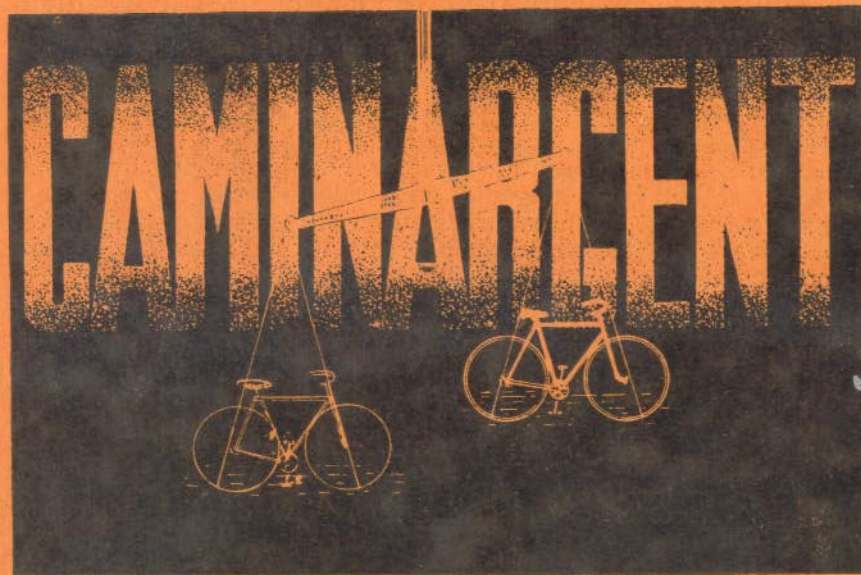

HICKING, Station Approach, Hayes, Kent, England.

**MANUFACTURER
& CONCESSIONAIRE**

CATALOGUE FROM THE **HICKING**
HOUSE OF

**THE PIONEER OF DURALUMIN CYCLE FITTINGS AND ACCESSORIES
ON VIEW AT THE SCIENCE MUSEUM, LONDON**

*It Glides As
You Ride!*



AGENCIES :
PARIS, NEW YORK,
HAMBURG. MILAN.

*The Rolls
Royce of
Bicycles.*

FOREWORD

Mr. HICKING was the first to introduce to the British cycling public Cycle Accessories and Component Parts manufactured from Duralumin and other light metals. Since that time we are pleased to state great improvements have been effected and a larger range of goods offered to all cyclists who appreciate lightness in weight together with quality and workmanship.

All goods in this catalogue with the exception of ECLIPSE Frames and Cycles and Tandems are of high class Continental manufacture.

Guarantee

DURALUMIN GOODS.—Whilst these are made from the best procurable materials, owing to their nature, also in some cases to bad fitting and assembling to cycles and the enormous strains and stresses to which they are subject, we cannot give any specific guarantee. We are prepared, however, to give consideration to any complaint where the articles have not given fair service, subject that the article has received proper treatment.

With the Compliments of

HICKING of HAYES, KENT, ENGLAND

Telephone: Hurstway 1267.

The Pioneer of Duralumin Accessories and Fittings, on view at the Science Museum, London

CHARACTERISTICS of the CAMINARGENT.

(Patent No. 3912 - 09)

The year 1936 was more than a date—it was an epoch.

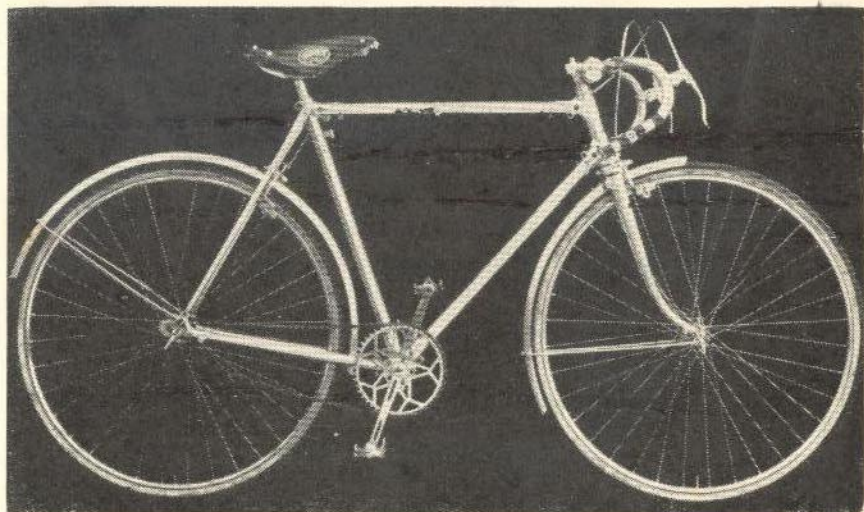
The evolution of modern metallurgy has allowed us to entirely transform the construction of the cycle, by using French aluminium alloys.

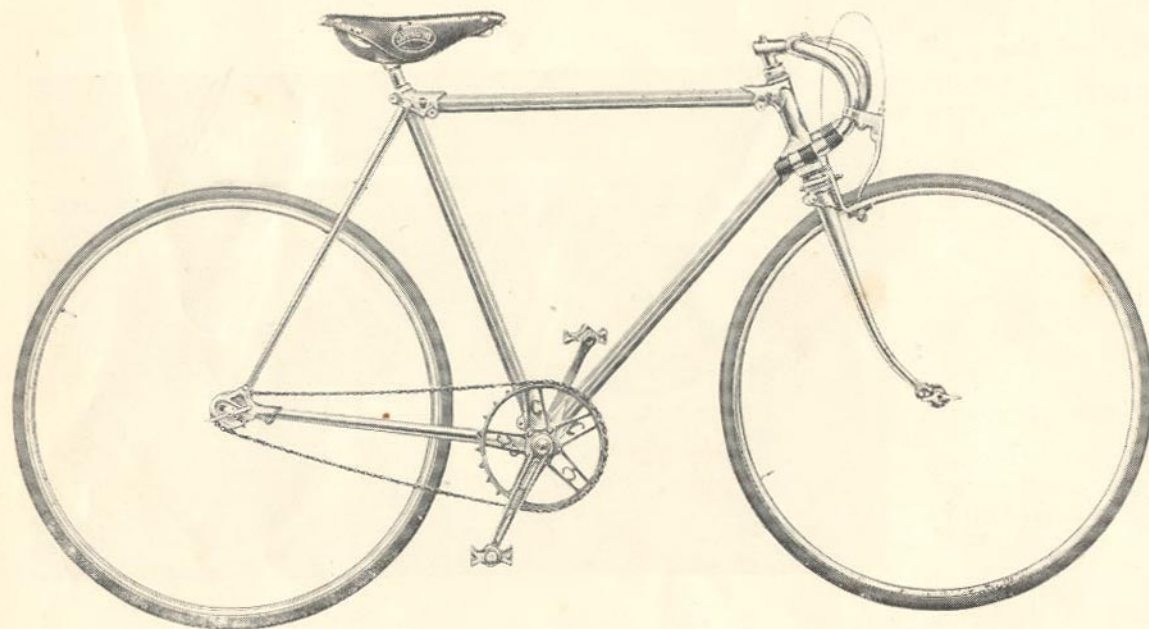
The basis of this new construction is as follows :-

The frame consists of Duralumin tubes joined together by lugs running in the direction of the tubing. The assembly is the same for the bottom bracket. The interior of these lugs is eight-sided.

As one can see from the illustrations on Page 4, the frame, thus assembled, is firmly fixed at each joint by a double bolt which has no nut (the tightening is made by one bolt screwing into the other bolt). This gives two similar and smooth faces on the outside. A small simple box spanner ensures their tightness.

The tubes are in Duraluminium, a metal of the density of 2.7 offering a resistance of 42 kilos (92½ lbs.) to the square millimetre. By doubling the section in thickness a resistance of 84 kilos (185 lbs.) is obtained on 2 millimetres, at the same time preserving the great advantage of weight over ordinary steel. The latter, with a density of 7.8 gives a resistance of 60 kilos (132¼ lbs.) when in a compressed and hammered down state but this resistance falls to about 45 kilos (99 lbs.) after brazing. The seat stays, chain stays and forks are in Almasilium ; the strength and suppleness of this metal cannot be beaten.





BORDEAUX - PARIS **£15 : 15 : 0**

PARIS-ROUBAIX Specification as for Bordeaux-Paris but with 3-speed Caminade Derailleur Gear or choice, Lam or Bowden front and rear brakes, racing mudguards **£17 : 17 : 0**

Angles 70°, seat 70°, head 42¼" wheelbase, 2½" fork offset, weight 17 lbs., frame sizes: 21½", 22", 22½", 23".

FRAME complete with Stronglight chain set, seat pillar, head and bracket interiors **£9 : 9 : 0.**

FOR THE TRACK "CAMINARGENT" "BORDEAUX - PARIS"

(Patent No. 3912-09)g

SPECIFICATION

Weight 12¼ lbs.

FRAME. Octagonal Duralumin tubing, cut-a-way cast aluminium lugs, bolted up frame with special double bolts—no rough edges to catch, rigid and light. Tapered straight seat stays and tapered chain stays in Almasilium. Usual frame sizes.

FORKS. Tapered butted blades, rake as illustrated, bolted on quick release ends—on same principle as lugs, made in resilient Almasilium.

WHEELS. 27", Duralumin rims, double butted spokes tied and soldered. Special tubulars, silk canvas stitched by hand 1.03".

PEDALS. Duralumin, solid centre, hollowed spindle, quill pattern.

SADDLE. Carminargent with Duralumin framework.

BRAKES. One front Duralumin "LAM" Calliper with silver cable or Bowden.

CHAINWHEEL & CRANKS. "Stronglight" set in Duralumin with cotterless cranks.

CHAIN. Brampton ½" x ⅜" roller.

HANDLEBARS. "Caminargent" ½" in Duralumin as illustrated, or to order.

GEAR. Fixed wheel.

EQUIPMENT. 15" Zefal Pump.

Special spanner for lug bolts.

LUBRICATION. Tecalemit.

FINISH. Polished with lugs picked out in blue, red, black or green.

FOR TOURING
"CAMINARGENT"
"RANDONNEUSE"
de Luxe

(Patent No. 3912—09)

SPECIFICATION

Weight about 18 lbs.

FRAME. Octagonal Duralumin tubing cut-a-way cast Duralumin lugs. Bolted-up frame with special double bolts—leaving no raw edges to catch on the clothes. Tapered straight seat stays and chain stays in resilient Almasilium. Usual frame sizes.

FORKS. Tapered butted blades, rake as illustrated, bolted-on quick release ends, made in Almasilium. Fork-head in cut-away Aluminium.

WHEELS. Duralumin rims, Caminargent spokes, nipples, washers and hubs. Wolber W.15 tubulars, stitched by hand 1.11" or semi-balloon tyres made by hand.

PEDALS. Duralumin, solid centres.

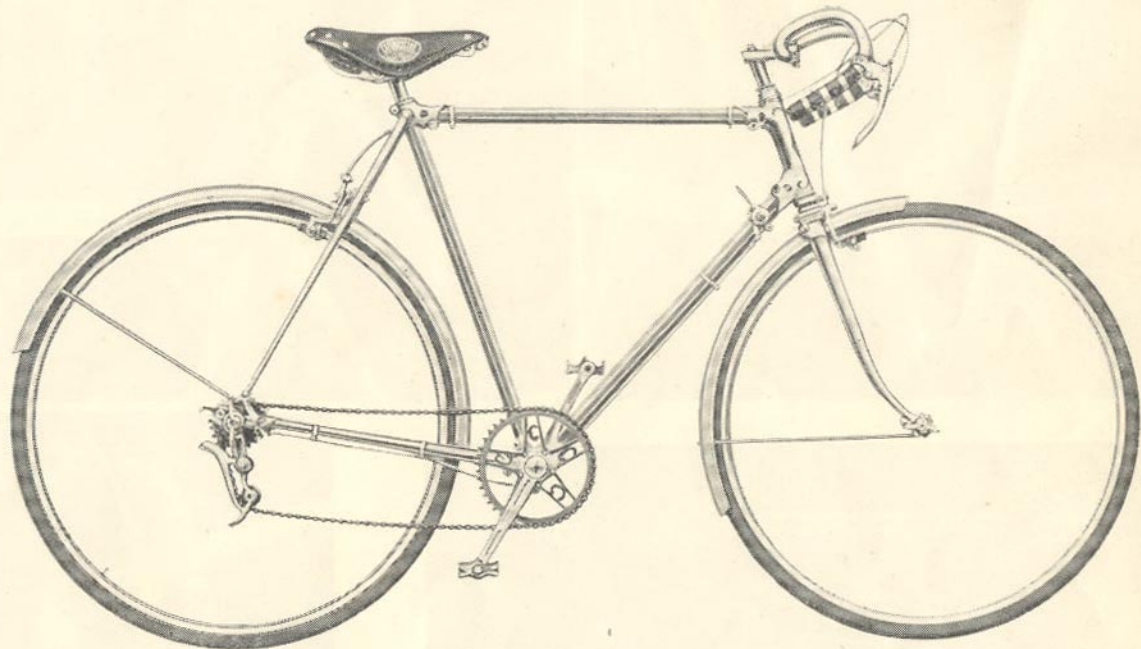
SADDLE. "Caminargent" Ideal Duralumin framework or choice.

BRAKES. Two "LAM" Duralumin brakes or Bowden.

CHAINWHEEL SET. "Stronlight."

GEAR. 3-speed "Caminade" Derailleur (the chain remains in line, gear changing is affected by displacement of cogs). Automatic chain tighteners or choice.

FINISH. Polished, hollows in lugs picked out with black, red, blue or green.



Gent's RANDONNEUSE A Tubular Tyres £17 : 17 : 0

Lady's " A " " £18 : 18 : 0

Gent's RANDONNEUSE B Semi Balloon Tyres £18 : 18 : 0

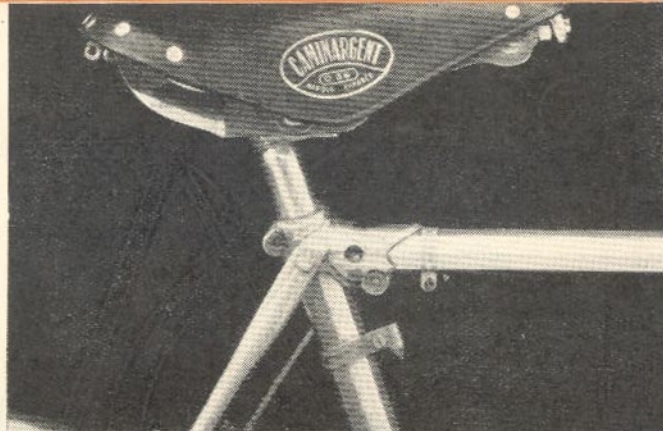
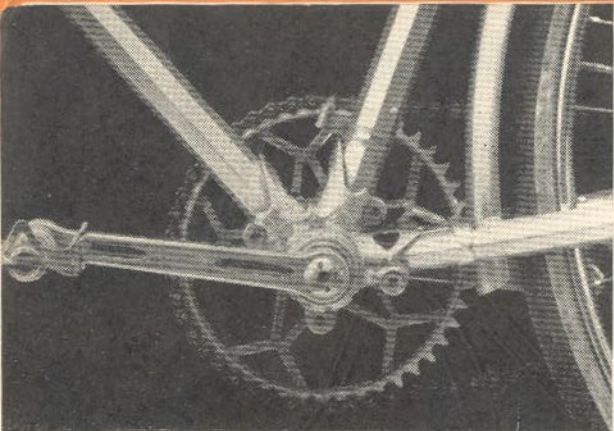
Lady's " B " " £19 : 19 : 0

Angles 70° seat, 70° head, 42½ wheelbase, 10½" bracket height, 2½" fork weight, tubulars 18 lbs. or semi-balloon tyres 20½ lbs.

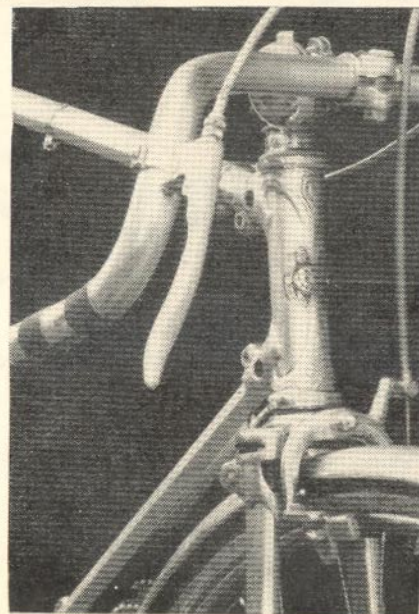
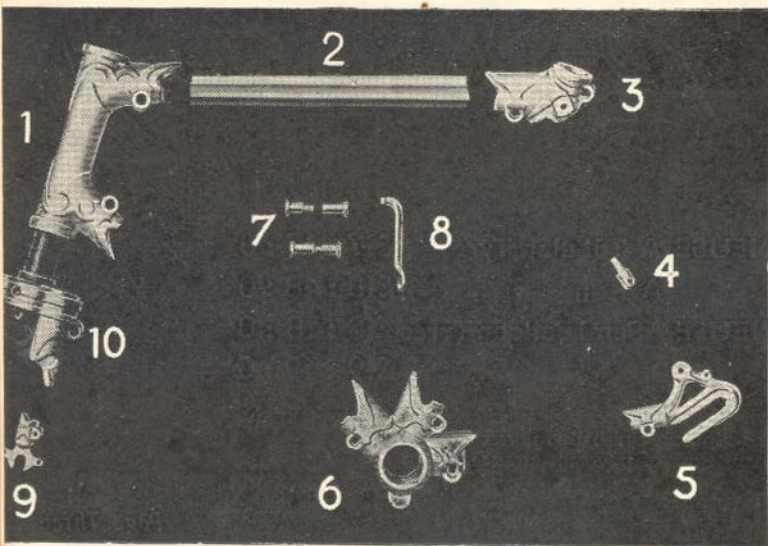
Easy terms of payment arranged.

"CAMINARGENT" Lightest in the World.

Page Three



These illustrations give a closer view of the unusual lugs in the bolted-up "CARMINARGENT" frame. The bicycle can be easily taken to pieces for ease of conveyance or for the fitting of new parts. A special spanner to fit all the nuts and double bolts is supplied with the machine. The lugs are filled with cork insertions which strengthen the joints and keeps the cycle rigid.



The axle of the bottom bracket is square-ended and the crank fits on without cotters.

The front fork has a bolted-on end where the fork end is usually brazed-on.