

Cycling

A MIRROR OF WHEELING EVENTS—DEVOTED TO THE INTERESTS OF CYCLISTS IN GENERAL

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Road Book.

Forms and maps have been sent out to various members of the C. W. A. for the purpose of gathering information for the new book, and already encouraging replies are being received by the Committee. The counties of York, Peel and Ontario will have to be looked after by the members of the city clubs, who will no doubt make an effort to have their reports the most complete of any in the book.

Dunlop Pneumatics for 1892.

Mr. Harvey Du Cros has been in Glasgow in the interests of the Pneumatic Tyre Co., and the *Scottish Cyclist* has interviewed him. Instead of the wired tire previously described, which will not be placed on the market until 1893, they have improved the present form in some particulars, viz. :—

The Rim.—The canvas foundation is supplemented by a semi-vulcanized slip of rubber running along each edge to prevent “nipping” the air tube.

The air tube is made from the purest quality of rubber capable of vulcanization, and is a simple band of rubber overlapping so neatly that scarcely any difference in thickness occurs.

The valve is an inflating or deflating valve at will, is simple and theoretically perfect in principle and working.

The canvas casing of the air tube is a woven tube without seam or flaps, and is merely to prevent the air tube from bursting. It will be held in place by a strip of canvas solutioned to the rim in the usual way.

The canvas lining for the outer rubber has been done away with, so that no sewing is used in the manufacture of the new tire.

The method of repair is simplified in so far as the outer canvas covering laps right over where the valve is located in such a way that solution alone holds it in position. The flap is drawn back, and the inner canvas tube is revealed with an open slit from which the baloon can be drawn. Immediately on repair and replacement the tire is rideable.

Notes.

Mr. Martin of the Rudge Cycle Co., has been in Chicago placing agencies for 1892.

The Stanley Show promises to be a success so far as the number of exhibitors is concerned.

A D. Bowlby, of Windsor, will handle the “Centaur”—an English wheel—next year. One of his specialties is “The King of Scorchers,” a pneumatic safety weighing 25 pounds

And now come the days when the cyclist is glad to find a pacemaker in every baker’s waggon or top buggy he may overtake as he wearily pushes up Jarvis St. against the head wind.

T. A. Edge’s London to Edinburgh record of 38 h. 44½ m., was made on a “Rover” fitted with Clincher tires (racing bands), which required no attention and finished in good condition. The distance is 397 miles.

We propose as an inexhaustible subject for debating societies in connection with cycling clubs “Resolved that the—pneumatic tire is better than the—pneumatic tire.” The names to be chosen from the following list: Dunlop, Boothroyd, Macintosh, Clincher, Smith, Fleetwood, Seddon, Bolte, Tillinghast, Laforce and Lavender. We will be pleased to supply new names to replace the above as soon as any of the debating societies have exhausted the list.

Here is a historical table of the mile record in England and America since 1883:

| Year. | American. | English. |
|-------|-----------|-----------|
| 1883 | 2m. 54½s. | 2m. 41½s. |
| 1884 | 2m. 39s. | 2m. 41½s. |
| 1885 | 2m. 35½s. | 2m. 39½s. |
| 1886 | 2m. 35½s. | 2m. 32½s. |
| 1887 | 2m. 35½s. | 2m. 32½s. |
| 1888 | 2m. 35½s. | 2m. 31½s. |
| 1889 | 2m. 35½s. | 2m. 31½s. |
| 1890 | 2m. 25½s. | 2m. 28½s. |
| 1891 | 2m. 18½s. | 2m. 16s. |

—*Scottish Cyclist.*

We would respectfully suggest to the S. C. a revision as far as the last line is concerned, and in place of “2m. 18½s” be read “2m. 15s.” Possibly before this is in print it may be again altered.