

THE NEW RUDGE RANGE

Innovations for 1939 Season

THE introduction of eight new models and numerous improvements in specification of existing machines are the most interesting features of the Rudge Whitworth announcement of the new season's range. Several of the "Aero" and other types have been dropped from the range.

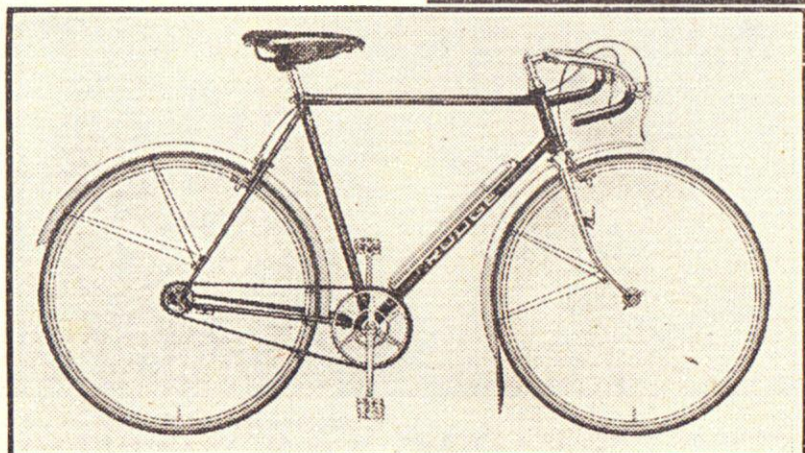
Four of the new models are of the light roadster "safety" type, a "super-safe" series—bicycles designed essentially for modern traffic conditions—with specially low riding positions; brazed up back stays; 26-in. wheels; and rolling lever brakes. This range is furnished with distinctive new pattern Rudge "V"-shaped guards.

Others described as "new speed models" are of the sports type. The most ambitious of the new models in this class is the "Aero Path," costing £12 10s., built of "531" butted tubing and Constrictor, Conloy, or wooden, wheels, and weighing 20 lb. The wheelbase is 40½ in. Silk tyres can be fitted if desired.

Attractive and Efficient

At the other end of the scale, so far as new sports models are concerned, is the "Aero Special Club," priced at £6 19s. 6d., an attractive machine in appearance and an efficient mount in every respect. The frame is precision built from high-grade steels, with sports angles. The wheelbase is 41 in., and the weight 28 lb. 12 oz.

Improvements in the tourist and roadster machines produced by Rudge are not of a revolutionary type, but are such as have



Three of the models in the new season's range of Rudge machines.

Above: The Rudge Aero Path Model No. 95, the highest priced and most ambitious product of Rudge. It costs £12 10s.

Left: The Aero Special Club Model No. 90, costing £6 19s. 6d. The machine in the photograph is finished in "magpie."

Below: The Rudge "Super-safe" Model No. 86, an ideal machine for the utility rider.

The Roadster Models

There are five roadster models produced by the company, Nos. 36, 61, 62, 78, and 85, the prices of all of which will remain unaltered. All except No. 62 will now be fitted with Rudge cushion pedals. Prices of these Roadster models vary from £5 10s. to £8 19s.

There are two ladies' models classed as "Light Tourist," prices being £5 10s. and £7 5s.—the same as last season. The first, however, has now a shorter wheelbase, Rudge cushion pedals, H. B. grips, and "V" guards, and the latter has been improved by the provision of "V" guards and H. B. grips.

The remainder of the Rudge range is of the more popular sports machines. Five of the "Aero" machines have been withdrawn.

"Fast Sports" Model

Number 67, the Sports machine, costing £5 10s., is retained, but with a shorter wheelbase, Rudge bend bars and H. B. grips. No. 72, costing £6 12s. 6d., has also been improved by the equipment of Rudge bend bars and H. B. grips, and the £6 12s. model, No. 56, is now fitted with Rudge bars with cushion grips. Corresponding ladies' models are available at the same prices and with similar improvements.

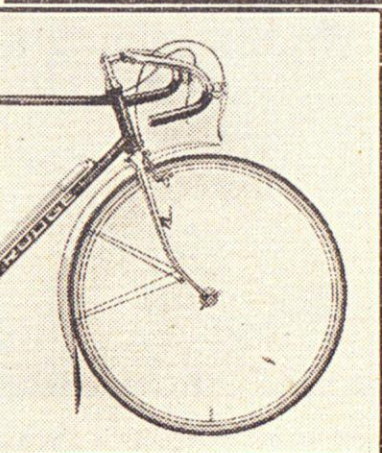
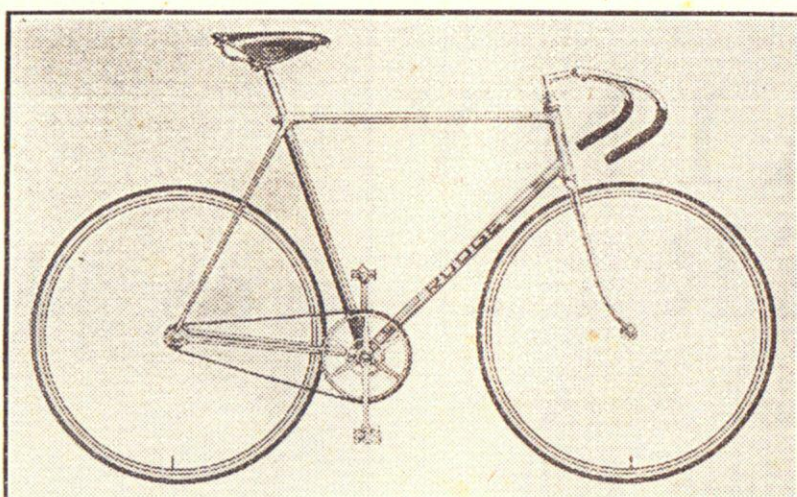
New Speed Models

Then come the new speed models, introduced this season for the first time. No. 90 is the "Aero-Special Club." The frame is precision built, of high-grade steels, with sports angles, "V" tapered chain stays, pencil-tapered seat stays, sliced seat lug cluster, and forward drop-out fork ends. Wheels are Endrick 26 in. by 1½ in., with rustless spokes; brakes are Rudge side-pull calliper with Rudge levers, and the finish is in high gloss multicoat enamel in "magpie" blue or green, with bold box lining. All usual bright parts are heavily chromium plated. Wheelbase is 41 in., weight 28 lb. 12 oz., and price £6 19s. 6d.

The other two new models are the "Aerotour," priced at £8 12s., and the "Aero Path," costing £12 10s.

Better-Grade Machines

The first-named is built of high tensile chrome molybdenum tubing, with fish-tail lugs and round taper tube chain and back stays. The cycle is built on upright lines and all joints are brazed. Forks are of the Resilient racing pattern with solid ends. High pressures



are fitted on 26 in. by 1½ in. wheels with double-butted rustless spokes.

A 20 lb. Machine

The "Aero Path" is built with Reynolds' "531" butted tubing with 72 degrees seat and 75 degrees head. Lugs are cutaway and neatly filed. There are special taper gauge fork blades with 1½ in. offset. Wheels are 27 in. Constrictor Conloy, or best type wood; tyres are Dunlop and Constrictor Path, or (at extra cost) silk tyres can be fitted. The weight of this machine is 20 lb., wheelbase is 40½ in. £12 10s. is the price of this model.

REBUILDING ROAD TO SOUTHPORT

APPROVAL has been given by the Minister of Transport to the first instalment of a scheme under which the greater part of the road from St. Helens to Southport (route A.570) will be completely modernised. The works now approved extend for a distance of well over five miles and a half north of the junction with the East Lancashire road, and are estimated to cost £345,000.

The present narrow and tortuous road, with its many dangerous bends, will give way to a road of the latest design—120 feet wide, split into dual carriageways, with a broad central reservation, and flanked with cycle tracks and footpaths. Each carriageway will be 22 feet wide and each cycle track 9 feet.

WORLD'S FIRST WOMAN CYCLIST

Rode First and Second Machines

THE first woman to ride a bicycle—it was ninety-one years ago—has, it is claimed, been discovered. She is Mary Marchbank, of Courthill, Dumfriesshire, who, in 1843, when she was only three, sat on the first bicycle ever built and, four years later, actually rode the world's second bicycle.

When the B.B.C. in a recent broadcast, asked: "Who was the first woman cyclist?" inquiries followed, and brought to light the names of many women who rode bicycles fifty and more years ago.

The first point to be settled in the search was the time of the building of the first bicycle. When and where it was built? Thanks to the efforts of the C.T.C. these questions have been answered, and further inquiry has proved beyond reasonable dispute that Mary Marchbank was the first of the great army of women cyclists.

First Machine

Was Lever-Driven

It is known that the first bicycle was built, about the year 1840, by Kirkpatrick Macmillan, of Courthill. It was lever-driven and, in fact, much more closely resembled the machines of to-day than the "penny-farthings" which came later. Mary Marchbank was Macmillan's niece and was brought up by him and his sister, Ann. The fact is now established that Mary, at the early age of three, was taken for a ride on the first machine (being held on to it, of course, by others), and in 1847, or 1848, she actually careered up and down the roads on Macmillan's second bicycle. She was then a schoolgirl of seven.

Major B. R. Watling, chairman of the National Committee on Cycling, has stated that he will recommend to his colleagues, representing all the cycling interests, that Mary's birthplace be suitably commemorated.

Road Widening in Hertfordshire

UNDER a newly-announced scheme the width of part of the Radlett-Hatfield-road (route B.556) will be increased from a little over 30 ft. to 60 ft. The improvement will be carried out from the junction with the London-Holyhead road near Radlett (route A.5) to the junction with the London-Carlisle road (route A.6) at London Colney, a distance of about two and a half miles. The cost of the scheme is estimated at £60,000, and it is hoped to complete the works in 1940.

"Petronella" to Lecture at Hull

"PETRONELLA," by arrangement with B.S.A. Cycles, Ltd., is giving her lecture, entitled "Over the High Tatras," in the Waltham-street Schoolroom, Hull, at 8 p.m. on Wednesday, November 2. The lecture is being organised by the C.T.C., Hull and East Riding D.A., secretary, Mr. Fred Ingilby, 3, Ribbleside-street, Hesse-road, Hull, admission 6d.

New Secretary

L. Sweet has resigned from the secretaryship of the Ebury Wh. C.C., and all future correspondence should be sent to C. M. Barattini, at 9, Ryder's-terrace, St. John's Wood, N.W.8.

PRICES OF NEW MODELS

Prices of the new models in the Rudge range are:

Light Roadster "Safety" Model:
No. 86 ... £5 15s. 0d.
No. 87 ... £7 5s. 0d.
No. 88 ... £5 15s. 0d.
No. 89 ... £5 7s. 0d.

(All available with new Rudge Whitworth "Rod and Chain" operated caliper brakes and Endrick rims at 10s. extra.)

"Aero Special Club":
No. 90 ... £6 19s. 6d.
"Olympic Road":
No. 92 ... £9 15s. 0d.
"Aerolite": No. 94 ... £8 12s. 0d.
"Olympic Aero Path":
No. 95 ... £12 10s. 0d.

Extras

(No. 90)
With Derailleur 3-speed Gear ... 17s. 6d. extra
With S.A. 3-speed Gear A.W. ... £1 1s. 0d. extra
With S.A. 3-speed Gear A.R. ... £1 5s. 3d. extra
(No. 92)
With S.A. 3-speed Gear A.W. ... £1 1s. 0d. extra
With S.A. 3-speed Gear A.M. ... £1 3s. 0d. extra
With S.A. 3-speed Gear A.R. ... £1 5s. 3d. extra
(No. 94)
With Derailleur 3-speed Gear ... 17s. 6d. extra
With S.A. 3-speed Gear A.W. ... £1 1s. 0d. extra
With S.A. 3-speed Gear A.M. ... £1 3s. 0d. extra
With S.A. 3-speed Gear A.R. ... £1 5s. 3d. extra

been proved to be beneficial by long experience and investigation. The Light Tourist models, Nos. 53, 80, and 57, will, in future, be equipped with V-section guards, Rudge cushion pedals, and Rudge H.B. grips. Model 53 will also have a shorter wheelbase.

Improvements in Equipment

Those models in the Rudge range known last year as "Cruisers" have been re-named "Light Roadsters." Rudge cushion pedals will be fitted and Rudge H.B. grips, but prices will show no change. These models are Nos. 63, 60, 55, and 79, the former is priced at £5 10s., and No. 60, fitted with oilbath, gearcase, and saddle-bag, and Sturmey-Archer three-speed gear, at £6 19s. 6d. No. 79—a ladies' model—costs £5 19s. 6d.



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