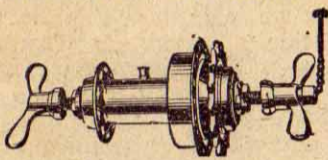


Around the Trade... STURMEY-ARCHER 2-SPEED GEAR— ELLIS BICYCLES—WALTHO GLOVES

STURMEY-ARCHER 2-SPEED GEAR

THE Sturmeley Archer T and TF 2-speed hubs are designed expressly for the light-weight enthusiast who requires a strong and reliable hub with just the two gears which he most favours.

The TB, TBC, TBF, TBFC hubs



The hub assembled

are of the same design, but are fitted with internal expanding brakes, similar to those in the KB hub.

All types have a direct drive on normal gear, whilst low-gear gives

use in place of the fixed sprocket. The sprockets or the freewheels fit over splines on the hub, and may thus be very quickly and easily changed.

Locknuts are fitted to both cones so that adjustment of the hub is not affected by wheel removal.

Wing nuts are standard on TF hubs, and can be fitted to the other models when ordered.

A quick release connection is fitted on the gear control wire.

The TFB hub is identical on the

for a piece of mechanism of this nature, the construction is very simple.

The following are a few notes for the adjustment of the gear control and bearings.

Gear Control

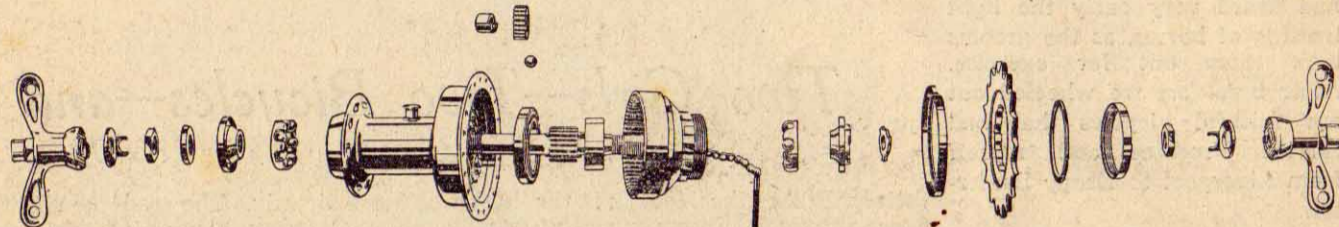
When the gears are correctly

slack wire. The nipple can then be slipped out of the connection without in any way interfering with the adjustment of the gears.

Bearings

To set the right-hand cone correctly, it should be screwed up finger tight and then slackened

offered. All gloves are entirely British made, and are guaranteed. Messrs. Waltho's are anxious to point out that although many cheap gloves on the market are strong and durable up to a point, they lack flexibility, and therefore are unsuited for use by cyclists. Waltho gloves are made



An exploded view of the Sturmeley Archer TF hub

adjusted and the control lever is in low gear position, the end of the Indicating Spindle should be level with the end of the hub axle. If the indicator projects, slacken the locknut at the end of the threaded portion of the chain connection, with the thumb and forefinger, and turn the milled adjuster until the indicator is level with the end of the axle. Then tighten the locking nut, and the gear control is correctly adjusted. The wire may also be tightened by moving the clip on the top tube towards the head of the machine. From time to time verify these adjustments, as the wire may stretch in use.

Remember, that if the rear wheel be moved when adjusting the driving chain at any time, this will alter the tension of the gear-control wire, which should be re-adjusted as mentioned above.

See that the fulcrum clips and pulley clips which guide the wire

back half a turn to allow the parts to revolve freely round the axle. It is not advisable to alter this cone unless it is essential to move it.

All the bearings are adjusted simultaneously by turning the left-hand cone. When the cones are correctly adjusted the wheel should rotate freely, with practically no sideways movement at the rim.

MESSRS. P. ELLIS

One of the makers of high quality goods in the business. Messrs. P. Ellis, of Champion, up to a standard to a price. The firm, whose materials are ship.

Amongst the productions with Champion and the Champion. The firm uses all kinds of clothing, shoes, every description kept in stock.

GLOVES

Now that the announced "ing and ev are not abs purchasing pair of gloves. Messrs. A. Son, of Manchester, in this sort of just received productions season.

The gloves popular to the 9d., and Every pock

gear side with the TF hub, but an internal expanding hand-operated brake of exactly similar design to that in the KB hub is incorporated.

The brake is entirely separate from and independent of the gears, and is separately controlled

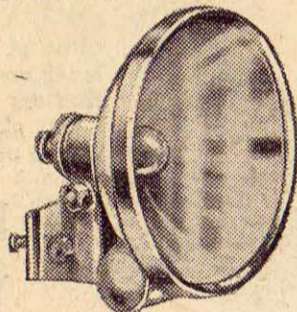
It is designed to run dry, and must on no account be oiled. Special precautions are taken to drain away any oil which leaks from the wheel bearings on the brake side.

The T hub weighs 1 lb. 12 oz., the TF hub 1 lb. 9 oz., and the TB hub 2 lb. 15 oz., less controls.

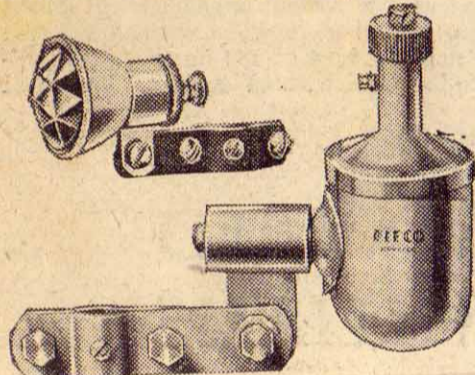
When changing gear it is not necessary to stop pedalling; pressure on the pedals is merely eased whilst the lever is moved.

Either top tube or handlebar controls are supplied, and, for the brake, either cable or rod operation can be used.

The accompanying exploded view of the TF hub reveals that,

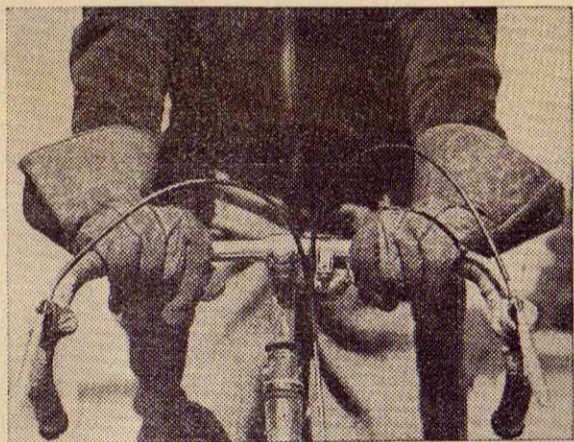


Pifco 6 volt service electric lighting set



a 25 per cent. reduction. They are suitable for both singles and tandems.

Both gears are fixed in the TF hub, but for those who desire it a freewheel can be supplied for



Gloves like these are excellent for winter wear

on the frame are tight, also see that the nuts on both sides of the axle are perfectly tight. A quick release connection is provided on the gear-control cable, and to disconnect the cable it is only necessary to drop the gear lever into normal gear position, which gives

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