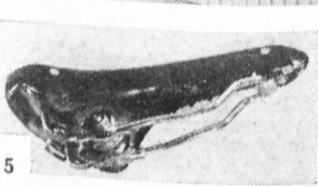


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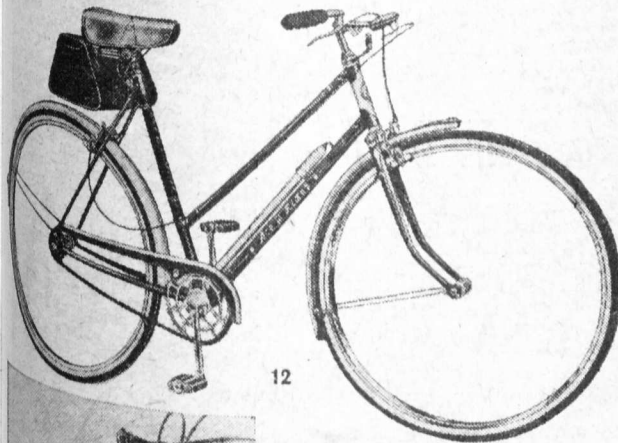
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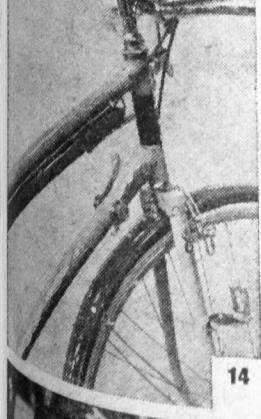
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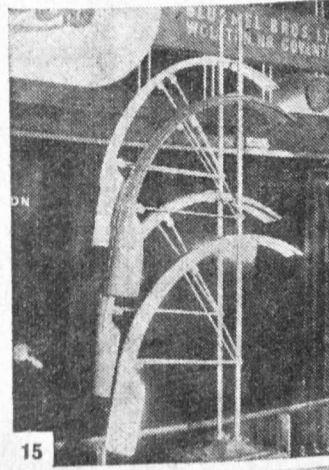
SHOW SNAPSHOTS



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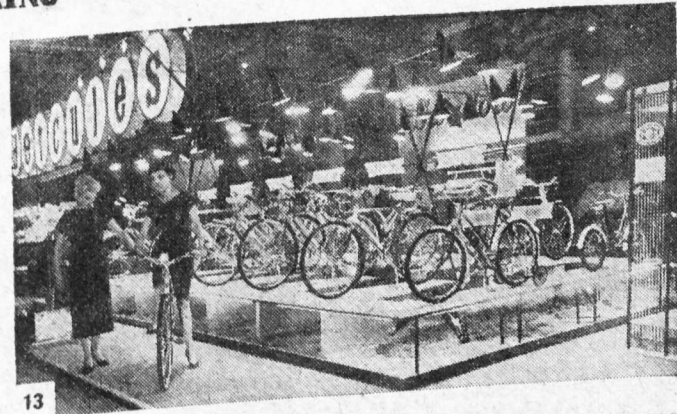
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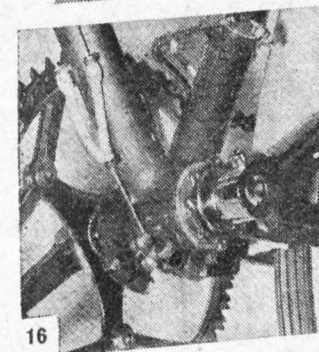
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ALL ABOUT THE PICTURES

1. Phillips Show sensation, a prototype titanium bicycle weighing 14 lb. 3 1/4 oz. (frame weighs 2 lb. 9 oz.; bars are also of titanium), has been under development 18 months. 2. Raleigh's new "Lentoo Grand Prix" will be on sale next year, 25 guineas with 8-speed, attractive alloy frame, cranks, and double chainring sliding laterally on nylon bottom bracket. 3. Film starlet Anne Haywood was presented with those attractive ear-rings, made from ball bearings, by British Manufactured Bearings. 4. How cyclists can buy the bearings—in "Ballpaks." 5. On Viking's stand is the new Mansfield saddle, similar to the "Bath Road" design, but expected to be considerably cheaper. 6. The new Dunlop white-walled roadster 24 x 1 1/4 in. tyre. 7. New G.B. bars are, 1. to f., "Olympic," "Road Champion," and steel "Maes." 8. B.S.A. introduce "Tour of Britain" and "Tour of France" roadster "Olympic," "Road Champion," and steel "Maes." 9. "Executive Sports." 10. Modification of a "Superbe" bicycle, with chrome ends, on the "Executive Sports." 11. New Elswick-Hopper "Alpine Tourer" has 12 gear-ratios, providing accommodation for briefcase, bowler hat, and umbrella! 12. New Hudson "Ace Rider" is one of the new "Ace Riders" in seven colours. 13. Hercules new-style stand is of brilliant design and brilliantly lit. 14. Twin-lever bare-wire gear control is a new Armstrong feature on the "Tourmalet" ladies' model (see transfer—his concern has "gone to town" on them, says former great all-rounder George Fleming). 15. Plastic guards in seven colours introduced by Dover on the stand of their associated company, Vanguard (whose own range is colourfully extended, with plastic used for mudguards at 1s. 3d.). 16. A rigid derailing cage with the bottom bracket assembly, cranks, and double chainring sliding laterally on nylon bottom bracket. 17. Sun's "Manxman," entirely revised with extensive eye pushes and Huret "Bobet" triple-lever gear control are shown on the 10-speed "Tartan 5-Star," at £29 13s. 18. This "Screened" brake lever is a Hercules introduction. 19. This "Screened" triple-lever gear control is a Hercules introduction. 20. Middlemores bring three dual-tone finishes for the first time. 21. Different coloured mudguards (red and white) is a Phillips innovation on the "Manxman." 22. New single-side steel pedals, "D.H." Belgian chainset, custom-plated) are all Dawes newcomers. 23. Superb Viking road bike "Racer" this "Tour of Britain" has Cinelli bars and stem; front and rear ends, adjustable seat pillar and new pedals; "Airlite" quick-release hubs on Fiamme rims; Dunlop No. 2 "tubs"; Brooks "Cyclo freewheel"; Edco pressure pump; Christophe toe-clips and new Coloral straps, and costs £66 14s. 6d.



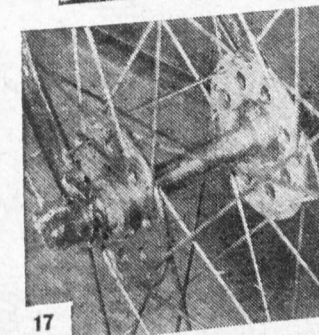
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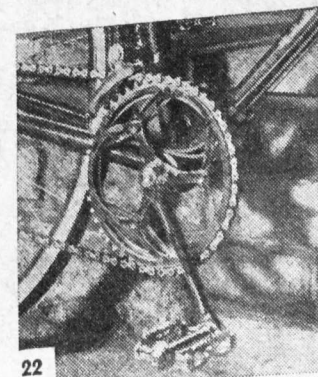
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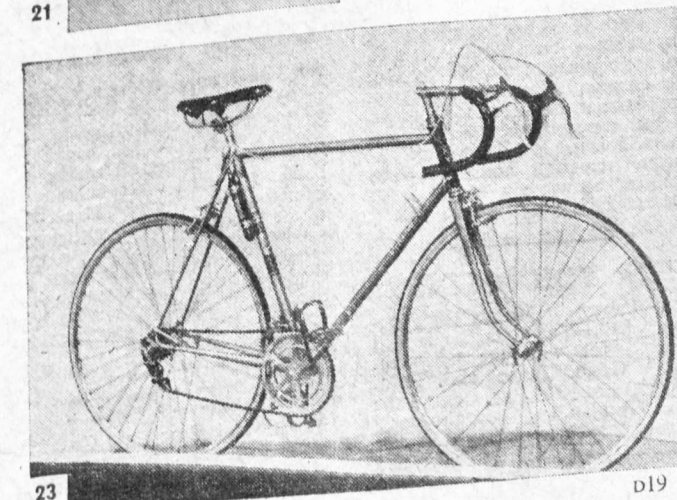
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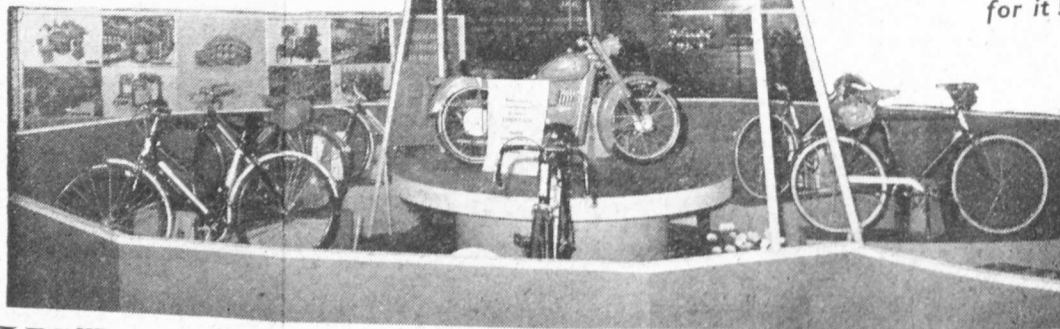
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A SHOW TO WIN?



Well, even if your attendance guess wasn't good enough to get you one of these models, there was plenty to win your interest—if you looked for it!

WHEN the Earls Court turnstiles clicked behind the last visitor to the 1956 Cycle and Motor Cycle Show on Saturday evening, exhibitors relaxed for a brief moment before turning their thoughts to the work-a-day, but work-with-a-will task of meeting the heavy requirements of buyers. What of the visitor with an interest in buying only one machine or even just in looking at the latest wares of the major concerns of the industry that caters for him? There were those who moaned—not enough lightweight stuff . . . nothing for the "pukka" cyclist . . . not much new. . . . Were they justified? It cannot be denied that the decrease of the specialist lightweight builder among exhibitors is a sore point and a sad one. It cannot be denied that this series of Cycle Shows has become—by virtue of current market demands (and lack of them) as much as anything—very much a trade show. But it has got to be admitted, if you are fair, that, IF YOU LOOKED, there was more "new stuff" than last year; that prices had stabilized to a surprising extent; and that the lightweight bicycle, "sports" or "racer," call it what you will, is virtually the machine of the masses.

Attendances this year totalled 140,283, a drop of 35,200 on the 1955 figures. But remembering that the Show did not open as planned on the first Saturday, November 10 (when last year there were over 34,000 visitors), the drop cannot be regarded as serious. Daily totals have on two occasions topped the 1955 figures: on Saturday they were 6,911 up, and on Friday there were 141 more. The greatest drop came on the first day, Monday.

Added interest this year came from the competition detailed in the Show programme, in which competitors had to estimate the correct attendance for one day to win a cycle and the total attendance to win a motor-cycle.

Winners were:—
Monday (official attendance figure: 10,794).—L. W. Pledge, 5, Clarendon-crescent, Leamington Spa, Warwickshire. Award: Dawes "Debonair."
Tuesday (15,469).—F. P. Guyther, 23, Sutton-court, London, W.4. Award: Norman "Attacker."
Wednesday (22,699).—R. L. Sunderland, Arches Allangate, Halifax. Award: Elswick "Escort."
Thursday (19,719).—L. Rastrick, 70,

Duchess of Gloucester Presented with Cycles for the Princes

H. R.H. THE DUCHESS OF GLOUCESTER, who, but for the labour dispute which delayed the Show a day, would have officially opened it on November 10, spent what appeared to be a thoroughly enjoyable hour touring the stands at Earls Court on Tuesday afternoon of last week. Accompanied by the president of the Cycle Industries Association, H. Evan Price, she began her visit at the Miller exhibit, calling at Blumels, Kerrys, Lucas, Lycett, Brooks, Raleigh, Dunlop, Sun, B.S.A., Phillips and Hercules. Eileen Sheridan and Reg Harris were among the personalities presented to the Duchess, and during her tour she was presented with two bicycles for her sons, Prince Richard and Prince William, on behalf of the Cycle Industries Association.

Norbury Court-road, London, S.W.16. Award: Raleigh "Trent."

Friday (17,775).—C. R. Bryan, "Redsens," Dogdean, Wimborne, Dorset. Award: Hercules "Courier."

Saturday (53,827).—J. E. Leaman,

35, York-garden, Walton-on-Thames, Surrey. Award: Viking.

Total attendance (140,283).—A. Stonely, Belle Vue, Llanfair-road, Newtown, North Wales. Award: Excelsior motor-cycle



A good crowd around CYCLING's stand on the last afternoon.

BICYCLES FOR THE PRINCES



The Duchess of Gloucester receives a bicycle presented by the industry for her sons, during her Tuesday visit.

SPECIAL JOURNEY FOR MRS. MILNER

MRS. EILEEN FOSTER MILNER, who usually combines her Show visit with attendance at the R.T.T.C. Concert, had a special singular journey on Wednesday of last week when, on the J. B. Brooks stand, she was presented by H. B. Yates with the Brooks Silver Saddle as the N.C.U.'s Clubgirl of the Year. Mrs. Milner is a member of the Meanwood Wheelers, Yorkshire, and is 36 years of age. She is assistant social secretary, on the committee and the social sub-committee of her club.



"Ankling" action by Renold.

Raleigh maintain output, keep faith in the Bicycle

LEADING executive of the exclusive bicycle interests at the Cycle Show, G. H. B. Wilson, C.B.E., chairman and managing director of Raleigh Industries, Ltd., told the Editor of CYCLING before the latter's departure for Australia last week that Raleighs continue to have enthusiastic faith in the bicycle. The output of machines has been maintained and this company has established a policy to ensure its full share of the world's markets.

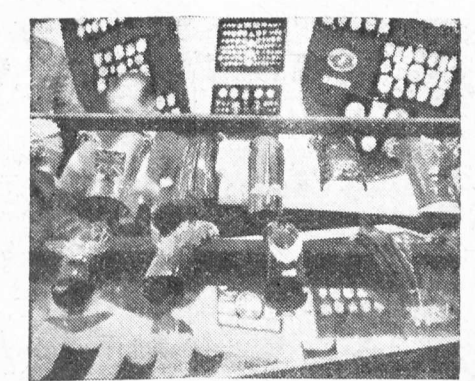
Discussing the American market with an official of the British Cycle and Motor Cycle Industries Association, it was learned that last year Britain was supplying that country with 85 per cent. of its imports of cycles, which then totalled about 630,000. This year the United States is importing a million and a quarter bicycles from abroad, of which only some 30 per cent. are British.

Other countries are sending "middleweights" to America and, where lightweights are either of home production or foreign importations, they are labelled as "English-type" machines. Britain is determined to get back to its leading place in the American market and to this end will stress that the British lightweight is indeed the genuine article.



Typical of the high-quality-at-low-price atmosphere of the Show was this B.S.A. "Waverley Sports."

(Top right) The Alan Markovits display of metal cycle mascots was evidence of a very wide range. (Right) New Hudson "Graduate" for the youngster had back and front wheel braking with one hand, and a "dropped" top tube to allow the machine to "grow" with its rider.



The Problems and Possibilities Behind Phillips' Titanium

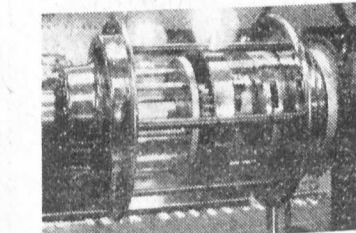
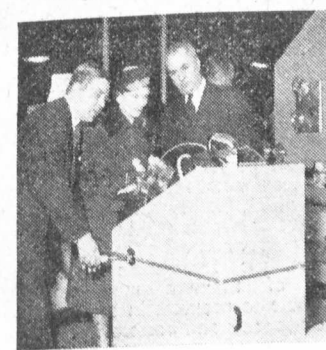
PERHAPS the machine to pose most questions for the cycling thousands at Earls Court was the titanium bicycle displayed on the Phillips stand. It was constructed by Phillips in collaboration with I.C.I. Both the material and frame design were completely "unorthodox," but the result, as the spring balance upon which the machine hung showed, was a machine weighing just 14 lb. 3 oz. What about this "revolutionary" new metal? Titanium is a comparatively common element. Indeed, a block of granite would almost certainly contain a proportion of it. Great problems are extraction from the materials in which it is found and production of the actual metal. In its finished form it is twice as strong as aluminium and 50 per cent. lighter than steel.

At present the extraction process is extremely costly, and some 18 months' work have gone to produce the Earls Court exhibit.

The frame and handlebar are made entirely from "commercially-pure" titanium as opposed to alloys of the metal. What about the frame design? Was it the best possible solution to the problems met with in welding the metal (joints cannot be welded in air, but must be united in a gas atmosphere)? The answer, said the Phillips technical expert, is no. The frame on show followed closely the design (shallow

(Continued overleaf)

(Right) H. B. Yates presents the Brooks Silver Saddle to N.C.U. "Clubgirl of 1956," E. F. Milner.



(Above) The large working model of the new SW three speed on the Sturmev-Archer stand. See how it works now? (Right) The Duchess of Gloucester examines a dynamo on the Lucas stand. She also took the opportunity of a "close-up" of the Lucas bell as fitted to Prince Richard's "Transatlantic" bicycle.

A SHOW HONEYMOON!

Two newly-married couples called at CYCLING'S stand during Show week. Mr. and Mrs. Brian Haskell, married the Saturday before the Show opened, called in on Monday, prior to renewing contact with Brian's old "adversaries" Brian Robinson and Ian Steel, who were at Earls Court for the week. Ken Price, married two weeks before the Show, brought his attractive wife along on Tuesday. They were sight-seeing in London while on a Christmas-shopping excursion from Cardiff.

Our cartoonist Johnny Helms and former top-line roadman Peter Proctor called together. Both Johnny and our representative were interested to hear from Peter that he has one or two trophies to come at social functions this winter. They are not for cycle racing, however, but for motor sport. Always a notable hill-climber on two wheels, Proctor has been outstandingly successful at this form of competition on four, and has, in fact, not been beaten this season.

Our technical correspondent, I. Cohen, M.I.Mech.E., was at the Show on Tuesday also, and when calling at our stand had a long and highly complicated discussion on the length of life of a derailleurs gear chain with Hercules Scottish representative Bill Horn, former records and all-rounder competition secretary for the Scottish Cyclists' Union. Bill is the husband of our Scottish correspondent Ann Horn.

Assistant secretary of the C.T.C., E. T. Bannister was the last caller on Tuesday evening. He is currently the instructor of a "Travel and Adventure" cycling course at the Robert Browning Institute, Nelson Schools, Trafalgar-street, Walsworth. He brought along 14 of the lads in his class, all under 18 years of age, some of whom under Bannister's instruction, plan Continental tours next year. Later in the evening the party were entertained to a meal by Hercules.

Those who visited the Show on Wednesday may have noticed a

group of young boys and girls rushing all over the place collecting pamphlets. Although they were young they are keen cyclists, for they are members of the 20-strong cycling section of the Canning Town Cinema, London. Cinema manager A. Heath, who believes that it is the only section of its kind in the country, leads the children on tours into Essex during school holidays, and the visit to Earls Court came as a "reward" for their interest and enthusiasm. The children are members of the Boys and Girls Club which has Saturday morning film shows at the cinema. Mr. Heath, although wounded in the leg during the war, still cycles regularly with the aid of a special pedal attachment.

Calling at the CYCLING stand to pay for a year's subscription to the journal on Wednesday, K. Basu, from Calcutta, mentioned that



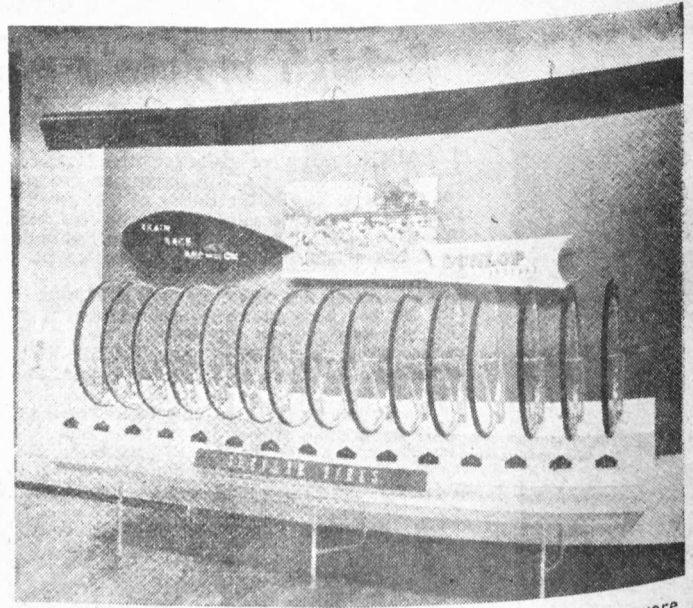
cycles are used mainly for utility riding outside the capital.

Brian Robinson received a soda water syphon finished in silver and green from members of the B.L.R.C. on Wednesday, in recognition of his many racing achievements. The presentation was made

on behalf of members by the League's president, the Marquis of Donegall, and was accompanied by a kiss from "Miss Soho."

How long could Eileen Sheridan and Reg Harris "fly" in a new invention that has to be pedalled at 30 m.p.h. in order to stay in the air? That was the unusual query made by a newspaperman at the CYCLING stand on Wednesday. We passed the query on to the stars concerned—and Eileen's reply brought the newshound back to earth!

Brian Robinson, who begins a winter series of articles for CYCLING in this issue, was at the Show all week, returning to his Mirfield (Yorkshire) home for a complete rest during the winter until, on January 15, he returns to France to begin training for the Continental road racing season with his new Geminiani teammates. Robinson will begin to race, probably on the Riviera, about the middle of February. He has no indoor track commitments this winter and is, of course, basing his 1957 season on the Tour de France. Next winter he hopes to ride more on the track.



(Above) Dunlop's tubulars were attractively displayed. (Left) Tricyclist Dave Duffield, on left, and former star roadman Ian Steel were at Earls Court all week; Ray Booty, right, joined them at CYCLING'S stand for this picture.

International sprinter Jackie Tighe, at the Show all week, had "not ridden a bike since July" due to business commitments. He is still undecided if 1957 will see him in competition again.

Did you notice that super finish to the Edward Williams chainsets? It was not a case of show "specials." There was no special "treatment" for Show exhibits.

Fibrax's Show service included, in addition to veteran mileater Rene Menzies answering queries, an entirely new booklet written in co-operation with Ro.S.P.A. called "Hints on Safer Cycling."

Show visitors who were "burning up the roads" in the 1920s/1930s would have recognized one of their contemporaries on the B. and T. stand. He was Bill

TRADERS DINE

REPLYING to J. T. Master-son's toast to "The National Association of Cycle Traders" at that organization's dinner, dance and cabaret, held in London on November 14, W. Shephard, president, said that the future held many problems for the cycle trader. He went on, however, to point out that difficulties were by no means insurmountable. The problems called, he emphasized, for "strong men of fibre and courage." The visitors were welcomed by R. Statham, H. E. Kettle giving thanks on their behalf. Toast to "The Ladies" was in the capable hands of S. Williams, who brought response from Mrs. Norman Hart.

Temme, Glendene C.C., whose latest preoccupation is the B. and T. range of historic bicycles.

The Titanium Frame Design

(Continued from previous page)

head angle, duplex curved tubes forming part of the top tube and the seat and chain stays) of a type designed for America. It was done in this way, say the makers, to demonstrate the extremes to which titanium can successfully be manipulated and welded. If a standard diamond frame design had been made it might have been still lighter than the 2 lb. 9 oz. of the Earls Court model.

The natural metal finish on show would not tarnish or rust.

What of the future of titanium for bicycle construction? A comparison may be made with the position of aluminium 50 years ago. Then that metal was costly

to produce and something of a curiosity. But in the course of time it became commonly used and economically produced—thanks to modern methods. Titanium has all sorts of remarkable properties. For instance, it has particularly stable qualities when subject to high temperatures; for this reason it is much in demand for jet engines.

Phillips' expert did not see any immediate possibilities for the use of the pure metal for frame building purposes. However, he stressed that development is still in its very early stages, and held out the hope that in the foreseeable future alloys of titanium may well contribute to progress in the field of components and accessories.