

thin coats being better than one thick coat. Repeat this two or three times, and then put on the last coat, before it dries, a thin strip of gauze—a bandage will do excellently. This will form a 'bed' for the tyre which will not peel away, leave it to dry, and put another coat on. While it is soft, yet not tacky fit a dry tyre, and inflate hard, this will 'shape' the shellac bed as it dries.

While the shellac has been drying, you will have put a coat of shellac on the plain cotton base tape, dried it and put another on. Be certain that your base tape is thoroughly stuck on the tyre, if it isn't, put corks in the spoke holes and shellac on without the tape.

Make sure, by the way, that the tub is stretched as shellac sometimes has the effect of 'shrinking' the base tape.

Finally, re-coat both the rim and the tyre, and when both are tacky, fit the tyre carefully, and roll the wheel with your full weight resting on the inflated tyre, to force it into the bed.

Wipe off excess shellac with a rag soaked in meths, and leave to dry overnight after inflating hard.

These shoes aren't meant for walking!

JUST as a farm-worker uses Wellington boots for muck shifting and slippers by the fire, so shoes for cyclists differ.

The sprinter forcing the last few ounces of strength from his legs would not be happy with anything but a skin-tight shoe. The tourist walking through a cathedral town after climbing a long hill fully-loaded would be thoroughly unhappy without a heel, and a shoe loose enough to take a thick-soled sock.

Two pairs for a start, not a bad idea, since leather, like human beings, likes a rest. Thus two pairs will last more than twice as long

as one pair, as each takes a rest while the other is used.

Rule no. one, let wet shoes dry naturally in a warm well-ventilated room, away from direct heat.

Never, ever, walk or stand around in racing shoes, the construction is such that they are made to stand pressure under the sole, not at the heel.

A good racing shoe will have a snug fitting heel, depth for the toes to spread when pedalling, perforations to allow a hard working foot to breathe, and most important, an arch-reinforcing plate.

A good touring shoe will have a heel, a thicker, wider, sole, and enough room for thicker socks and for walking, sole-reinforcements are not so important when lower gears are used, and walking may be part of the day's enjoyment.

Shoes left unpolished are like skin left unwashed, and the wax layer helps to keep out grit, mud and spray off the road. So keep them thoroughly clean and dry, polish them every time they are worn, and try to keep one pair for racing only.

These should fit as snugly as possible, probably half a size smaller than the touring shoe, since they will be worn with thinner, or even no, socks.

Never use new shoes for the first time when the weather is wet. Leather is shaped after soaking, and use of the shoes before the leather has compressed slightly on the sole could destroy the shoe's essential shape. Resoaking, you see, leaves the leather softened, and if you are riding at the same time, the pedal will distort the sole and the entire shape of the shoe will be altered.

If fitting shoe-plates, be careful that the foot assumes its natural position, and is not twisted, as this can damage your knee.

Stand in the shoe, and get a friend to mark carefully the centre of the ball of the foot on the side of the sole; this can easily be different on each foot.

Then place the plate so that when the pedal is in the slot, the mark you have made is exactly over the pedal axle.

Your shoe should then be just clear of the toe-clip, if it is not, use a spacer or a longer clip, as pressure on the toes can cause painful chafing over long rides.

You wouldn't want that, would you?