

THE CAPTAIN

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THE CYCLING CORNER

By
HAYDON PERRY.

TOURING EQUIPMENT.

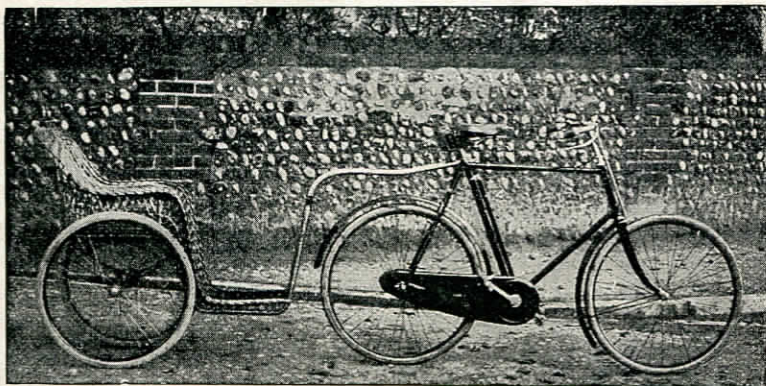


We have now come to that season of the year when cycle touring, provided only that the weather be propitious, offers greater delights than at any other period. It is an old saying among members of the Cyclists' Touring Club—to which, by the way, every cyclist ought to belong—that touring is the back-bone of cycling. This is true in a very special sense; for in touring we use

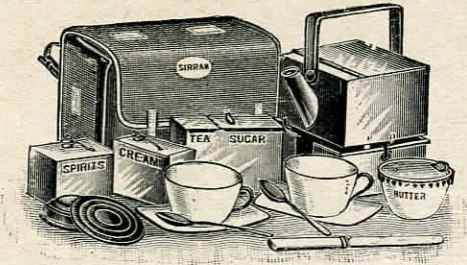
the cycle to its very best advantage, to carry us from one beautiful region to another, to bridge over and shorten distances, and, in effect, to lengthen time by crowding our hours of life with pleasant memories. No cyclist realises all the joys of his pastime until he has toured. Therefore, it is my advice to every reader to spend at least a portion of the school vacation, the "Long," or the business holiday, as the case may be, in making a cycling tour. But there is, of course, a good method of touring, as well as several ways of doing it that cannot be recommended, and I propose

to give a few hints that may serve for the guidance alike of such as have never toured and of any others whose touring has hitherto failed to give them the maximum of enjoyment.

The subject could not be exhaustively treated in one short article, but it naturally falls under a few main heads, and I will treat of a few of the more important ones. First, then, as regards the equipment for touring. In this there have been many advances made since the pioneer days. We used to carry luggage in our pockets, or strapped to our backs, or tied to various parts of the machine. Now, there are all sorts of refinements in the shape of carrying receptacles, and the majority of them are admirably adapted to the purpose for which they are designed. Take, for example, the contrivances to facilitate picnicking. Picnicking is an admirable first school for touring, and the two may be successfully combined so that the wanderer is in a large measure independent of the way-side inn.

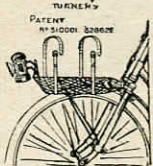


THE CYCLE-RIKSHA, MADE BY THE "SUNBEAM" CYCLE AGENCY.



MARRIS'S CYCLIST'S TEA BASKET.

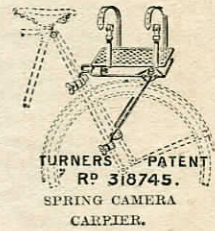
Messrs. G. Marris & Son, of Browning Street, Birmingham, have made a speciality of this line. Our illustrations show some of their cyclists' tea and luncheon baskets. They can be carried either on the handle-bar or behind the saddle, and they are marvellously compact and light, considering how extremely well furnished they are. These can now be hired at many places, but they are not expensive to buy out-and-out, ranging as they do in price from 12s. 6d. to 16s. 6d. All the "crockery" is of the material known as unbreakable, and with decent care a set should do service for years. The contents can be replenished at almost any village shop. I once knew a party of five who determined to disperse with the inn altogether; and they managed between them to carry the parts of a tent for sleeping accommodation. They found the expedition very laborious, on account of the great weight of the materials and cooking apparatus, etc., but under modern conditions the adventure would have been a comparatively easy one. It would, however, be advisable to call in the aid of some form of wheeled carrier. The "cycle-riksha," made by the "Sunbeam" Cycle Agency, of 95, Western Road, Hove, Sussex, would prove very useful. It is, as may be seen at a glance, a sort of cross between a bath-chair and a Japanese jinriksha, runs on pneumatic tyres, and is quite easily drawn along level ground.



TURNER'S FRONT CARRIER.

As a rule, however, the tourist does not require to take more than a few pounds of impedimenta. My own kit frequently weighs as little as 7lbs., and even with a book or two and

some writing materials, it has often been as low as 10lbs. Of what the luggage should consist will vary somewhat, no two riders being suited with precisely the same outfit. Mine is chiefly made up of changes of woollen things, and more particularly of stockings. The "life" of the latter may be prolonged by once or twice a day taking a foot-bath, for the proper ankling of pedals works in a large amount of dust through the openings of the texture. Then, as for other things, there are many of the brush-and-comb class that one who tours for the first time is apt to forget. It is a good plan to keep this matter in mind a few days before starting out, thinking particularly what things are used while dressing. As the opening day of the tour approaches, set aside a drawer or a chair as a collecting ground, and there assemble together all the things you can think of as being indispensable. If this be done, the final act of packing up will be found to be a matter of a few minutes only.

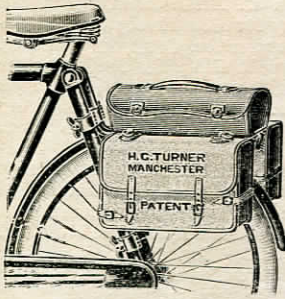


GAMAG'S CYCLE CARRIER.

Every well-selected kit is a compromise. On the one hand you want to take as many as possible of the things you would like to have with you, and on the other you hesitate to burden yourself more than is reasonably necessary. Hence there are certain things which, for touring purposes, must be classed as luxuries. I would name, as an example, a pair of slippers. You can do without them, but it is a great comfort to have them for the evenings. Every tourist must strike the com-



MARRIS'S CYCLIST'S LUNCHEON BASKET.



TURNER'S PANNIER BAG ON BI-CARRIER.

singularly narrow compass if she uses forethought in the way I have suggested, and if she is prepared, as all true tourists should be, to "rough" it a bit. I once took my sister on a Continental tour, which was about the most successful I remember. She had with her quite a number of things which I should class as "luxuries," yet her total burden balanced the scale at 14lbs. At home one can always do with fewer things than abroad, for it is easy to disburden the kit of soiled things and send them home by parcels post, while an arrangement can be made whereby supplies of fresh ones can be sent to meet you at pre-arranged points.

Having arranged what to take, the question remains—how best to carry it? On a man's machine the carrier that goes inside the frame possesses many advantages, and as now made it economises space, and is little, if at all, in the way. The one shown is by that universal cyclists' provider, Gamage—or rather A. W. Gamage, Ltd., of Holborn, of which Mr. Gamage was the founder, and of which he is now the managing director. Carriers of this type may be had at all sorts of prices, ranging from two or three shillings up to about a pound, according to their quality of material and the relative elaborateness of their fittings. But there is another class of carrier that is no less admirable, and that is just the thing for girls who do not ride in "rationals." I refer to the excellent contrivances invented by Mr. Turner, of Manchester. The skirted girl, of course, cannot ride a man's frame; and formerly her only good plan of carrying luggage was to have it heaped up on top of the handle-bar, where it greatly hampered the steering. Now it can be neatly placed over the rear wheel.

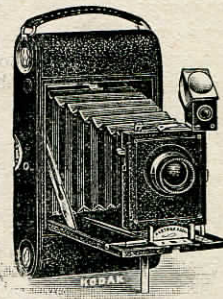
A useful modification of this carrier is designed

compromise that seems best in the particular case. It will generally be found that girls want to carry more than fellows do, and in mixed touring parties it should be a point of chivalry to share their burdens. Yet a girl can bring her requirements within

to hold a camera in safety. Photographers soon found out that the jolting of a machine over rough places was very apt to injure photographic films. Some riders still burden themselves with their cameras slung over their shoulders, in order to present an additional buffer between the road and the precious plates, in the hope of avoiding all injurious friction. Mr. Turner's invention obviates this, for he makes a carrier with a sort of false bottom as well as the real one, and between the two he places suitable springs to absorb the jolting. This carrier can, of course, be used for ordinary luggage also. There are cases in which we must class the camera and plates as necessaries, simply because photography is the principal object of the tour. In such a case, one's kodak must be carried at all costs.

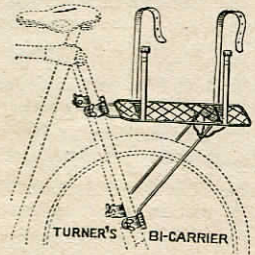
As for the clothing suitable for touring, it is the same as that suitable for cycling generally. In my article about hill-climbing I spoke of the importance of having no pressure over the great breathing muscle. I would go further, and say

that there should be no pressure upon any part of the body. Such a thing as a garter should on no account be worn. If you cannot buy suspenders to suit you—and I never could—it is easy to get satisfactory ones made at home. All that is required is some $\frac{3}{4}$ in. drab elastic, some tape-buttons about $\frac{5}{8}$ in. in diameter, and some narrow tape. The suspender is made of the elastic doubled, with a 1 in. tape loop sewn firmly to one end. This loop is designed to go round a tape-button inside the waistband of the knickers, and, in the case of boys, preferably just below the side brace-



THE CYCLIST'S FOLDING KODAK.

button. Near the other end of the suspender, and on the side away from the leg, another tape-button is strongly sewn in such a way that there shall be no big knot or other roughness to chafe the thigh. This button engages with a 1 in. tape loop sewn to the stocking. Have loops sewn on both sides of the stockings, so that it is a matter of indifference which is right and left. The total length of the suspender should be three-quarters of the distance to be bridged over. It is just as well to take a spare pair when touring, just as the provident person lays in a spare pair of shoe-laces.



TURNER'S BI-CARRIER, AS USED BY THE C.I.V.

I may deal with the question of clothing more fully another time, but for the present will be content to emphasise the advisability of wearing things made of all-wool. I won't leave the subject without telling you something funny that recurs to me in connection with touring equipment. A correspondent once wrote to me, telling of his intention to tour on the Continent. His ambitions were extensive, for his route included visits to half the capitals of Western Europe. He proposed to go entirely without luggage, and with as naked a machine as possible. His object in writing to me was to ask whether the laws of the different countries passed through required the carrying of a light, for if not he would take his off, as he had already done with the brake, bell, and so forth. He was even going without a repairing outfit, as, in case of breakdowns, he "could rely upon the shops." He asked me to confirm his belief that he could always get his shirt washed while he slept, and concluded by saying that he had not forgotten to provide himself with firearms! The Norwegians have an excellent proverb, "When you travel you learn." I hope my correspondent has travelled a great deal since then. My reply to him was, that the roads of Western Europe were neither flanked with continuous rows of repairing shops, nor infested by brigands; that a blunderbus weighed more than a clean shirt; that hotels equipped with laundries did not make a practice of running them all night; and that if he persisted in his idiotic programme he would deserve to have to spend an occasional sunny day in bed.

ANSWERS TO CORRESPONDENTS.

"**Aldon**" (GREAT LONGSTONE).—Certainly, you can buy a machine without tyres, and put the pair that have been given you on to it. I dare say there are many firms that will deal with you in this way, but Cook's Athletic Co., of Barbican Court, London, E.C., make a speciality of it. Their machines are very cheap. **H. J. W.** (LONDON, W.C.).—In giving initials only, and so vague an address as this, you fail to comply with the ordinary conditions of correspondence, and really make your letter anonymous; but as you are a member of THE CAPTAIN Club, and evidently wish it well, I'll overlook the slip. Your suggestion is a good one. It has been made by others besides yourself, and I have had it in mind from the outset. How soon I shall be able to get on to that part of the subject, however, is another matter. If I consulted my own inclinations, I should fall upon it at once, but there are other considerations to be borne in mind. "**Young Fag**" (SHREWSBURY).—There is no finer chain obtainable than the one you name by Hans Renold. **Louis M.** (CHELTENHAM).—Yes, either Perry's or the B.S.A. may be relied upon. You have been well advised. No, I have nothing to do with the firm in the remotest way, nor would it make any difference if I had. The machine I use

most is furnished with an Eadie chain, which has behaved itself admirably for all sorts of work, extending to about nine thousand miles. **Centaur** (BUSHEY).—You cannot go wrong with either the Centaur or the Bradbury. Either will fit you a Bowden brake, than which there is no more trustworthy article of its kind on the market. **Eva** (HUDDERSFIELD HIGH SCHOOL).—Either the Longford Iron and Wire Company, of Warrington, or the Metallic Saddle Company, of 18, Ludgate Hill, Birmingham. The last named have lately introduced several valuable improvements. **F. L.** (MANCHESTER).—(1) The width at the back is of importance. Be sure that it is large enough there. (2) Go to people who are well accustomed to making the things you want. Take, for example, "Our Boys" Clothing Company, Ltd., 363, Oxford Street, and 26, Holborn Viaduct, London, W. (3) It is about 170 miles. **A. W. B.** (BLACKBROOK).—The "Perfect" cycle chain cleaner can be had from J. Bennet von der Heyde, of 6, Brown Street, Manchester, for 2s. 3d., or by post for 2s. 5d.—You will find the Humber Company's book very useful. **A. McG.** (EDINBURGH).—(1) An average of 5s. a day is a very small one indeed, but it can be done if you are prepared to rough it. As a school-boy I once had an hotel bill of 2s., which included a plain supper, a good bed, and a plain breakfast. But this kind of thing is exceedingly unusual. If you want to find an inexpensive lodging in a strange place, a friendly policeman is a good resource. When the police travel on business they are only allowed very small expenses, and they are therefore accustomed to giving this kind of information to each other. (2) Roads good. (3) It is altogether immaterial. **J. E. I.** (DARTFORD).—You apply to the manager at 51, Fountain Street, Manchester, who will either oblige you or refer you to a local agent. Replies cannot be sent through the post. "**Cyclist**."—You do not give a proper address, or even your own name, so that you do not deserve a reply, even though you may be a member of THE CAPTAIN Club. Clubs of cyclists generally arise spontaneously, from the fact of a number of friends habitually riding together, having common interests, and feeling the desirability of some sort of organisation. I shouldn't set about making a club unless that is your particular case. Let me hear from you in proper form if it is, and I will gladly tell you the simple procedure which should be followed in the process of formation. **G. L.** (LEEK).—The Springvale Oil Company, Cowlares, Glasgow. Write to Joseph Lucas, Ltd., Birmingham, and tell them which of their lamps you use, and they will, for a few pence, post you a box containing a dozen wicks to fit. **L. L.** (HOVE).—You may safely order Norris's "Pedescyclo" shoe. It is a good thing, light—comfortable, nice-looking, and with a good deal of wear in it. **N. T.** (NORTHAMPTON).—The advantage of a candle lamp is chiefly in its cleanliness, and the fact that you can so easily and conveniently carry—when touring, for example—a supply of your favourite illuminant. The address is Joseph Lucas, Ltd., Birmingham. "**Enticed**" (RETFORD).—I'm glad you have been. The "New Premier" is one of the best makes on the market, and you can hardly do wrong in investing.



NORRIS'S "PEDESCYCLO" SHOE.

H. P.

A number of answers are held over.

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