

Tires for '92.

The editor of the *Scottish Cyclist*, who has recently made a trip among the cycle factories in England, and who has consequently had a good opportunity to observe, sums up the situation thus:—

“As for the pneumatic in its several varieties, there are only three which the careful rider will take into consideration—the ‘Dunlop,’ the ‘Clincher,’ and the ‘Boothroyd.’ Others, however good, have yet to win their spurs. Of these three varieties the first-named will probably maintain its supremacy as the fastest for the path, though modifications of either of the others, that would place them at least on an equality in point of speed, are quite probable. (Indeed, as the racing-path may be considered the ‘pattern-shop’ or ‘sample-room’ of the whole pastime, we think it would be well if makers of these tires were to give some attention to racing qualities.) And, as we recently acknowledged, the ‘Dunlop’ tire for road riding, pleasure seeking cyclists, has *now* entered the region of practical politics. It is much simpler and safer in every respect. But in simplicity it is still outdistanced by the others, and this will prove of immense importance with many a rider in coming to a determination. Modified by lightening the walls, either the ‘Clincher’ or ‘Boothroyd’ can be made as fast as the ‘Dunlop,’ but only at the expense of their present superiority in point of stability

“To summarise, we have concluded that the *tried* pneumatic tires, improved for 1892, may be recommended to all riders who are prepared to expend a little care and patience for the return of much additional comfort. In the past the expense of time, patience, and money was too great for the return to permit us to recommend the pneumatic to all and sundry.”

R. J. Hsley writes respecting pneumatic ordinaries:—“I have ridden one all the year up to August, and have just latterly been riding a safety, so can give an opinion. *Puncture*—Most decidedly the ordinary is less liable to puncture than the safety. My machine went right through the season with only one puncture. That occurred on the second day that I had the machine, and was really my fault. I had not then any experience of pneumatics, and I had the tire very flabby, and going over a big sharp stone the inside bladder was nipped on the rim. A friend of mine, P. Rivers Smith, has ridden his pneumatic ordinary all the summer with-

out a puncture of any kind taking place. *Slipping*—Pneumatic ordinaries practically do not slip at all as compared with a safety. They slip *very little* more than a solid-tired machine. *Vibration*—I never realized more forcibly what a comfortable machine the ordinary was than when I raced fifty miles on a safety a little while back; the vibration through the feet was very noticeable. A pneumatic ordinary wants a *lot of knowing*. I find it wants neat ankling, very little push. When under weigh (they are slow at starting) they get a swing on which nice ankling keeps up.”—*Bicycling News*.

Tires are still a mystery. They often puncture without any assignable cause on most undesirable occasions, but sometimes survive repeated crashings through knife-edged flints unharmed.—*Bicycling News*.

A couple of tandem riders, who went to Barnet and back last Saturday, had to walk nearly all the way home because they were ignorant of the dodge of wedging up a wide-mouthed spanner with the humble copper. They tried string, wire, and paper, but of course these were not of the least use.—*Ex*.

Bearings and the English *Cycling* have entered into arrangements whereby each publishes the illustrations and is the agent of the other.

Is the cycling woman more robust than her sisters, and is her physical development higher? These are questions which are now being asked by scientific men throughout the country. Common sense and experience answer yes to the first of these questions, but it is difficult to prove the second till at least another generation has come to show. It is, at least, acknowledged pretty generally that cycling tends to strengthen and develop the frame, as it most certainly gives health and tone to the whole body. One word must, however, be said for the importance to women of keeping a rational attitude while riding. Crouching near the handle-bars, riding with the saddle too low or too high, and assuming a round-shouldered position, are mistakes which not only produce a repellent effect on the beholder, but have a far worse consequence to the rider in a destruction of all graceful carriage, and a tendency to malformation and disease. It goes to my heart to see a girl riding awkwardly and badly, because I know how sorry she will be for it some day.—*Irish Wheelman*.

The Crypto Cycle Co. are exhibiting a number of geared ordinaries at the Stanley show.