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DE LAUNE JUBILEE YEAR
In commemoration of their fiftieth year of existence, the De Laune C.C. are promoting special events during 1939.
The first of these events is a special invitation fancy dress ball, at St. Mary's Hall, Clapham, on March 24. This is limited to supporters of the club and is free of charge.
On Sunday, April 16, there is a special "opener" at the Osterley Hotel, Great West Road. Tickets are limited to 250 for this function.
For racing men there is the De Laune "Golden Jubilee" "100" (on a western course) in July. In addition to the usual prizes a special trophy is being awarded.

where they are "taken down" and parts interchanged with those of other stolen machines.
CHEAPER HERCULES MACHINES FOR 1939
PRICES of Hercules machines have been reduced for the 1939 season. The cheapest models are now £3 19s. 6d., against £4 7s. 6d. last year. There are three models at this new price, including a "safety roadster." Hercules also announce a new model, the "Falcon," of sports design, and priced at £4 13s. 3d.

FURTHER progress will be made this year in carrying out schemes for the relief of traffic congestion in the streets of Bristol. The schemes aim at diverting the streams of through traffic into new and more commodious channels. One of the new routes will take the form of an inner ring road on the south side of the city, and part of it, known as Airport-road, has already been built; another, consisting of Eastern and Western-road, is nearing completion, and a grant from the Road Fund was made recently for the bridge over the Floating Harbour, which represents the last stage in the realisation of the scheme.

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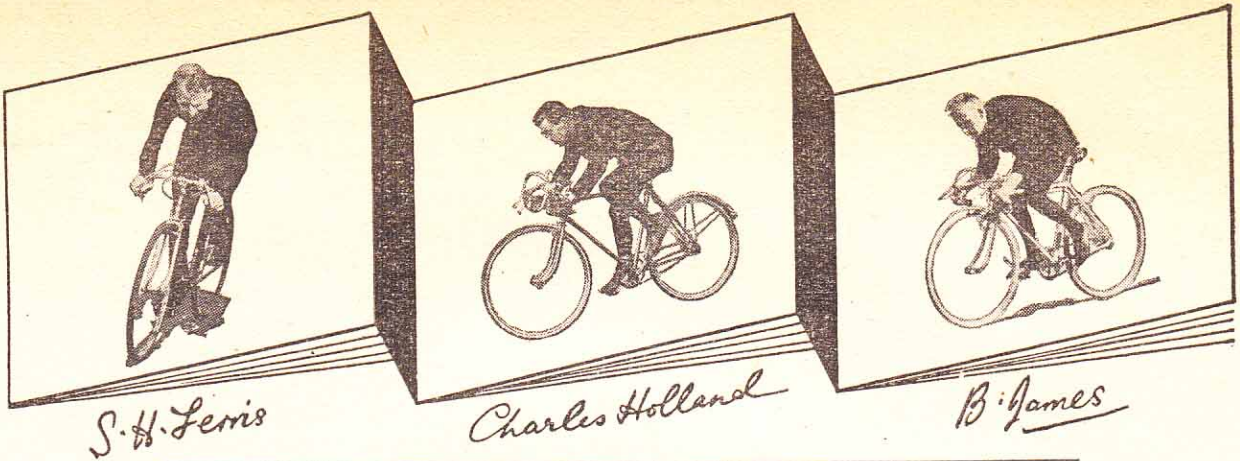
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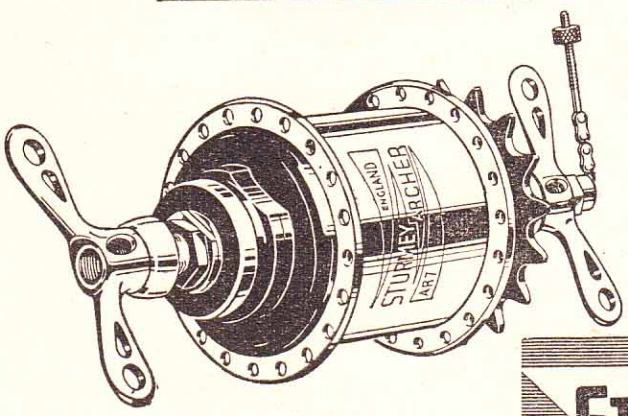
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STURMEY-ARCHER

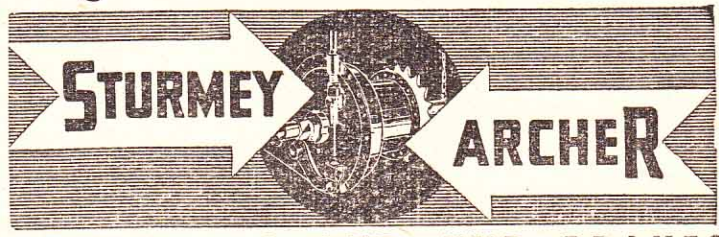
holder of almost every important road record



RIDER	RECORD	TIME	BEATING PREVIOUS RECORD BY
S. H. FERRIS	Land's End—John O'Groats	2 days 6 hrs. 33 m.	2 hrs. 28 m.
"	1,000 miles	2 days 22 hrs. 40 m.	3 hrs. 12 m.
BERT JAMES	Liverpool—London	9 hrs. 27 m.	3 m.
"	100 miles	3 hrs. 45 m. 51 secs.	9 m. 53 secs.
"	London—York	8 hrs. 44 m.	16 m.
"	12-hour	259 1/4 miles	6 1/2 miles
C. HOLLAND	Liverpool—Edinburgh ..	10 hrs.	12 m.
"	Land's End—London	13 hrs. 44 m.	25 m.



Gear yourself to championship class with the gear that the champions use—



HUB GEARS AND HUB BRAKES

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STURMEY-ARCHER GEARS LIMITED, NOTTINGHAM

When replying to advertisements, please mention "The Bicycle"

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sweat-soaked cloths, letting the moisture evaporate from your body.
For evening training rides plan to finish up at home, and immediately strip down, and take a brisk rub with a rough towel. If it is still early, change into a complete fresh and dry rigout, or else go straight to bed.

major part of your training plan.
The ideal Sunday run is a non-stop ride, eating and drinking en route from supplies carried with you, but this may clash with the planned club ride.
If, however, you can find several kindred spirits, and can plan a regular Sunday training ride, do so on these lines.

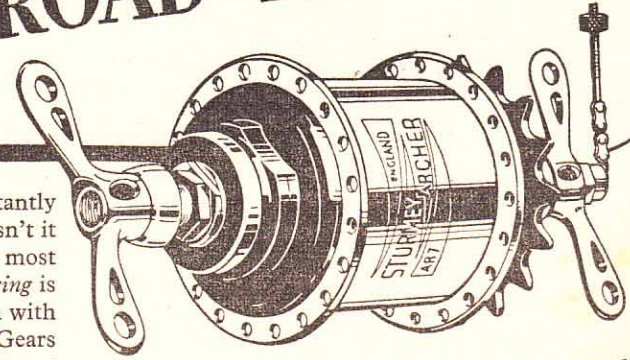
bottles. Eat and drink in small quantities at frequent intervals during the day.
Make the ride as near non-stop as possible, getting your legs accustomed to the regular turn, turn, turn of the pedals, that they have to accomplish in a race.
NEXT WEEK.—Specialised training for Massed Start Racing

STURMEY-ARCHER AND



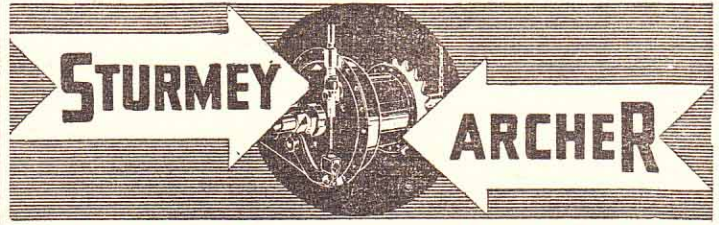
Charles Holland *S.H. Ferris* *B. James*

-holders of almost every important ROAD RECORD!



When you read about the coveted records constantly being smashed by Ferris, James and Holland doesn't it occur to you that perhaps you're not getting the most out of your cycling? More than likely *incorrect gearing* is holding you back. Why not talk over your problem with your local cycle dealer—or write to Sturmeley-Archer Gears Ltd., Nottingham, giving full particulars of your present gear ratios, etc.? Remember, there's a Sturmeley-Archer gear for every class of cyclist.

**THE 3-SPEED HUB
THAT RECORD-
BREAKERS USE!**



HUB GEARS AND HUB BRAKES

THERE'S A STURMEY-ARCHER GEAR FOR EVERY CLASS OF CYCLIST

STURMEY-ARCHER GEARS LIMITED, NOTTINGHAM

ON

a most pleasant feature of the village. The sea has made a small, but picturesque, harbour, having eaten into the land almost up to the village street. Beneath tall cliffs fishing boats toss at their moorings, and others are drawn up on the beach to provide resting places for coteries of "old salts." From the hills above this

royal goblets in the reign of Good Queen Bess. A long climb to Blackmoor Gate brought reward in a remarkable panorama of the village and its surroundings. Through thickly-wooded country the road went on to Parracombe, which I "by-passed" (oh, heinous offence!), gaining a bird's-eye

turned to Lynton, there to seek lodging. This Devon picture-postcard town soon put me in good humour again. Let me not explain why, for it has already been explained many times. It is part of the magic of North Devon, as you will discover for yourself if you ride there this summer.

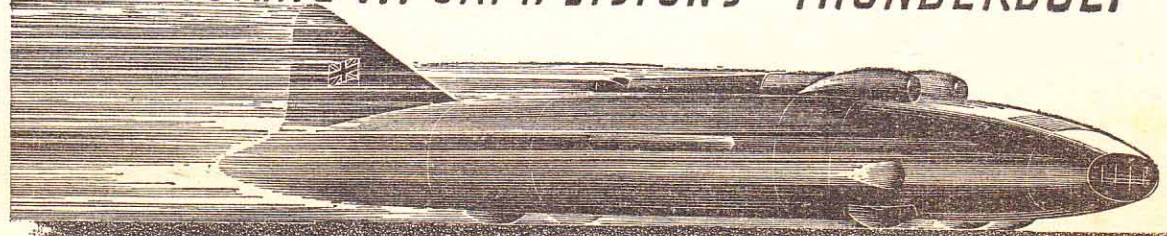
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the villages I quarries. For- s and heather d them, so that hillsides are less pped for some quarrymen at n the cliff face, above the road- as in layers, like red away from great masses. be, this is not

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IN MOTORING ... CAPT. EYSTON'S "THUNDERBOLT"

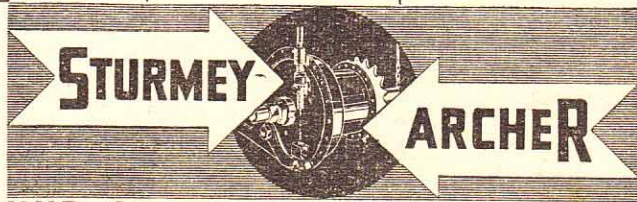


IN CYCLING STURMEY ARCHER

HOLDERS OF MOST OF THE IMPORTANT ROAD RECORDS

RIDER	RECORD	TIME	BEATING PREVIOUS RECORD BY
S. H. FERRIS	Land's End—John O'Groats	2 days 6 hrs. 33 m.	2 hrs. 28 m.
"	1,000 miles	2 days 22 hrs. 40 m.	3 hrs. 12 m.
BERT JAMES	Liverpool—London ...	9 hrs. 27 m.	3 m.
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"	London—York	8 hrs. 44 m.	16 m.
"	12-hour	259¼ miles	6¼ miles
C. HOLLAND	Liverpool—Edinburgh ...	10 hrs.	12 m.
"	Land's End—London ...	13 hrs. 44 m.	25 m.

Gear yourself to championship class—with the gears that Champions use! Remember: whatever class of cyclist you are, you can bring added comfort and pleasure to your cycling by fitting one of the Sturmey-Archer gears. Your local dealer will advise you.



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When replying to advertisers, please mention "The Bicycle"

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Newmarket, perhaps—into Suffolk.

Out comes another map. Ah! that's better. Fairly flat, but not monotonously so. And look at the names!—Foxearth (sounds rural enough!), Somerton (quite westerly!), Chevington, Otley and Yeldham (almost in

very much about Norfolk and Suffolk is indicative of the fact that very little ever happens there. And most of us like places where nothing ever happens—or we pretend we do. Nothing I can remember having seen has had stamped on it: "Made in —" (Norfolk or Suffolk); and I like places where there is no great industry, with belching chimneys

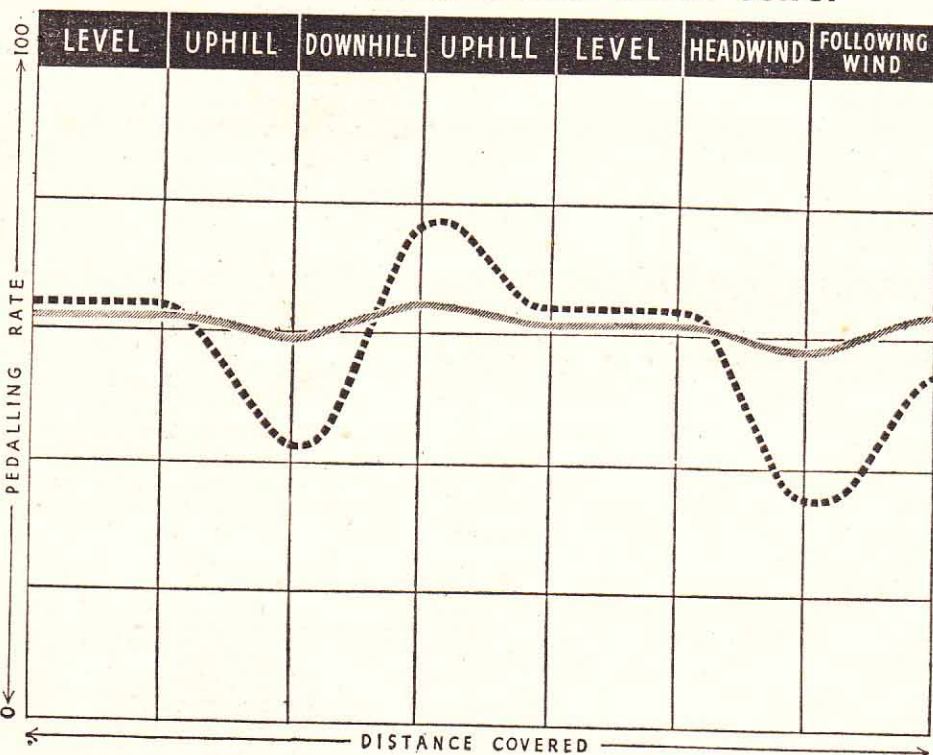
tages, with thatch and smiling windows, such as those in my picture, would be a matter of course. And what is better for the eyesight than a good, homely, English cottage, with its inevitable garden, with its inevitable riot of bright-hued flowers?

And with such cottages one instinctively associates old, inter-

(Continued on page 11)

Here's the way to EASIER CYCLING— MAINTAIN A Constant Pedalling Rate

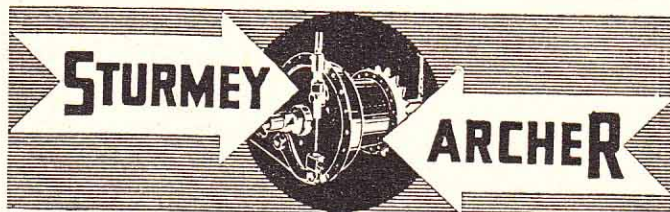
AND A UNIFORM ENERGY OUTPUT



The dotted line shows the variations of pedalling rate and energy-output expended without a variable gear. Compare it with the continuous line of the Sturmev-Archer equipped cyclist! He maintains a constant pedalling rate and a uniform energy-output whether it's up or down hill, head or following wind!

IT'S SCIENTIFICALLY SOUNDER TO USE

You can't expect to get the best out of cycling when your pedalling rate—and your energy-output—continually fluctuate. It's scientifically sounder to 'even out' your effort over the whole run. That means a variable gear. And of all variable gears, it's scientifically soundest to fit Sturmev-Archer because it's the neatest, lightest, cleanest gear made, totally enclosed and continuously oil-bathed!



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possession of the motor behind which he set up the record, and he assured me that should his record be beaten he will find another young rider to regain it. Incidentally, he does not think that the motor of Monneret is powerful enough. The attempt to lower the record is expected to take place in about one month, at the Monthlery motordrome, which lies about

twenty miles south of Paris. The track is a huge, oval, cement bowl, with bankings that permit modern racing motor cars to tear round it "all out." When Vanderstuyft went for his record it was quite new, and the surface was in marvellous condition. Nevertheless, he still had to spend many weary hours going round it with a bucket of plaster of Paris,

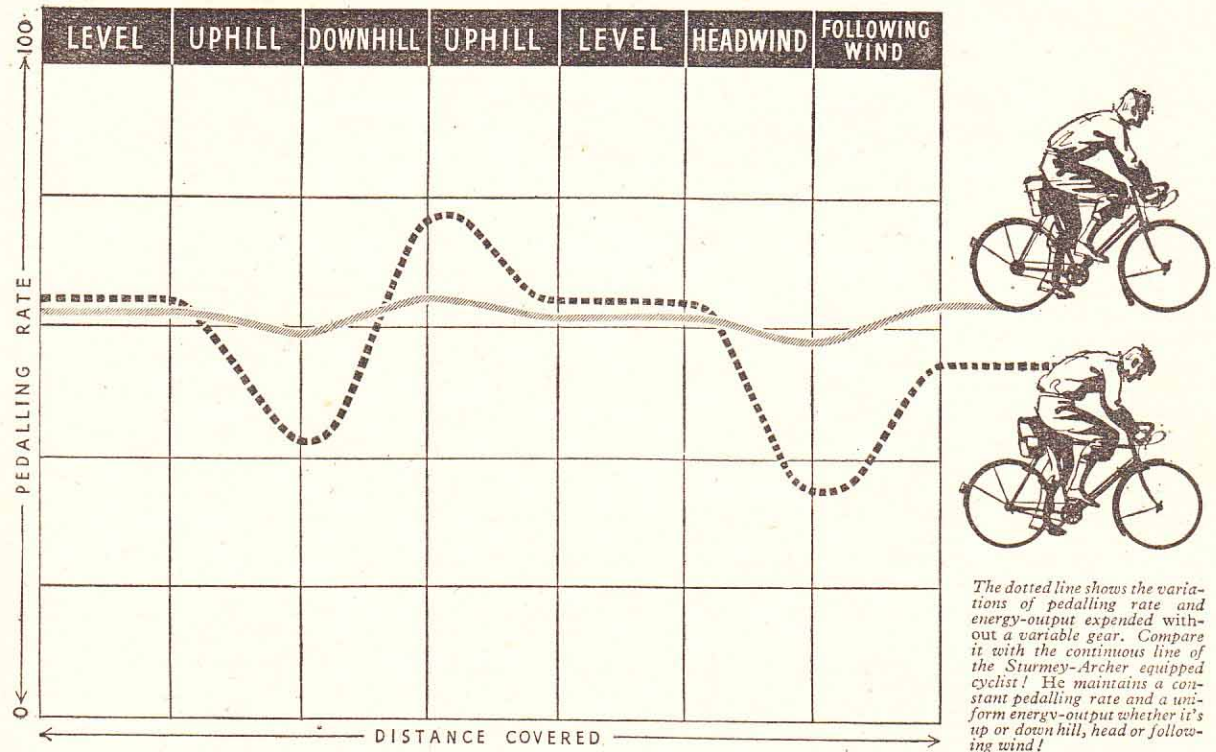
filling in any "blowholes" and cracks. Now, of course, the surface has deteriorated considerably under the tyres of the racing motor cars—so adding to the worries of any would-be record breaker. A puncture at 80 m.p.h. means a certain crash—and nobody would be optimistic about the outcome.

Constant Pedalling Rate

AND A UNIFORM ENERGY OUTPUT

—that's the secret of

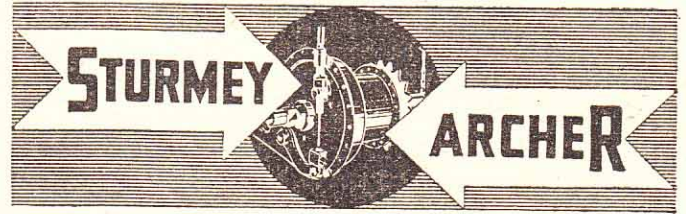
SUCCESSFUL CYCLING



The dotted line shows the variations of pedalling rate and energy-output expended without a variable gear. Compare it with the continuous line of the Sturmev-Archer equipped cyclist! He maintains a constant pedalling rate and a uniform energy-output whether it's up or down hill, head or following wind!

IT'S SCIENTIFICALLY SOUNDER TO USE

When your energy is uniformly proportioned over the whole of your ride, you're bound to finish fresher and faster! That's why it's scientifically sounder to use a variable gear. And of all variable gears the Sturmev-Archer is—scientifically—the soundest one to fit. It is totally-enclosed, frictionless, continuously oil-bathed, the neatest, lightest, cleanest gear made!



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**WEEK FOR
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**CROYDON FITNESS
MEETING**

THE Mayor of Croydon has offered the use of Croydon Town Hall on Friday, March 17, at 7.45, for a meeting to be addressed by J. E. Holdsworth, the national organiser, and C. Haddon Hall, the area secretary, of the National Fitness Committee. A resolution will be submitted to the meeting requesting Croydon Council to receive a deputation to urge the provision of cycle and running tracks. A joint committee has been formed, and considerable support is forthcoming from local councillors.

whatever branch of the pastime you follow, Claud Butler claims to be able to suit your needs—touring, racing, club riding, polo, camping—all requirements can be met promptly, efficiently, and intelligently through the medium of the modern postal delivery service.

Send to Claud Butler, Manor-street, Clapham, London, S.W.4, for a copy of the new catalogue, and mention **THE BICYCLE**.

Correction

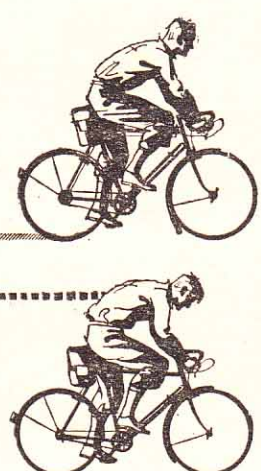
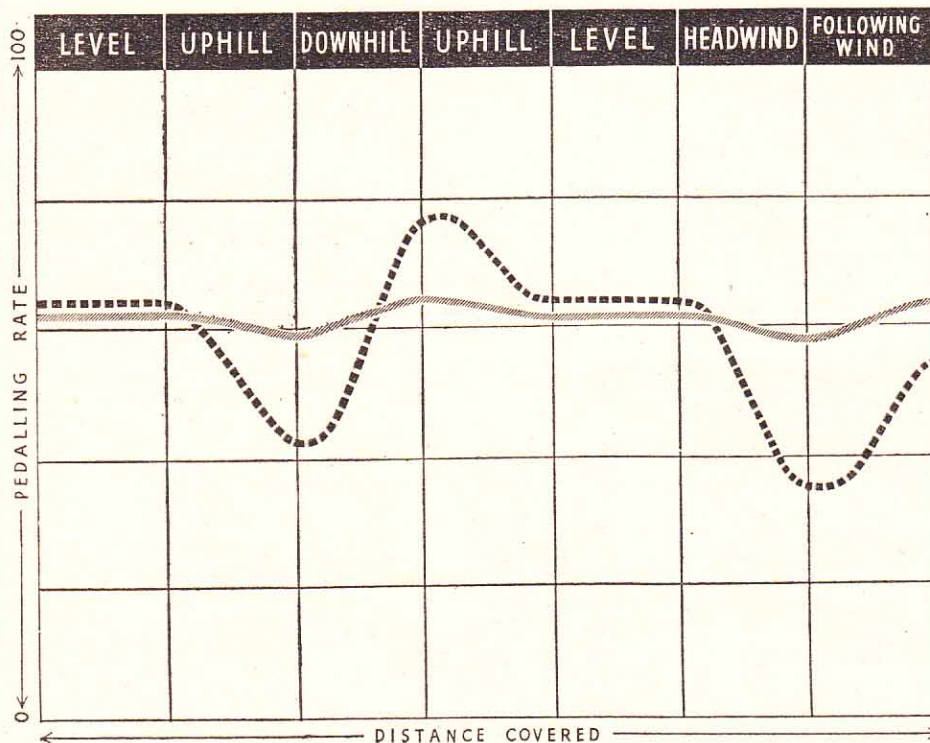
In our issue dated February 25 it was stated, in an advertisement, that the Leeds stockists of "Lam" brakes were Messrs. "A. E. Rodgers." We are asked to state that the firm's correct name is Messrs. J. T. Rodgers.

Recreational Facilities," "Rallying Youth to the Fitness Movement," and "Education for Citizenship." The second-named promises to be of most vital interest to cyclists, for it will discuss such questions as: Are existing facilities for recreation (playing fields, gymnasia, cycle tracks, swimming baths, club premises, etc.) adequate? and Are more holiday camps, camping sites, and Youth Hostels within reach of London necessary?

On March 11 a fitness display and variety concert will be staged at the Cambridge Theatre, London, and among the items in the programme will be a cycle race organised by the N.C.U.

Here's the way to **EASIER CYCLING—**
MAINTAIN A
Constant **P**edalling **R**ate

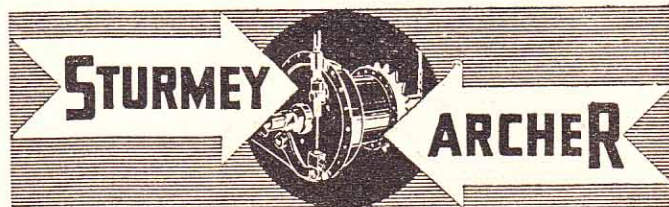
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NATIONAL CYCLING CAMPAIGN

J. E. Hedsorath, the National Organiser for Cycling for England and Wales, has formulated a scheme for attracting to the pastime large numbers of unattached cyclists.

The scheme, which will be on an extensive scale, will cover the whole of the country, and will need the active co-operation of hundreds of club members. Full details will be published in an early issue of "The Bicycle."

speeches followed from "Dick" West and the new hon. secretary. Councillor George Whitehead, of the West Kent D.A., took the D.A. back in memory to the days of its early struggle for existence.

BRENTWOOD R.C.

The Brentwood Road Club celebrated its second anniversary on March 12 with a re-union of members and friends at club headquarters. S. R. Chapman introduced the visitors, who included "Billie" Dovey, the Rudge lady demonstration rider, with her husband, Peter Dawson, the C.T.C. chief consul for Essex and secretary of the Gravesend C.C., and Mrs. Dawson. A high tea was followed by an interesting talk by "Billie" on some of her experiences, and a chat on Continental touring by Peter Dawson.

For the Tour

TWO Belgian teams, each team consisting of eight riders, will be competing in the Tour de France this year.

Other countries likely to participate are France, Holland, Luxembourg, Switzerland, and, perhaps, Spain.

Giuseppe Olmo, partner of Guerra, has decided to concentrate on motor-pacing only.

Giuseppe Oliveri, who was also a famous pace follower in his time, has become Olmo's manager.

"THE SECRET OF MY RECORD SUCCESSES IS IN KEEPING A

Constant Pedalling Rate

AND UNIFORM ENERGY OUTPUT"

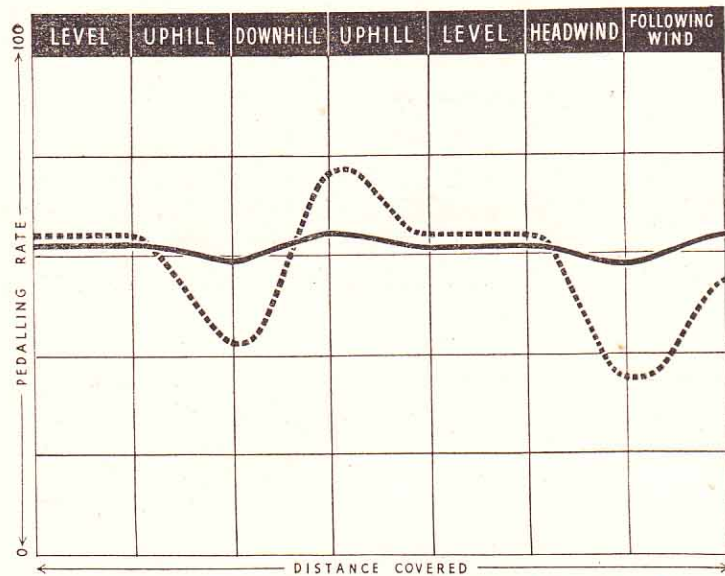
SAYS SID FERRIS

HOLDER OF THE

24 HOURS

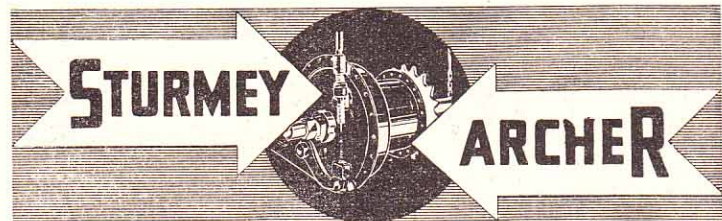
1,000 MILES

END-TO-END RECORDS



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Club Room

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Communicate . . .

he Alif R.C., Thompson, 139, and return the him at the Cat-



by William Balliol. More interesting is Blagroves, the house of mystery. It stands half way up The Bank, and its appearance at once attracts attention, even in a town that is literally crammed with ancient houses and quaint corners. It is a stone building of three stories, the front of which is ornamented with grotesque figures.

granted to those who wish to linger over the romantic glen and the associations it brings with it. On the borders of the park stands the grim fragment of Markham Tower.

can be taken in this part of Warwickshire, where every mile reveals some interest if one has eyes to see. S. A. NASH.

Recent investigations prove that this house was given by

One more river remains to be explored, the charming river Greta. From Scargill Castle, far away on the moors, it winds through "Brignall Banks," immortalised by Scott, to join the Tees at Greta Bridge.

"Every record-breaker knows how important it is to maintain a...

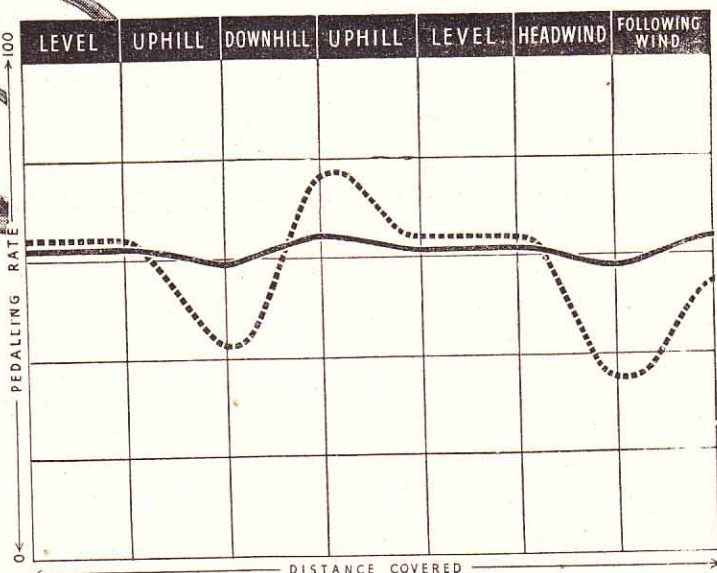
Constant Pedalling Rate

AND A UNIFORM ENERGY OUTPUT"

says Charles Holland

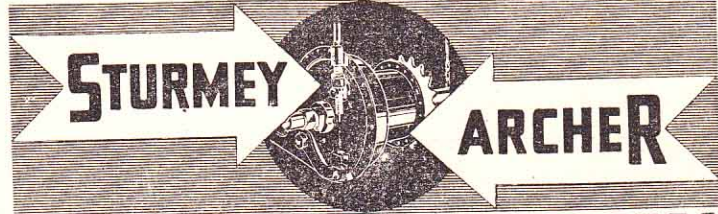


The dotted line shows the variations of pedalling rate and energy-output expended without a variable gear. Compare it with the continuous line of the Sturmey-Archer equipped cyclist! He maintains a constant pedalling rate and a uniform energy output, whether it's up or down hill, head or following wind!



Charles Holland smashed the Land's End - London Record using a Sturmey - Archer gear! "Obviously," he says, "you'll cycle faster with less effort if your pedalling rate and energy output are 'even' over the run. Sturmey-Archer variable gears give me this uniformity plus the knowledge that I'm using the neatest, lightest, cleanest gear made — totally enclosed and continuously oil-bathed. The scientifically sounder hub, in fact."

IT'S SCIENTIFICALLY SOUNDER TO USE



HUB GEARS AND HUB BRAKES

THERE'S A STURMEY-ARCHER FOR EVERY CLASS OF CYCLIST

STURMEY-ARCHER GEARS LIMITED. NOTTINGHAM S.S

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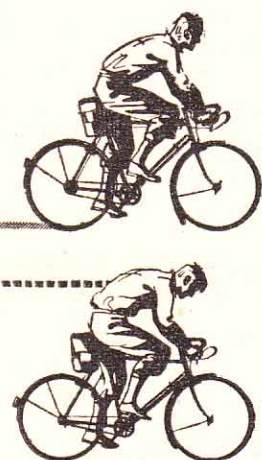
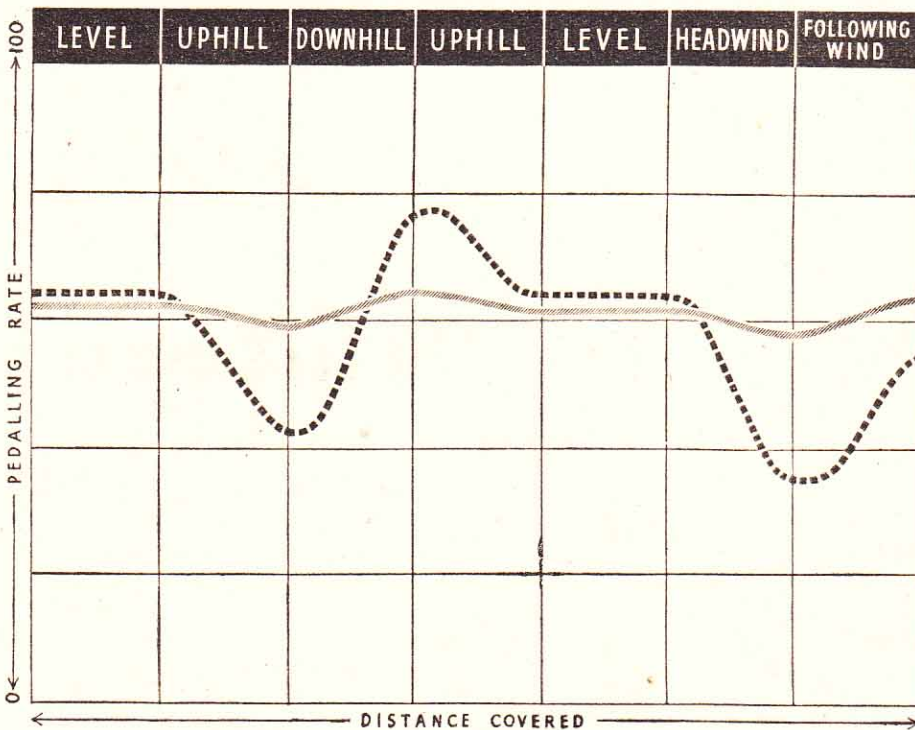
This meeting, coupled with the
 Fellowship Week, should give cycling
 the biggest fillip it has ever had. As
 the Fellowship Week will show the
 enjoyment of cycling as a pastime, so
 the Herne Hill meeting will prove to
 the general public the interest of cy-
 cling as a sport and a spectacle. Cy-
 clists should make full use of this
 opportunity by ensuring that as many
 of their acquaintances as possible,
 who do not at present appreciate the
 interest of cycling sport, are per-
 suaded to attend.

motor-cyclists have agreed to
 take joint action. They will suggest
 to the Minister of Transport that in
 reporting upon road accidents the
 police should be asked to mention the
 state of the road at the time of the
 accident.

The National Committee on Cycling,
 who is co-operating with the British
 Motor Cycle Association in matters
 affecting both groups of riders, has
 referred back to its constituent mem-
 bers the question of the best type of
 road surface for single track machine
 users.

Here's the way to EASIER CYCLING— MAINTAIN A Constant Pedalling Rate

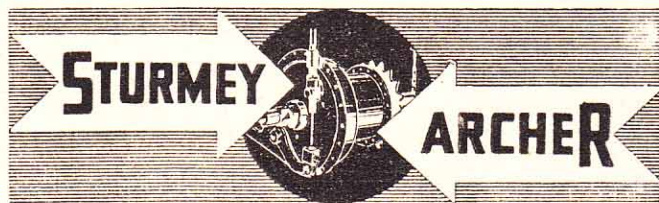
AND A UNIFORM ENERGY OUTPUT



The dotted line shows the variations of pedalling rate and energy-output expended without a variable gear. Compare it with the continuous line of the Sturme-Archer equipped cyclist! He maintains a constant pedalling rate and a uniform energy-output whether it's up or down hill, head or following wind!

IT'S SCIENTIFICALLY SOUNDER TO USE

You can't expect to get the best out of cycling when your pedalling rate—and your energy-output—continually fluctuate. It's scientifically sounder to 'even out' your effort over the whole run. That means a variable gear. And of all variable gears, it's scientifically soundest to fit Sturme-Archer because it's the neatest, lightest, cleanest gear made, totally enclosed and continuously oil-bathed!



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STURMEY-ARCHER GEARS LIMITED, NOTTINGHAM

S.6

When replying to advertisers, please mention "The B.cycle"

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...on the Gazelle O.R. Sports.

The Test

Now for the road test.
First of all, I had to ride the machine through London traffic—Holborn, Oxford-street, and Edgware-road, to be precise; and those who know that interminable series of traffic-lights will

...over rough surfaces (for I have "thrashed" it on some of the worst roads I could find, where pot-holes are deep enough to trip a careless pedestrian).
The gears on my test model were 60, 69, 80 inches, which were just right to cover the conditions I encountered during several fast-touring week-ends, with the result that at no time

...with slightly lower gears (55, 64, 74, with the AM hub), are available at the same prices.
To generalise, the Gazelle Open Road Sports is a machine that should appeal to cyclists who desire a smartly finished machine, with a "class" specification, at a reasonable cost. Not only is it strongly built, but it is also responsive.
T. D.

"Every record-breaker knows how important it is to maintain a...

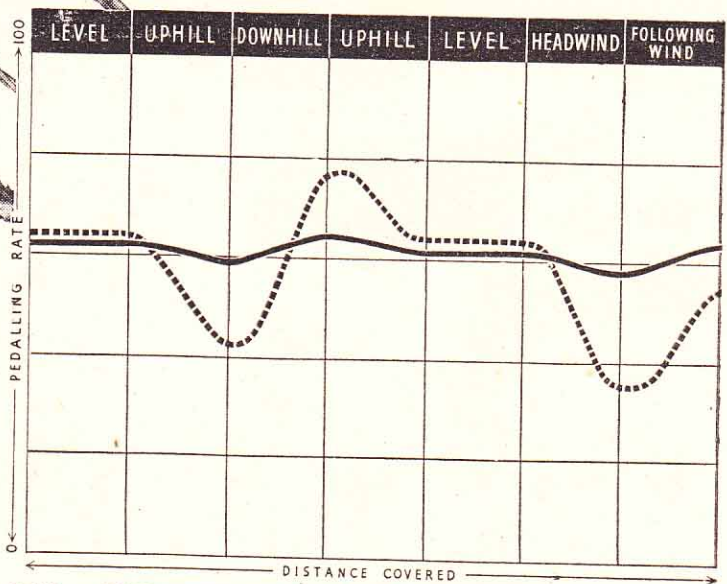
Constant Pedalling Rate

AND A UNIFORM ENERGY OUTPUT"

says Charles Holland

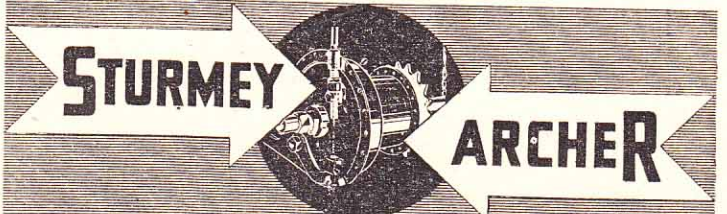


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Charles Holland smashed the Land's End - London Record using a Sturmey - Archer gear! "Obviously," he says, "you'll cycle faster with less effort if your pedalling rate and energy output are 'even' over the run. Sturmey-Archer variable gears give me this uniformity plus the knowledge that I'm using the neatest, lightest, cleanest gear made—totally enclosed and continuously oil-bathed. The scientifically sounder hub, in fact."

IT'S SCIENTIFICALLY SOUNDER TO USE



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No Appreciation

"No good. It wouldn't photograph well. It would just come out flat."

We visit a cathedral. It is full of beauty and atmosphere. I wander round it, perfectly satisfied with its peace and grandeur. Are

What a shame it is that any unnatural element of discontent should mar appreciation of the perfect beauty of Nature or of good, time-mellowed architecture! Why should the considerations of attempting to compose a black-and-white image on flat

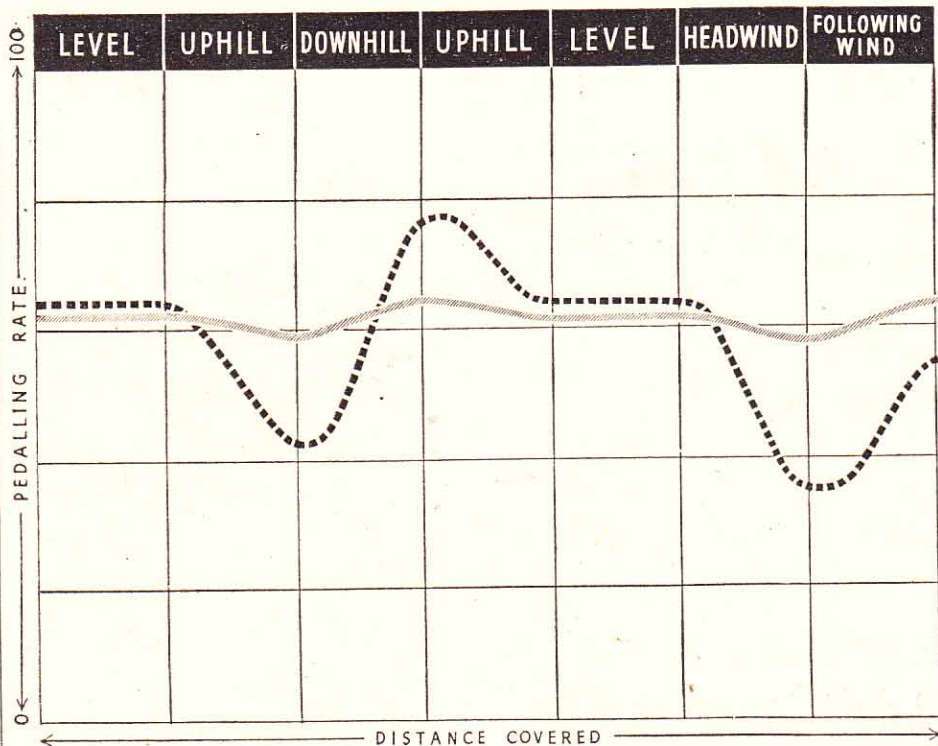
the Wisp "amazing" picture be not allowed to crowd out the true, lasting joys of cycling. Nature can never be matched; attempted improvement is ridiculous. Let cyclists, above all people, be content with Nature, and make sure that what spare time they have is spent to the greatest advantage by enjoying it as it stands.

Constant Pedalling Rate

AND A UNIFORM ENERGY OUTPUT

—that's the secret of

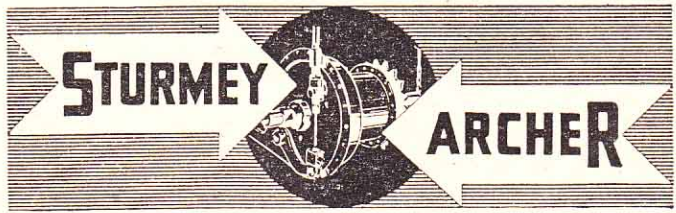
SUCCESSFUL CYCLING



The dotted line shows the variations of pedalling rate and energy-output expended without a variable gear. Compare it with the continuous line of the Sturmev-Archer equipped cyclist! He maintains a constant pedalling rate and a uniform energy-output whether it's up or down hill, head or following wind!

IT'S SCIENTIFICALLY SOUNDER TO USE

When your energy is uniformly proportioned over the whole of your ride, you're bound to finish fresher and faster! That's why it's scientifically sounder to use a variable gear. And of all variable gears the Sturmev-Archer is—scientifically—the soundest one to fit. It is totally-enclosed, frictionless, continuously oil-bathed, the neatest, lightest, cleanest gear made!



HUB GEARS AND HUB BRAKES

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 STURMEV-ARCHER GEARS LIMITED, NOTTINGHAM

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countered gear trouble, and after several changes of machine was riding well back, as was Messer of the Marlboro, who had punctured.

After seventeen miles the field had formed into two compact groups, the "5, 4, and 3-min." and the "2, 1 and zero."

Pamplin, Buckingham, Povey, and the Clarencourt boys were working hard at the head of their section, and lap by lap the leaders were overhauled, until, as we predicted in THE BICYCLE, just at half distance they were caught, and we had one compact

spectator and continued overlooking the rule which insists on machines being changed only at the official pits, and he was, therefore, disqualified.

Robbins and Watkins, covered from head to foot in mud from the rain-soaked track, worked steadily together, lap after lap, always increasing their lead.

The bell for the last lap, and they were 2½ min. ahead.

Now, who would win the final sprint?

Alas! after sixty-one miles of gruelling effort, Watkins was fated to

3, E. Walton (3), Cavendish, 2 hr. 41 min. 15 sec.

4, L. Spooner (1), Alif R.C.; 5, R. A. Reynolds (3), Catford; 6, R. Martin (5), Redmond.

Equal 7, J. Mackenzie (2), Clarencourt; R. J. Pankhurst (5), Gravesend; F. Powell (5), Brixton Paragon; L. G. Weller (4), W. Croydon Wh.

11, F. Moysey (4), Comet; 12, F. H. Patterson (4), Norwood Paragon; 13, L. V. Hobbs (scr.), Addiscombe, all same time.

14, C. G. Schedwin (5), Marlboro, 2 hr. 44 min. 25 sec.; 15, T. W. Hale (5), Norwood Paragon, 2 hr. 44 min. 57 sec.

Fastest time prize, G. S. Robbins (scr.).

up well in mass-start

was very close in this

E. Jones, the Fou

lying second only of

finish, but the judges

a place in the result.

W. J. Allan finishe

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Gwilliam also com

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The Wolverhampto

entered in full force,

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lead the field for the

In the twelfth lap A

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Into the wind d

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hung well together. A

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The survivors were

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several had suffer

crashes.

In the fourteenth

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field, but no fireworks

The Bronte team—F

Firth—were promin

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front and beat Stalla

cher was still nearby

First again with the newest in cycling

STURMEY-ARCHER

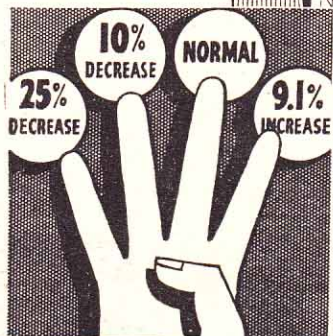
INTRODUCE THE

4-SPEED HUB GEAR!

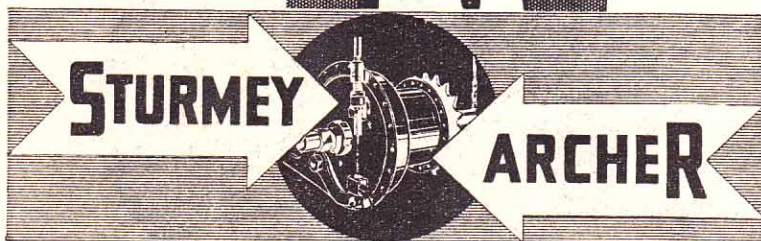
Four speeds improved the motor car's performance

NOW — STURMEY-ARCHER BRING THE BENEFITS OF THE 4-SPEED HUB TO THE CYCLIST!

Sturmeley-Archer 4-speed hub—25% decrease from normal for first speed, 10% decrease for second, direct drive for third and 9.1% increase for top. Supplied loose, with handlebar trigger control 39/-. As an extra on a new machine, with handlebar trigger control 35/-.



WITH no increase in friction and even lighter in weight, this new Sturmeley-Archer 4-speed hub marks a vital step forward in cycling efficiency. Built on the same principles as the world-famous Sturmeley-Archer 3-speed hubs, its overall dimensions are almost identical and the working parts are totally-enclosed and continuously oil-bathed. Handlebar trigger control is provided. Here at last is a gear with all the advantages of "close ratios" plus the very useful "low" of the ordinary 3-speed hub!



STURMEY

ARCHER

4-SPEED HUB

**NO FRICTION
TOTALLY ENCLOSED
CONTINUOUSLY OIL-BATHED
TRIGGER CONTROL**

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STURMEY-ARCHER GEARS LTD., NOTTINGHAM

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Four to go

Now Stallard, with came up to the fr up, and his speed c away from the field. look for his team, bu far away for a real br fully aware of Perc kept close up. The Fo riding very strongly parted from his club

SIX DA

Cozens and Vrood seventh, three laps Buckley and Smith

Apart from South the only all-Britis home riders were p experienced foreign step in view of the perience of board tr

Holland was t Deneef, but a bad Monday night re broken collar-bone lishman, and he wa as he seemed to be to the hectic riding board track.

Southall and Burl and more behind th finally, when the ru stretched to the ut them in, the referee ate them, at a tim were twenty-eight la leaders. (In fairne

Fastest man, although he led of Spooner. Way was A. E. aragon). Fenn's 45 sec. Butler point in 2 hr. others who were d T. Kelly (For- ce); E. J. Windley, 7 min.; and Ted r. 8 min. 30 sec.

one miles were ind, and several rted fast were that it was a lot ey anticipated. ckham, who had ll well past the found that he speed into the

l-known riders the course ex- nearly all the packing on this mbe, a previous at, was one of been moving at during the race. the Catford, who mile times to his a this stretch, al- to the turn, into ed when he only ed twenty-two o complete. The oint showed that his lead, and his 0 sec. was 2 min. at of Butler, who to second place. third, a further

se. had already d dropped back Thomas was now 45 min. 30 sec., 9 min. 30 sec. A. d Paragon, now re to tie with

very fast, just them over, and did not alter t Webb managed ttle quicker than laced him from

a big improve- s best, but when min. 17 sec., his extreme annoy- e hadn't beaten as his ambition. the fact that he p. his allowance a cut down to od ride the pre- was still enough ntage of nearly t. Glade C.C. s, of course, a rwood Paragon, d all their re- cluding helpers, atler, and Webb 39 sec., against ec. of the Forest

V. Best returned

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od Par.	4 49 47
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bury	4 50 42
od Paragon C.C.	4 50 49
er, A. Webb)	
ndley, F. Gray.	

Brothers. The Cadians rallied during the final hours and just managed to snatch the honours from Kilian—Thomas by a margin of points.

Earlier in the race the Franco-Italian team, Giorgetti—Moretti, were dominating the situation, but they were unable to keep it up, and finished a lap in arrear.

Result

1. Peden Brothers, 1,498 pts.; 2 Kilian—Thomas 1,165 pts.; 3. Walthour—Crossley, 923 pts.
4. at one lap Giorgetti—Moretti, 463 pts.; 5. Debaets—O'Hevaere.
6. at two laps, Rodmam—Testa; 7. at three laps, Audy—Yates.

was still in evidence on Whit-Monday, when the Balham held their annual second class "100" on the same course.

Despite this and the hot sun, which made racing a very sticky business indeed, F. J. Wallis, of the Hounslow, improved no less than 35 min. on his previous best at the distance, to take fastest time award in 4 hr. 47 min. 14 sec. Despite this vast improvement, his victory was by no means a walk-over, for just over a minute behind came G. Valentine, of the Luton, with 4 hr. 49 min.

The fourth man, F. Kolppi, Norwood Paragon, was only 27 sec. behind Smith, and, as he lost 2 min. at the

- | | h. m. s. |
|----------------------------|----------|
| 1. F. J. Wallis, Hounslow | 4 47 14 |
| 2. G. Valentine, Luton | 4 49 0 |
| 3. R. Smith, Midland | 4 56 29 |
| 4. F. Kolppi, Paragon | 4 56 56 |
| 5. D. Brett, 15th Wheelers | 5 1 20 |
| 6. D. Gawmann, 15th Whs. | 5 4 45 |
| 7. G. Goffin, Lorian | 5 7 3 |
| 8. J. F. Buss, Cambrian | 5 7 13 |
| 9. W. R. West, Cambrian | 5 7 20 |
| 10. F. Cooper, Woolwich | 5 7 52 |

Handicap.—1. F. J. Wallis, Hounslow (15), 4.52.14; 2. F. Kolppi, Paragon (18), 4.41.56; 3. G. Valentine Luton (3), 4.46.0.

Team Race.—1. Luton Arrow (G. Valentine, R. A. Ward, T. Duffy), 15.11.54; 2. 15th Wheelers, 15.26.44.

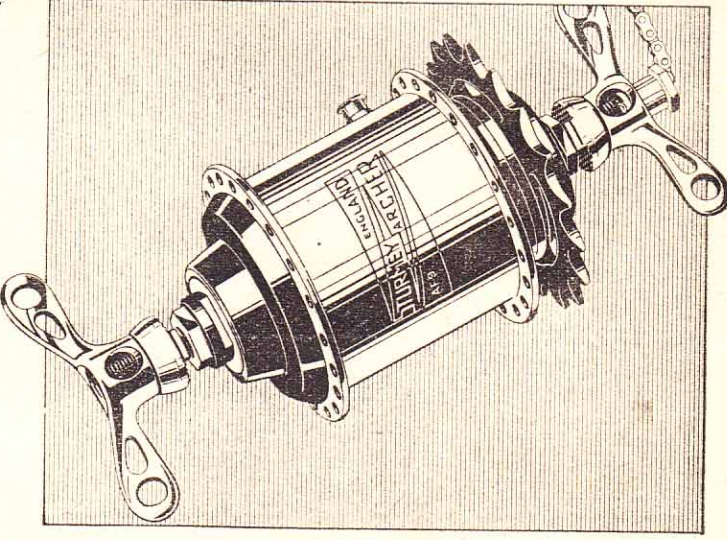
First again with the newest in cycling

STURMEY-ARCHER

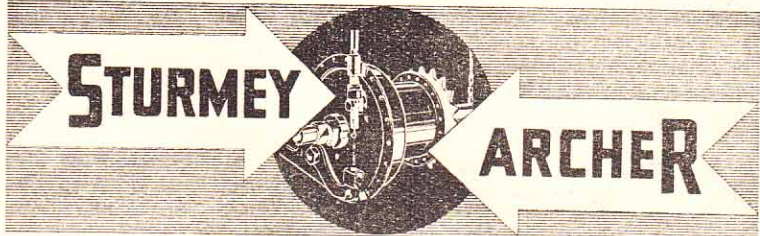
INTRODUCE THE

4-SPEED HUB GEAR!

With no increase in friction and even lighter in weight, this new SturmeY-ArchEr 4-speed hub marks a vital step forward in cycling efficiency. Built on the same principles as the world-famous SturmeY-ArchEr 3-speed hubs, its overall dimensions are almost identical and the working parts are totally-enclosed and continuously oil-bathed. Handlebar trigger control is provided. Here at last is a gear with all the advantages of "close ratios" plus the very useful "low" of the ordinary 3-speed hub!



SturmeY-ArchEr 4-speed hub—25% decrease from normal for first speed, 10% decrease for second, direct drive for third and 9.1% increase for top. Supplied loose, with handlebar trigger control 39/-. As an extra on a new machine, with handlebar trigger control 35/-.



4-SPEED HUB

- NO FRICTION
- TOTALLY ENCLOSED
- CONTINUOUSLY OIL-BATHED
- TRIGGER CONTROL

THERE'S A STURMEY-ARCHER FOR EVERY CLASS OF CYCLIST

STURMEY-ARCHER GEARS LTD., NOTTINGHAM

Spooner, London C. T. Carr, Glade C. Batty (21),

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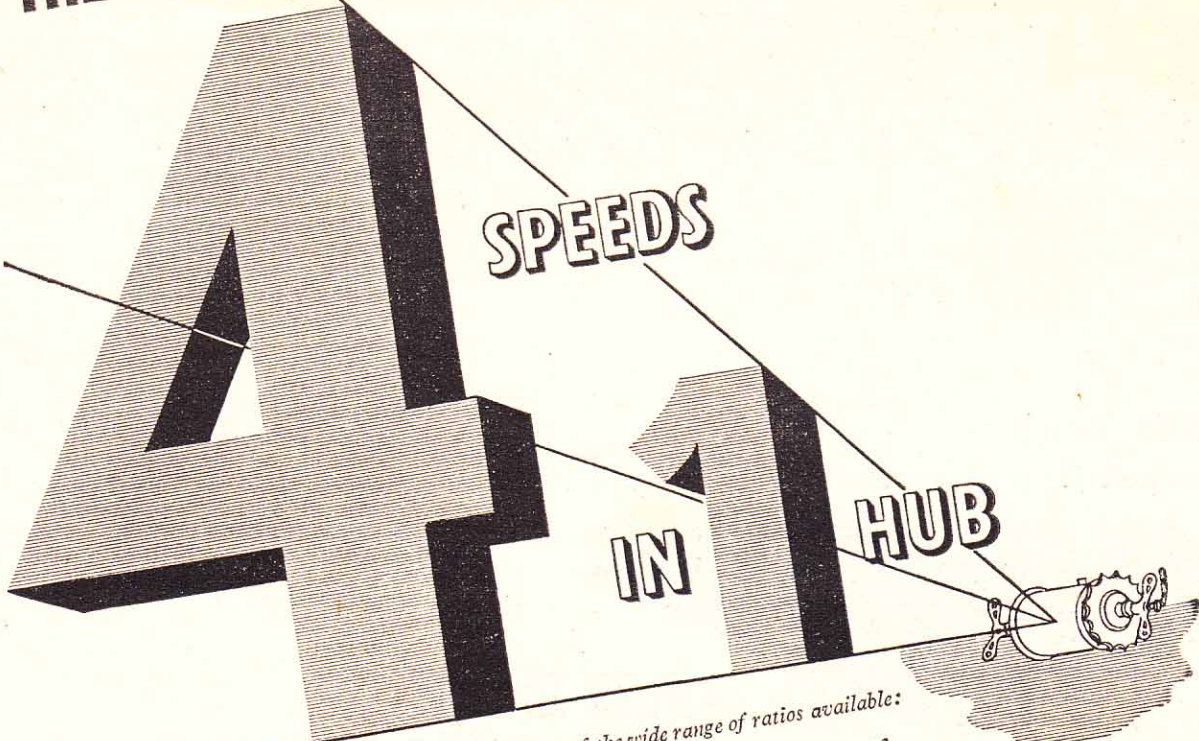
confront the cathedral,
which is Ely. All else is
dwarfed and mortal. The lofty
church belongs to the ages. And
that octagonal lantern, 142 feet
high, is quite unique in England.
The twelve Norman bays of the

the beautiful chantry chapels.
Other parts of the abbey build-
ings are used, by the way, as the
King's School, founded by Henry
the Eighth.

If I ever go back to the Fens—
and for me the journey there is
a long one—it will be because Ely

place, steeped in history, will one
day draw me from afar, right
across the marshes, in spite of my
vivid memory of many monoton-
ous miles, a great heat, a burning
sun, and folk who are much too
reserved for casual intercourse
with strangers.

THE 'HIGH SPOT' IN CYCLING FOR 1939

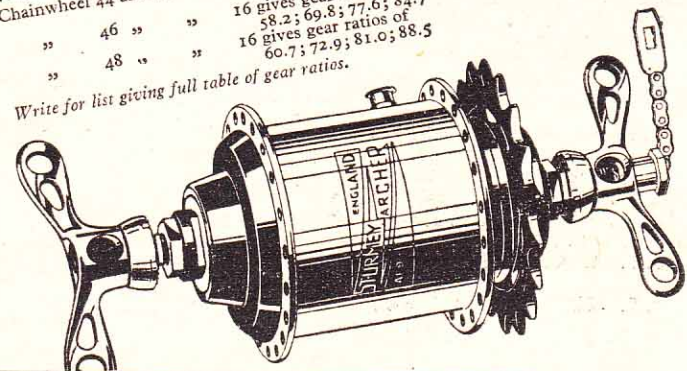


Never before in cycling history have
4 speeds been available in 1 hub! The
new Sturmey-Archer 4-speed hub, with
handlebar trigger control, gives two
middle gears which can be varied to suit
the most critical tastes and a useful 'low'
for really hard going. And yet—it is
*almost identical in size, even lighter and as
frictionless in running as the world-famous
Sturmey-Archer 3-speed hubs!* Be the first
to fit this new hub—your dealer has it!

Examples of the wide range of ratios available:

With 26" wheels		Chainwheel 44 and Sprocket 16 gives gear ratios of
"	46 " "	53.6; 64.3; 71.5; 78.1
"	48 " "	16 gives gear ratios of
"	46 " "	56.0; 67.2; 74.7; 81.5
"	48 " "	17 gives gear ratios of
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With 27" wheels		Chainwheel 44 and Sprocket 15 gives gear ratios of
"	46 " "	59.4; 71.2; 79.2; 86.5
"	48 " "	16 gives gear ratios of
"	46 " "	58.2; 69.8; 77.6; 84.7
"	48 " "	16 gives gear ratios of
"	46 " "	60.7; 72.9; 81.0; 88.5

Write for list giving full table of gear ratios.





STURMEY



ARCHER



SPEED GEAR

STURMEY-ARCHER GEARS LTD., NOTTINGHAM

When replying to advertisers please mention "The Bicycle"

1-5 sec.; 3, J. B. ...
 1 min. 25 3-5 ...
 Regent C.C., 1 min.

**THE WEEK-
 AD SPORT**
 ges 13-16

BOOTLE

st Liverpool Wheelers)
 and share in the Lewis
 brilliant effort in the
 n event at Bootle last
 ed T. D. Blick, E.
 s, C. J. Murray, and
 but a reserve, G.
 (Century), won seven
 prizes.
 the track for an Italian
 ded plenty of thrills,
 ers scoring an easy
 red a brilliant win in
 failed in the 660 yards
 H. Harris, Manches-
 Soens, East Liverpool,
 yd, Phoenix, 35 yds.
 D. N. Adamson, East
 2, F. Prayle, Yew
 s; 3, T. Soens, East
 59 1-5 sec.
Pursuit—1, Manches-
 her, Gandy, McGrath,
 pool Unity; 3, East
 2 min. 49 sec.
 T. Soens, East Liver-
 Manchester Whs.; 3,
 Manchester A.C.; G.
 Century), seven laps.

**LEAGUE
 (ERBURY)**

Trials—Canterbury,
 beat Dover, 1 min.
 sham, 1 min. 10 2-5
 1 min. 14 sec.
Heat 1: 1, W. Fagg
 Philpott (Canter-
 (Dover). **Heat 2**:
 msgate); 2, C. King
 Edwards (Faversham).
Cap—Heat 1: 1, N.
 (72) 2, J. Smith
 1 min. 9 3-5 sec.;
 (Canterbury) (86); 2,
 (Erbury) (60), 1 min.
 1, G. Holmes (Rams-
 gain (Ramsgate) (69),
 inal: 1, R. Duncan; 2,
 Smith; time, 1 min.
Pursuit—Canterbury,
 beat Dover, 5 min. 19
 5 min. 3 sec., beat
 16 3-5 sec.
 bury, 11 pts., beat
 msgate, 9 pts., beat

THE WEST

Y.M.C.A.
 L. R. A. Wilson, Ply-
 168 yds.; 2, L. C.
 Wheelers, 152 yds.; 3,
 ad Club, 172 yds.
ionship—Devon and
 N.C.U.—1, W.
 rinthians; 2, L. C.
 eelers; 3, G. A. Birch,
 Time, 16 min. 37 3-5
 Clark.
 W. Clark, Plymouth
 A. Wilson, Plymouth
 Birch, Tamar Road
 W. Clark.
 third successive win
 muel Gluckstein Cup
 wn property.

TISH LEGION

ip—1, D. A. Harris,
 L. Tyler, Regal C.C.;
 n C.C. 2 min. 8 2-5
Handicap—1, D. A.
 ; 2, C. A. Brewster,
 3, L. A. Wanless,
 n. 2 sec.
nt-to-Point Open—
 Pirelli C.C., 25 pts.;
 tish Wh., and R. A.
 7 pts.
uit Race—1, A. F.
 h.; 2, V. G. Dent,
 C.; 3, J. R. Brown,
ute Pursuit Race—
 and, Camberley C.C.;
 mberley C.C.; 3, Miss
 intney C.C.
atch Race—1, R. A.
 F. T. Jones, Hartley
 K. Turvey, Basing-
 10 4-5 sec.

Some exciting racing was witnessed,
 Potter being in a particularly good mood.
 He won his heat, but experienced bad
 luck in the final, when he punctured,
 changed on to another machine, only to
 have the chain break after a few laps
 had been covered.
 The final, which was run over ten
 miles, resulted in a win for Murray, with
 Florent second, and Howe third.
W.L.C.A. Team Pursuit—Willesden
 C.C. walked over the Yiewsley R.C.; Wes-
 terly R.C. walked over the Kentish
 Wheelers; Fulham Wheelers walked over
 the Velma R.C.
440 Yards (Flying Start) T.T.—C.
 Scott, 28 1-5 sec.; H. Citterio, 28 2-5 sec.

One Lap Scratch—1, J. T. Hampson,
 Derby and County A.C.; 2, K. Herod,
 Notts Castle B.C.; 3, D. Wild, Dinning-
 ton R. and P.C.C. Time, 25 sec.
"Devil Take the Hindmost"—1, J. L.
 Flinders, Brodsworth R.C.; 2, B. A. Rose,
 Dinnington R. and P.C.C.; 3, A. Guird-
 ham, Dinnington R. and P.C.C.
Five Laps Team Pursuit Race—Din-
 nington R. and P.C.C. won the final from
 Kiveton Park C.C.
Clowne Wh. Championship (twenty
 laps)—1, J. Jepson; 2, J. Kirk; 3, G.
 Bagshaw. Lap prize: A. Russon.
Team Pursuit (South Yorks and N.
 Derby Final Tie)—Brodsworth R.C.
 (J. L. Flinders, H. W. Ekins, R. C. Roberts
 and F. Dawson) caught Dinnington R. and
 P.C.C.

(Belle Vue C.C.); 2, R. E. Lounds (Shef-
 field Central); 3, L. Thorpe (Barnet
 C.C.). Time, 55 1-5 sec.
25 Miles Club Championship—1, L.
 J. Cope; 2, C. Oakley; 3, J. Beechinor.
 Time, 61 min. 50 sec. Sprint Prime
 Winners: F. J. Beechinor (5), J.
 Beechinor (2), S. Blood (1), C. Oakley
 (1). Lap Prize Winners: S. Latham
 (59), J. W. Dove (51), J. Beechinor (25).

Derby Centre News

The second round tie D. of the
 National Team Pursuit Championship
 (Derby Centre) will take place on June
 14, at Derby Municipal Track, during
 the Derby Track League meeting.
 Owing to the Derby R.C.C. being un-
 able to raise a team, Long Eaton C.C.
 have been given a bye. This allows
 them to enter the last round (number
 5), which will also include Derby Ivan-
 hoe C.C. and round 2 winners.

J. E. Holdsworth—Commentator
 J. E. Holdsworth, National Organiser
 for Cycling, is to be one of the commen-
 tators for the Isle of Man race broad-
 cast.

THE 'HIGH SPOT' IN CYCLING FOR 1939

4

SPEEDS

HUB

IN

Examples of the wide range of ratios available:

With 26" wheels		Chainwheel 44 and Sprocket 16 gives gear ratios of 53.6; 64.3; 71.5; 78.1
" 46 " "	" 16 gives gear ratios of 56.0; 67.2; 74.7; 81.5	
" 48 " "	" 17 gives gear ratios of 55.1; 66.1; 73.5; 80.2	
With 27" wheels		Chainwheel 44 and Sprocket 15 gives gear ratios of 59.4; 71.2; 79.2; 86.5
" 46 " "	" 16 gives gear ratios of 58.2; 69.8; 77.6; 84.7	
" 48 " "	" 16 gives gear ratios of 60.7; 72.9; 81.0; 88.5	

Write for list giving full table of gear ratios.

Never before in cycling history have
 4 speeds been available in 1 hub! The
 new Sturmey-Archer 4-speed hub, with
 handlebar trigger control, gives two
 middle gears which can be varied to suit
 the most critical tastes and a useful 'low'
 for really hard going. And yet—it is
 almost identical in size, even lighter and as
 frictionless in running as the world-famous
 Sturmey-Archer 3-speed hubs! Be the first
 to fit this new hub—your dealer has it!

Sturmey-Archer 4-speed hub—25% decrease from
 normal for first speed, 10% decrease for second, direct
 drive for third and 9.1% increase for top. Supplied
 loose, with handlebar trigger control 39/-. As an extra
 on a new machine, with handlebar trigger control 35/-.

STURMEY

ARCHER

4

SPEED GEAR

STURMEY-ARCHER GEARS LTD., NOTTINGHAM

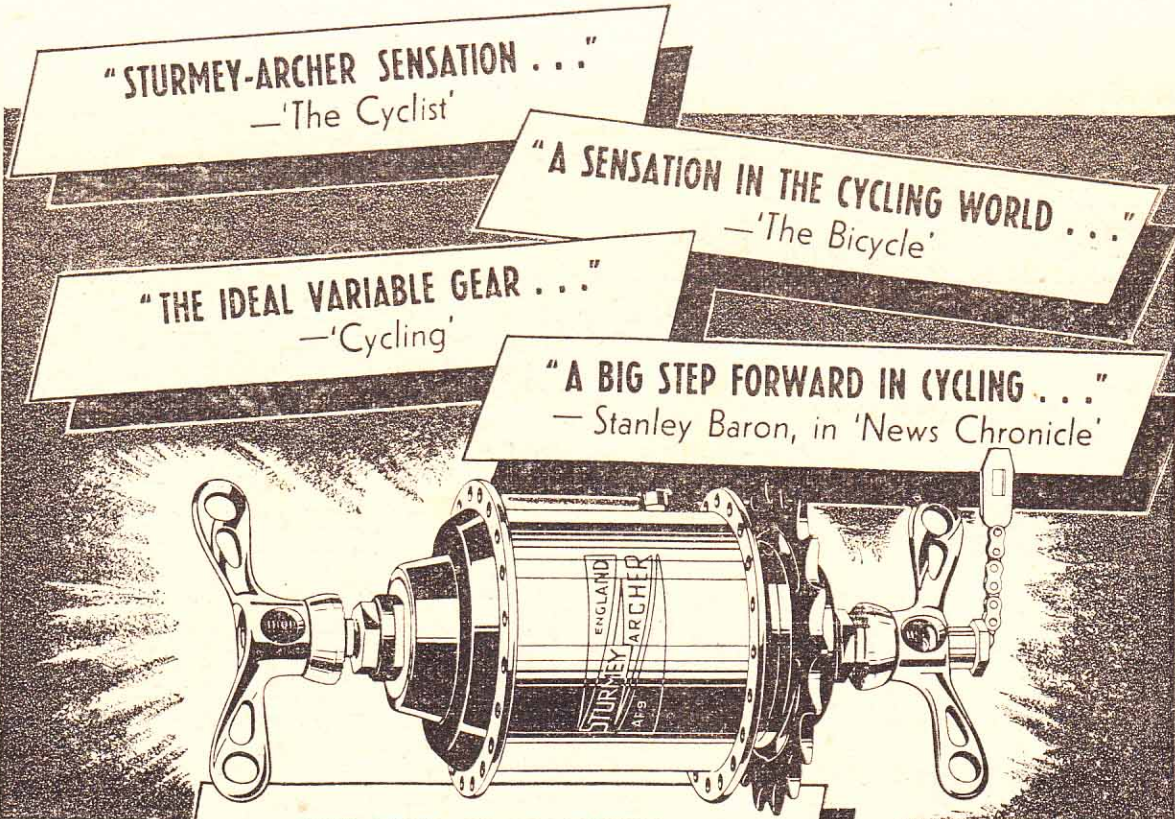
AL
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e back to T. M.

In a field of ninety-five, Howes was alone on scratch, his nearest marker being Carter (2 min.).
Having heard there were misgivings about his gear (89 in.), Howes met his friends this week with confidence. He had reduced his gear by keeping the gear size the same, but wearing thinner tyres!
The morning was unfavourable—grey, cold, and very windy. The wind pushed the lads out to the turn, where Howes was, as expected, in the lead, showing 28 min. 20 sec., against 29 min. 20 sec. by Carter. Other leading times were Imeson, 39 min. 40 sec.,

land 1 6 35
5. N. Levitt, Clarion 1 6 50
6. F. J. Ruffie, Barras 1 6 40
7. G. J. Bosh, Newcastle 1 6 56
8. H. Coburn, Darlington 1 7 4
9. H. Bishop, Stockton 1 7 9
10. E. A. Thompson, Stockton 1 7 18
11. H. Heatley, Stockton 1 7 25
12. R. Hodgson, Stockton 1 7 28
Fastest Novice.—E. Craddock, Bishop Auckland, 1.9.50.
Handicap.—1. S. Stevenson, West Hartlepool (71), 1.7.50; 2. J. Dodsworth, Northallerton (10), 1.10.42; 3. L. Chapelow, Darlington (71), 1.8.29.
Team Race.—1. Stockton Wheelers (P. J. Howes, H. Bishop, A. E. Thompson, 3.16.58; 2. Tees-side R.C. (J. Carter, C. Imeson, F. J. Ford), 3.19.43.

Team Race.—1. Manchester R.C., 6.59.43; 2. Birkenhead N.E. C.C., 6.41.26.
S. YORKS CLARION "25"
The Bolton-on-Dearne Section dominated the South Yorkshire Clarion "25," despite the absence of their star riders J. Hurrell and T. Wilcock. F. Waddell was the winner in 1 hr 4 min. 2 sec., more than 2 min. ahead of his teammates, T. Williams, 1 hr. 6 min. 4 sec., and C. Allinson, 1 hr. 6 min. 56 sec.
Four sections were represented in the event, but Bolton took every prize.
Handicap.—1. A. Palmer, Bolton (5), 1.2.11; 2. C. Allinson, Bolton (4) 1.2.56.
Fastest Novice.—A. Palmer, Bolton, 1.7.11.

THIS YEAR'S "HIGH SPOT" IN CYCLING



... JUST FOUR PRESS COMMENTS ABOUT THE SENSATIONAL

NEW STURMEY-ARCHER

Examples of the wide range of ratios available :

	Chain wheel	Sprocket	Gear Ratios
26" wheels	44	16	53.6; 64.3; 71.5; 78.1
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" "	48	16	60.7; 72.9; 81.0; 88.5

Write for list giving full table of gear ratios

4-SPEED HUB

Four speeds in one hub—a gear for EVERY gradient!
The experts put it beyond the ingenuity of engineering: Sturmeley-Archer made the "impossible" a reality! Not only that, but this wonderful 4-speed hub is even lighter, almost identical in size and has the same frictionless running as the famous Sturmeley-Archer

3-speed hubs! Handlebar trigger control brings these four speeds to your finger-tips. Your local dealer can show you this revolutionary hub today.

Sturmeley-Archer 4-speed hub—25% decrease from normal for first speed, 10% decrease for second, direct drive for third and 9.1 increase for top. Supplied loose, with handlebar trigger control 39/-. As an extra on a new machine, with handlebar trigger control 35/-.

STURMEY-ARCHER GEARS LIMITED, NOTTINGHAM

THERE'S A STURMEY-ARCHER FOR EVERY CLASS OF CYCLIST

h. m. s.
Paul, 1 6 17
Wood, 1 6 41
War- 1 8 22
gston, 1 8 56
ackson, 1 9 37
ghton, 1 9 38
rayton, 1 9 47
arker, 1 9 52
apstay, 1 9 52
nd Barton (9),
etty (11), 1.1.2;
Manchester Vic.)
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and A. Drayton),
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n C. and A.C.)
in the Mercury
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took advan-
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sec. C. Fare-
R.C.) finished
47 sec., beating
and A.C.) by
h. m. s.
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s. R.C. 1 4 47
on C.
... 1 4 59
an ... 1 5 17
Ivan. 1 5 28
R.C. ... 1 5 49
rian... 1 5 56
Burton
... 1 6 11
ry R.C. 1 6 34
gham
... 1 6 38
cester
... 1 6 40
F ... 1 6 46
Johnson, Mercury
Thamings, Derby
S, F. E. Judson,
14.
y Ivanhoe C.C.
n, O. G. Ward,
ion C. and A.C.
Lang), 3.18.12.

...RETT

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cycle ride! Men
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ERICA

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riers), and W.
) broke away
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ll's time was

quite friendly, but isn't cycling;
and that is what concerns us here.

Pace can be very irregular, I
have noticed, when several girls
go out together, and there ap-
pears to be no serious attempt to
do anything about it. The slow
ones drop behind without seem-
ing to trouble very much, and
eventually the faster riders find
themselves involved in a point-

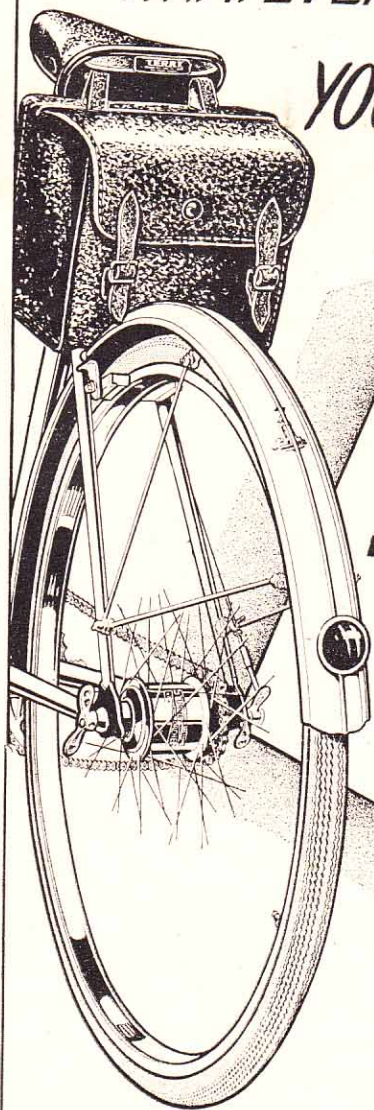
must not impair the actual riding.
After all, why ride a bicycle if
sociability is all you want? There
are plenty of sports club, etc.,
which foster the social element,
and specialise in it.

And if cycling is to be con-
sidered of primary importance
the question to be debated is not
so much "Shall I ride with boys
or girls, or in a mixed club?" as

considered when decisions have
to be made, and if a little give-
and-take spirit doesn't help to
solve the biggest difference of
opinion, well. . . .

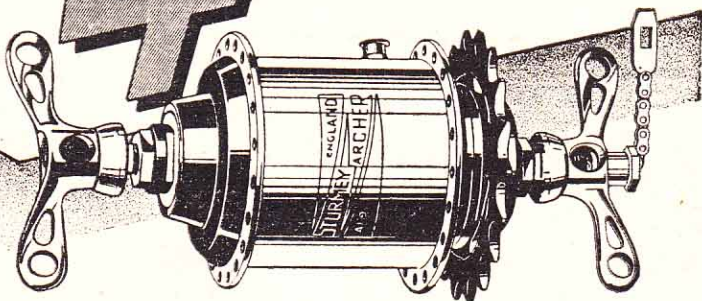
You must choose the right girl,
of course; but when you have
done that you have ensured that
all your pleasures will be doubled,
and all your difficulties and petty
annoyances halved.

WHATEVER THE GRADIENT, IT PUTS ALL
YOUR CYCLING "ON THE LEVEL"



STURMEY-ARCHER

4-SPEED HUB



FRICITIONLESS • OIL-BATHED • TROUBLE-FREE

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whatever the conditions! The new Surtmeyer-Archer 4-speed hub
is almost identical in size, even lighter in weight and just as fric-
tionless in running as the world-famous Surtmeyer-Archer 3-speed hubs.
With all the advantages of "close ratios" plus a "low" this hub
will give you yards over your nearest club rivals!

25% decrease from normal for first speed, 10% decrease for second, direct
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STURMEY-ARCHER 4-SPEED-HUB
WITH INSTANTANEOUS TRIGGER CONTROL

THERE'S A STURMEY-ARCHER FOR EVERY CLASS OF CYCLIST

STURMEY-ARCHER GEARS LIMITED, NOTTINGHAM

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