

Around the Trade . .

TRIVELOX IMPROVEMENTS

WITH the advent of the Trivelox gear the designers have attempted to get something different in the way of sprockets, so that each sprocket is easily removed, and at the same time reversible, to give a double length of life.

This, however, brought along difficulties, because riders demanded a 16-tooth, middle gear sprocket, whereas it is only possible to obtain a 17-tooth with the new type sprockets. The Trivelox Company have overcome this difficulty by making a set of sprockets which are not so easily removed; but any one wishing to use a 16-tooth, middle gear sprocket for racing purposes or otherwise may, upon application, specially stating their requirements, be fitted with a 14 or 15 top, together with a 16-tooth middle and 17-18 or 20 low gear sprocket.

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This is made possible, but it must be clearly understood that, apart from the top gear sprocket, the middle and low are, to a certain extent, integral and fastened together and cannot be removed until the internal part of the hub is removed, so as to allow the free wheel to be taken off the hub.

For racing purposes, of course, it commends itself, as it is possible to obtain, with a 48-tooth chain-wheel, an 89 top gear, together with a 78 middle and 73.4 low; or, with a 46 chain-wheel and 14-16-17 sprockets, gears of 85.5, 74.7, and 70.3.

It must be appreciated that these can be supplied only when specially asked for. In ordinary circumstances the Trivelox Com-

pany do not supply a 16-tooth middle gear, but in every other respect the gear will be as the 1936 pattern with the internal mechanism.

CONSTRUCTOR INNOVATION

THE Constrictor Company has a new type of famous tubular majority of file pattern request of several Constrictors

These "canvas-faced" treads. "rougher" tread and on tread time be only the the canvas price will smooth a

In addition this year Cobra g ordinary plain rubber pair, with rubber These are have a gro men.

BOOKS

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A GOOD JOB—
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