflector & braces. Wt. per pair 1 lb. - \$5.00 Pr.



**CHROME PLATED STEEL MUDGUARDS** - For 26 x 1-3/8" Wheels Only. Complete with fender bridge, reflector & braces. Wt. per pair 2 lbs. - \$4.50 Pr.

**BLACK STEEL MUDGUARDS WITH GOLD TRIM** - For 26 x 1-3/8" Wheels Only. Complete with fender bridge, reflector & braces. Wt. per pr. 2 lbs. - \$3.95 Pr.


Wt. 1 oz. **FENDER BRIDGE CLIP** Heavy Gauge Steel - \$ .35




**MAVIC ALLOY 1/2 FENDERS** Polished aluminum. Ideal for the racing cyclist for spring training rides. Instant installation, or removal. Wt. per pr. 3 ozs. Per Pr. - \$1.50


**ALLOY REAR SPRING CLIP CARRIER** - The lightest carrier available. Fine rigid construction, fits on rear fork ends. Springclip For 26" & 27" wheels. Wt. 1 lb. 6 oz. - \$3.50




**BAG SUPPORT** Chrome plated fitting. Clips on to rear stays and is clamped into position by winged nut & screw. Wt. 8 oz. \$1.80



**FRONT CARRIER CHROMED STEEL** - Springclip with finest rigid construction. (Wt. 1 lb. 12 oz.) - \$ 3.25

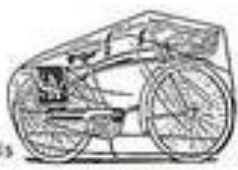


**FRONT CARRIER ALLOY** - Springclip. Lightweight with finest rigid construction. Wt. 1 lb. 4 oz. \$ 4.50




**CHAIN ADJUSTERS** Made in Italy. Chrome plated finish. Wt. 1 oz. pr. \$ .60 pr.


**PROTECTO BICYCLE COVER** Complete protection for your bicycle against inclement weather. Rain and snow repellent, spot resistant. Made from strong vinyl plastic. Folds and fits into carrying case for quick storage. Wt. 8 oz. - \$ 2.50




**S.B. ALLOY ENGLISH WINGNUTS** - Wt. pr. 1 1/2 oz. #GF-Front, Eng. Thread - \$1.25 Pr. #GBR-Rear, Eng. Thread - \$1.25 Pr. #GBR-Rear, 3 Speed Sturmey-Archer - \$1.50 Pr.




**CHROMED ENGLISH TRACK NUTS** Wt. pr. 1 oz. #EF Front - \$ .60 Pr. #ER Rear - \$ .60 Pr.



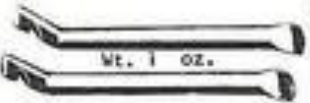
**HURET FRENCH ALLOY WINGNUTS** Wt. 1 oz. pr. #HF Front - \$1.25 Pr. #HR Rear - \$1.25 Pr.




**HURET FRENCH TRACK NUTS** Wt. 1 oz. pr. #TF Front - \$1.00 Pr. #TR Rear - \$1.00 Pr.




**TIRE LEVERS** The patented notch enables the cyclist to clip the lever around the spoke, thus more than 2 levers can be used for the tire removal.... \$ .20 Ea.



**BROOKS CHROME PLATED SEAT CLIP** - For all B-17 Racing saddles and other 2 wire frame racing saddles of similar design. (Wt. 6 1/2 oz) - \$ 1.75



**ALLEN TOOL BAG** American Made. 7" x 3-1/2". Black leather. Wt. 5-1/2 oz. - \$1.50





## ESSENTIAL ACCESSORIES



### DOUBLE BICYCLE RACK # 518

Sturdily constructed, smartly styled bicycle rack for use at home. Racks can be used on floor or mounted to a wall. Fits bicycles of all sizes, U.S. made or imported. Durable chrome finish stays bright and gleaming. Over-all width, 36 1/2"; Overall height (floor position) 14 1/2" between racks. Moulded rubber tips.  
(Wt. 7 lbs)..... \$ 6.98



### SINGLE BICYCLE RACK # 51A

Over-all width 20 1/2"; Over-all height (floor position) 15" Moulded rubber tips.  
(Wt. 3 1/2 lbs)..... \$ 3.98



### LUBRIPLATE GREASE

A superior quality light grease for use on bicycles, guns, sewing machines, model trains, etc. (Wt. 2 oz) \$ .50



### CABLE KEY LOCK

3/16" Steel Cable, 40" long. Plastic covered. 2 keys.  
(Wt. 7 1/2 oz)..... \$ 1.98



### CABLE COMBINATION LOCK

1/4" Steel Cable, 20" long. Plastic covered. 3 number combination.  
(Wt. 6 1/2 oz)..... \$ 1.50



### P-B COMBINATION CHAIN LOCK

2 1/4" Chromed Steel Chain.  
(Wt. 6 oz)  
\$ 1.98



### LUCAS CYCLOMETER

A precision instrument to accurately measure miles.

Available for 24", 26", 27" and 28" wheels.  
(Wt. 2 1/2 oz)  
\$ 2.50



### SHURESTA KICK STAND

Adjustable alloy kick stand for bicycles with 26, 27 or 28" wheels.

Weight - 12 1/2 ozs.  
= \$1.50



### BENELUX FREEWHEEL REMOVER

Wt. 2 oz..... \$ 1.00

### ATOM FREEWHEEL REMOVER

For French ATOM and Schwinn SPRINT freewheel. Wt. 2 oz.... \$ 2.00



### TUBULAR TIRE CARRIER

Bolts neatly to saddle frame wires. Has very strong double elastic loop to grip spare tubular. Fitted with quick release hook and finger ring. An excellent item for the racing cyclist for those "seconds that count". Wt. 2 oz..... \$ 1.98



### CHAIN RIVET EXTRACTOR

Rivets chain as well as extracting.

For use on 1/8" and 3/32" chains.

Wt. 4 oz..... \$ 1.75



### REPLACEMENT PIN AND THREADED SCREW

- For Chain Rivet Extractor.  
Wt. 1 oz..... \$ .75

### STURHEY ARCHER OIL

All Purpose Oil, but specially refined for three speed gears.

4 oz. can with long adjustable spout..... \$ .50



DUMBBELL WRENCH - For English size nuts. Wt. 4 oz.... \$ .50



- PEDAL TAPS** - Wt. 2 oz.
- No. 735 1/2 x 20 American Thread - Right \$ 2.50
  - No. 736 1/2 x 20 American Thread - Left 2.50
  - No. 737 9/16 x 20 European & Eng.- Right 2.50
  - No. 738 9/16 x 20 European & Eng.- Left 2.50



- FORGED STEEL ADJUSTABLE WRENCHES**
- No. 739 4" wrench. Wt. 2 oz..... 1.98
  - No. 740 6" wrench. Wt. 4 oz..... 1.98




- CHROME VANADIUM METRIC SOCKET WRENCHES**
- No. 71232 6 & 7 mm ..... Wt. 1 oz.... \$ 1.95
  - No. 71233 8 & 9 mm ..... Wt. 1 1/2 oz.... 2.10
  - No. 71234 10 & 11 mm ..... Wt. 2 1/2 oz.... 2.25
  - No. 71235 12 & 13 mm ..... Wt. 3 1/2 oz.... 2.50
  - No. 71236 14 & 15 mm ..... Wt. 4 1/2 oz.... 2.90
- No. 71231 Complete set, 6 & 7 to 14 & 15 mm wrenches. Wt. 13 oz..... 10.95



- ENGLISH COTTER PIN No. 741**
- Wt. 3/4 oz.... .25

- ENGLISH BAG STRAPS**
- Chromium plated buckles. Wt. 2 oz.
- No. 742 6" Black Bag Strap..... .15
  - No. 743 9" Black Bag Strap..... .20




- BERMUDA BASKET No. 744**
- Woven reed basket with wood base. With leather straps. Size: 15 x 10 x 9 inches.
- Wt. 1 lb. 2 oz... \$ 3.00
- 





- BULB HORN No. 745**
- Highest quality. Chromium plated. Loud and clear. Length 9 1/2 inches.
- Wt. 4 1/2 oz..... \$ 1.25



- BUGLE HORN No. 746**
- Highest quality. Chromium plated. Loud and clear. Two tone sound. Length 8 1/2 inches.
- Wt. 6 1/2 oz..... \$ 2.50

- CHROMED STEEL CABLE CLIPS No. 747**
- Clips brake cable to frame. For single or double housing fastening. Wt. 1 oz..... \$ .10
- 

- CABLE CLIP No. 748**
- Holds brake cables together neatly in front of bars.
- Wt. 1 oz.... \$ .20
- 

- SCHWINN SPRAY PAINT No. 749**
- 16 oz. can of spray-on lacquer, sufficient for a complete paint job. Colors in: Black, Coppertone, Flamboyant Red, Flamboyant Blue, White, Opal Violet, Radiant Green and Aluminum Undercoat.
- Wt. 1 lb. 4 oz..... \$ 1.95
- 



## ROBERGEL



## ROBERGEL "SPORT" HIGH TENSILE SPOKES

## SPOKES &amp; NIPPLES

High Tensile (19,900 - 21,300 lb. per square inch) Double Butted stainless steel racing spokes. Machine thread, Brass Nipples. (Wt. per C, 22 oz. approximately).

The spoke used in the "Tour de France", World's greatest road classic, by Louison Bobet and Jacques Anquetil.

SIZE:	12 1/8"	Spoke and Nipple	.....	(305 mm)	= Each \$ .07 - Price per C = \$ 6.00
	12 1/16"	Spoke and Nipple	.....	(305 mm)	= Each .07 - Price per C = 6.00
	12"	Spoke and Nipple	.....	(305 mm)	= Each .07 - Price per C = 6.00
	11 7/8"	Spoke and Nipple	.....	(302 mm)	= Each .07 - Price per C = 6.00
	11 13/16"	Spoke and Nipple	.....	(300 mm)	= Each .07 - Price per C = 6.00
	11 5/8"	Spoke and Nipple	.....	(295 mm)	= Each .07 - Price per C = 6.00
	11 1/8"	Spoke and Nipple	.....	(292 mm)	= Each .07 - Price per C = 6.00

NOTE: Specify if nipple is to be used with dural rims with wood inserts (Weinmann, Hephisto, etc), ferruled rims (Mavic, Flamma, Ambrosio), Standard alloy racing rims or Dunlop High Pressure rims.

## WHEEL BUILDING



SPECIFY whether you want wheels dished for 3, 4 or 5 speed freewheels, or fixed track. WHEELS WILL BE SHIPPED R.E.A. EXPRESS - TOO LARGE FOR PARCEL POST. We will build into wheels, any selection of hubs or rims featured in this catalogue.

Price per wheel - \$ 4.00

WHEEL TRUING JIG  
No. 71701

Indicators for side and concentricity.

Will take all light-weight and racing wheels as well as wheels as small as 20" in diameter.

Wt. 3 lbs. 12 oz.

\$ 6.50

ALL PURPOSE 4-WAY SPOKE  
WRENCH No. 626

Wt. 1 oz. .... \$ .50



## BALL BEARINGS



1/8"	Precision Made	= Price per C = \$ .60
5/32"	Precision Made	= Price per C = .60
3/16"	Precision Made	= Price per C = 1.00
1/4"	Precision Made	= Price per C = 1.50



We have in stock several types of Road and Track forks, English, French and Italian. Let us know the type of fork you desire, and we will quote you the price.

## INFORMATION NECESSARY ---

Wheel size, length of stem and thread size presently used on your fork.



## HALT! DOG REPELLENT No. 351

The active ingredient of HALT! is Oleoresin Capsicum, a pepper derivative. There is no particular odor, nor are any fumes noticeable. It is packaged in a 3/4 oz. aerosol container with pocket clip. Effective range of 10 to 12 feet. HALT! is used by U.S. Mail Carriers.

Wt. 1 1/2 oz. .... \$ 1.98

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