

Police Edict: Must Be Solo Or Tandem Machines

Opinion Of Controlling Body Sought

(By CLAUDE SPENCER)

THE N.S.W. League, at its recent meeting of councillors, received a request from the Department of Road Transport for an opinion regarding the double-banking of pedal cycles.

Figures quoted showed a great many accidents had occurred of late through such loaded machines getting out of control.

The new clause in the Act will read as follows: "A bicycle shall not be used upon a public street for the carriage of two or more persons unless a separate seat securely affixed to the bicycle and separate handlebars and pedals are provided for the use of and are being properly used by each such person."

After discussion, councillors agreed that the draft covered the ground thoroughly and the secretary was instructed to advise that the League was wholly in accord.

Tracks Scarce In England

Opening For Plucky Promoter

APPARENTLY there are many cycling fans in England who rue the nonchalance of civic authorities regarding the wheel sport. There is big money for someone prepared to stage cycling along the same lines as other entertainments.

IN Australia, in recent years, much progress has been made and more and more tracks are being built both in the capitals and rural districts.

It is a pity that England with her 11,000,000 pedallers cannot move the sport along to a higher plane. The following puts the thing in a nutshell and is a cutting from the "Daily Herald" (England) which arrived by airmail this week:

"While local authorities will cheerfully bump up the rates to provide elaborate swimming pools, they just won't start to think about cycle tracks.

It is all so very discouraging. And it explains our poor showing in international cycling events.

Meanwhile the speedways can pull in their 30,000 and 40,000 crowds almost when they like. And all the times I have been speedway racing I have only seen the rider first away passed and beaten on about two occasions.

It just shows you. All the same, I still think there is an odd "thou" or two, in hard cash, waiting to be picked up by the first man to fit the old glass slipper on to the foot of the cinderella of sports—cycle-racing.

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THIS CARTOON OF THE FAMOUS GERMAN SIX-DAY TEAM, Vopel and Kilian, was featured in the official programme of the recent New York event won by the Peden Brothers.

PEDALS & PERSONALITIES

NOMINATIONS for all offices for the coming year closed with the New South Wales League on Thursday night. President Theo O'Halloran is returned unopposed, and Harold Pummer will take up the duties of hon. treasurer unopposed.

Harry Brandon, handicapper, also goes back without opposition. The annual meeting will convene on Thursday, July 27, at the Mastel Builders' Rooms, 12 Castlereagh Street, Sydney.

R ("Dick") MARSHALL, who was injured in May, while officiating at a road race in Sydney, has high hopes of leaving hospital in two weeks' time. He will be convalescent for a long time yet.

LOOKS like cycling coming back into its own in Newcastle and district after a long quiet spell.

THE annual "Speedway" road race (N.S.W.), which is eagerly anticipated by a huge following each year, has been put back from July to August 26. The course will be from Moss Vale to Lidcombe.

Amateurs will race over the same course on the same day. Thus the event has developed into a small "Goulburn." The innovation should please everyone.

Plans For Fifth "Midlands"

Popular Rider Returning

JOE BUCKLEY DUE NEXT MONTH

JOE BUCKLEY, who has spent the best part of three years in England and on the Continent, is aboard the Rangitata on his way to New Zealand. He will tranship at Auckland and arrive in Sydney on or about August 3.

JOE was a good rider when he left these shores. He held many championships and a record or two. Just what improvement he has made during his sojourn overseas remains to be seen. We have seen what it did for Lemmie Rogers, Eddie Smith and company. There will be a big musker first time Joe decides to saddle up in his home town.

Just whether Buckley will remain in Australia is a matter for conjecture. He also holds the secret, and his parents cannot even hazard a guess.

From a private source in England "The Referee" learns that Joe expressed a desire to start in the next Wembley "Sixer." Maybe his stay in Australia is short, but he will be very welcome in the competitive sense, while he remains.

There is a big chance that Buckley will form one of a British team in the 1940 Tour de France—four Australians and four Englishmen. The future is fraught with possibilities. The League of New South Wales Wheelmen will tender Joe a welcome home on August 10.

BIG BENEFIT CARNIVAL NEXT SUNDAY

THE benefit carnival to be conducted by the N.S.W. League at Lidcombe Oval on Sunday, is receiving excellent support from various organisations.

STADIUMS LTD., by favor of manager Harry Miller, has placed the services of its star wrestlers at the disposal of the committee and fans will get quite a "kick" out of seeing Chief Little Wolf, Ray Steele, Detton, Fraley and Co. in special match races over the usual quarter-mile.

Two Rugby League football teams will engage in a challenge match and novelty events of various kinds have been added to the bill of fare.

The afternoon should prove a great success and the badly wounded officials who met with serious accident while controlling an open road race in May, should receive sufficient balm to render their pains and aches a little more bearable.

Christensen-Lloyd, Stars Of "Holland" Melbourne-Ballararat

(By HAROLD BALFE)

STRONG riding against a heavy chilling headwind gave L. Christensen (Coburg, 18mins.), and Norman Lloyd (Hawthorn, scratch), the honors in the sixth annual "Holland" Melbourne-Ballararat 63 miles road race decided last Saturday afternoon.

It was also a great day for the Coburg Professional Cycling Club, for while Christensen won, two of his clubmates filled places.

Norman Lloyd made fastest time for the second year in succession.

CHRISTENSEN outprinted a group of 10 riders to win by a wheel from his clubmates, L. Blizzard (10 mins.), and A. Campbell (13mins.), in 3hr. 23min. 43sec. J. McLennan (Hawthorn, 11mins.), was fourth.

Norman Lloyd's time last year, 2hr. 45min. 31 2-5th sec., clipped 6min. 57 3-5th sec. off the record previously held by W. K. Moritz.

Real Touring Spirit "Host" Club Formed In N.S.W.

THERE is a cycling unit in N.S.W. which may soon leap into prominence. And it is not yet affiliated with either amateur or professional organisation.

ITS headquarters are situated at Subiaco, a busy township on the main South Coast road. Sutherland pedallers consider their area "wide open spaces," and have organised in a big way for future racing on the roads.

"We'll have a track, too," says secretary G. H. Horvath, "and if the present interest is maintained, we will be the most popular club in the State."

"We have a roll-call of 34, and at each meeting new names are added to the list."

"Every Saturday road events are held over varying distances. We intend to affiliate in the near future with one or other of the governing bodies."

"Best of all, we have the support of residents and, with an ounce of luck, our membership should get up near the century mark."

"You see, almost every youth, apart from many of more mature age, owns a bicycle and is of late exhibiting a way of enthusiasm has brought about the idea of harnessing our forces for competitive racing and touring."

"We also intend to invite metropolitan clubs to visit us frequently when we will be delighted to display the beauties of our suburb."

Maybe a REAL touring club will result.

There is no dearth of riders who desire suitable short runs over week-ends, and the scheme of a "host" club appeals.

Every capital city has its fringe mark, and, maybe, the Sutherland parade has started something which will reverberate throughout the whole Commonwealth.

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Speed With Ease New Variable Gear a Winner

ROAD-RACING and touring cyclists must thank the Sturmeley-Archer people for a definite advance in the matter of variable gears.

Providing for a constant pedalling rate, and a uniform energy output, the new Sturmeley-Archer four-speed hub makes cycling in all conditions a more attractive sport than ever before.

EXHAUSTIVE tests have proved the Sturmeley-Archer A.F. type four-speed hub to be most suitable for every form of cycling, whether it be handcap long-distance racing, time trials, touring, or just plain utility.

It has been designed to meet the most exacting demands in such conditions as heavy riding on the level, uphill, or downhill, against headwinds, or with a following wind, and seems to have solved the problem of the mechanical side of successful cycling.

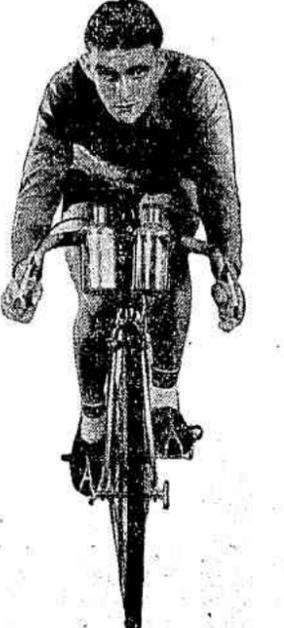
When energy is scientifically and uniformly proportioned over the whole of a ride, the rider is given a chance to finish faster and fresher than the user of the fixed gear. He maintains a constant pedalling rate and a uniform energy-output. In other words, the maximum of effect with the minimum of effort.

The new Sturmeley-Archer 4-speed gives two middle gears that can be varied to suit a particularly wide range of requirements. There is a further increase of approximately 7 or 8 inches, and lower gear for really hard going at, for instance, on the climb through the Blackwood Ranges in the Midland tour.

All the best features of the famous Sturmeley-Archer 3-speed range are retained in the new hub. The bearings run in oil, thus reducing friction to a minimum. Dust caps of special design keep out all grit and wear, and the whole outfit is built for strength and reliability consistent with the minimum in weight.

The gear change is operated by a trigger control which can be effected by the flick of a finger. It is advisable to ease the pressure on the pedals for a fraction of a second when making the change, but an ample margin of strength is provided, and this makes it especially suitable for racing purposes.

Hub sprockets of the splined type are secured on the driver with a locknut that facilitates a change of speed when a different set of ratios is required.



ALAN SCOTT will be hard-pressed to retain his road title on Saturday, when the N.S.W. amateur championship will be contested over 117 miles.

VICTORIAN ROAD TITLES

COMPETITORS in the Victorian senior amateur road championship next Saturday will face a stiffer proposition than ever before.

In accordance with the Olympic conditions the course — a circuit starting from North Essendon, and to be covered three times — has been increased to 117 miles, and there is plenty of "tough" country in it.

The junior road championship will be decided on a shorter course, also on Saturday.

Selection of the Victorian team to compete in the Australian championships in Brisbane next month will follow the title races. In turn, the Australian championships will be the basin of selection of Australia's road cycling representatives at the Olympic Games at Helsinki (Finland) next year.

Bill Doggett, Footscray "star" Gil Murray, and Norm Langley are expected to finish prominently in the senior event next Saturday.

Chris Wheeler will not be a starter but it is likely that brother Lin will endeavor to uphold the family reputation.

News Abroad

MANY important titles have been decided overseas during the past couple of weeks. Classics of the annual variety have found past champions still holding their own albeit a fair measure of new names appear in the lists.

PARIS THE French road championship was won by Speicher (France), who won in 1935 and 1937. He now ranks with two other famous Frenchmen, who scored three times.

Lapize won the title three times in succession in 1911, 1912, and 1913. Francis Pelester won the 1921, 1922, and 1924 championships. Strange to say, Speicher has never been able to wear the tri-colored jersey awarded to the winner—it has always been too small for the burly Frenchman.

LUXEMBOURG A GRIM battle for the road championship of Luxembourg resulted in Arsene Mersch securing the title, with Klensch in second place. The winner's time was 3hr 48min 33sec for the 131 kilometers.

SWITZERLAND THE Critérium of Baselstad was won by Litschi, who covered 100 kilometers in 2hr 27min 57sec, with Martin second, and Egli third.

Hofmann secured the amateur road

race of 104 kilometres, held at Basel, covering the distance in 2hr 31min 42sec. Orsini, Zaugg, and Capelli finished in the places.

COPENHAGEN THE Grand Prix of Copenhagen was won by the Italian Astolfi, who won two heats and was placed in the third heat. He then won the deciding heat from Derksen, who was placed second. Fastest 200 metres covered in 12.2 seconds.

HOLLAND SCHULTE won the International Omnium from Pijnsburg, with Dekuysecher in third position.

In the motor-paced race held at Utrecht, Slatta won with 6 points from Seynava and Krewer.

ENGLAND THE annual Isle of Man massed start road race was won by W. A. Messer, of the Marlboro A.C., who covered the 75 1/2 miles in 3hr. 35min. 20 4-10sec. He was by a wheel from G. M. Poole, Yorks R.C., with D. W. Morrison, Glasgow Wheelers, three lengths in third position.

Messer has competed in four Isle of Man races and in 1938 held the record time of 1hr 41min 51 4-10sec for a lap, but was displaced from his winning position by gear trouble in the second lap. In 1936 he was second and fifth in 1937.

STURMEY-ARCHER New 8-volt Patent DYNOHUB

Night Riding With Safety

The revolutionary features embraced in this new cycle lighting equipment are:

- HIGH OUTPUT. This set is of 8 volt, 15 amp. rating.
- VOLTAGE CONTROL. The dynamo generates up to 11 volts (at 30 m.p.h.).
- Dims and Dips Lights. Self-adjusting.
- Effortless. Protected.
- No Tyre Wear. No Malfunctioning Cast.
- Long Life and Freedom from Trouble.

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