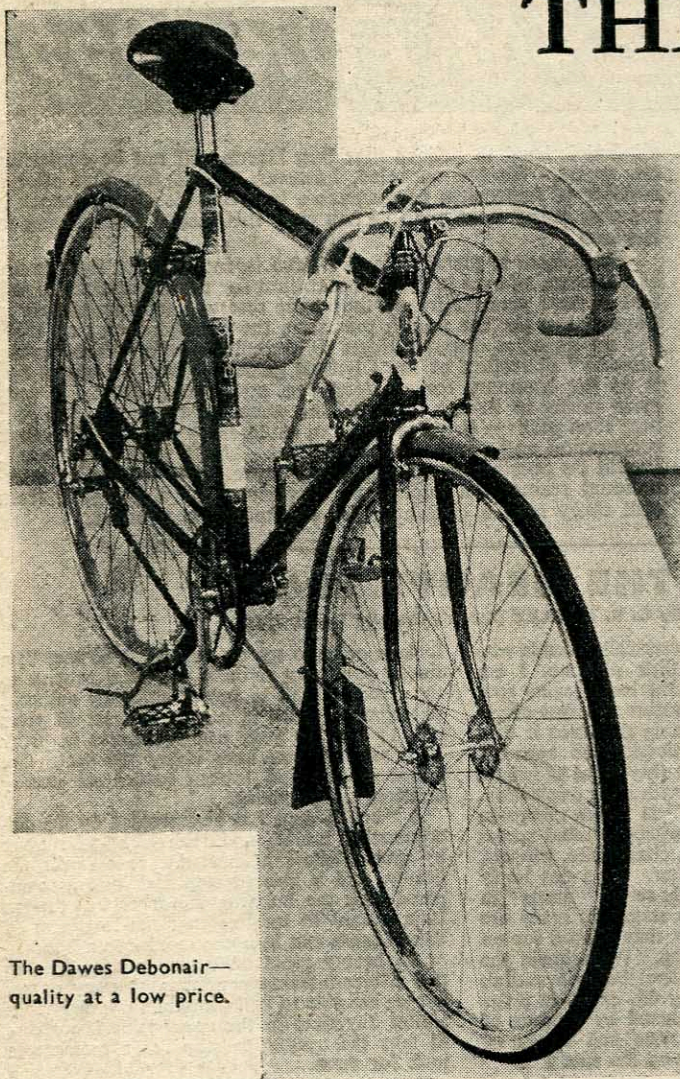


CYCLING ROAD TEST

BY "NIMROD"

THE DAWES
DEBONAIR

The Dawes Debonair, subject of this road test report, will satisfy the cyclist who requires in his mount good design, comfort, appearance and quality at a low cost



The Dawes Debonair—
quality at a low price.

The lugs, of simple design, are quite attractive, being neatly outlined in gold. Much thought has obviously gone into the making of this frame, so that comfort has not been sacrificed in an effort to attain good looks. A "square" frame with 72 degrees head and seat angles can never fail to be easy on the eye—and person—and this 22½-in. Dawes frame is not an exception. It has the usual brazed-on refinements—cable eyes for gear and brakes, gear lever boss and 18-in. pump pegs, conveniently placed below the top tube.

The forks of this machine are very

much in keeping with the fine lines of the rest of the frame, having an unusually good gradual 2-in. offset.

No better test, I thought, could be given to the Debonair than to use it for coming backwards and forwards to CYCLING'S offices, through the busy London streets, every day.

A Thorough Test

After the usual adjustment of saddle and handlebars that must obviously be made, this new glistening mount was ready for its 22-mile journey each day over almost every type of road from the City to the outer suburbs of London. The first few days of riding through the busy traffic confirmed my earlier views on this machine. Weaving through traffic jams it soon became apparent that the Debonair, with its 41¼-in. wheelbase and its 11-in. bottom bracket height, was very easy to manoeuvre. Good brakes

are a necessity on London's hectic roads, and with the 27-in. serrated rims the G.B. brakes with hooded levers acted splendidly.

Sensible Gearing

I enjoyed, too, the 4-speed Benelux gear and its 54-in., 65.4-in., 73-in., and 82.8-in. range with a 46-tooth 3-pin chainwheel. As the day neared for the Debonair to be returned to the company, I became increasingly pleased at the way I had been able to obtain such comfort and results on a machine that had so recently been completely strange to me. For a machine with such good quality components as 27-in. high pressure wheels with large flange hubs and Dunlop White Sprite tyres, Bluemels celluloid mudguards with reflector, 18-in. pump and Concorde alloy handlebars on a 3-in. steel-lugged extension, this is extremely good value for £22 19s. 9d., including purchase tax.

SPECIFICATION

Frame: Size 22½ in. (test machine), also available in 23½ in. (ladies 21½ in. and 22½ in.), Kromo tubing, angles 72 degrees head and seat, built for 27-in. wheels, 41¼-in. wheelbase.

Forks: Oval blades with cutaway crown and detachable lamp bracket.

Wheels: 27-in. high pressure rims with large flange hubs and Dunlop White Sprite or Palmer White Pixie tyres.

Gear: Cyclo Benelux.

Chainset: 46-teeth chainwheel with 6½-in. detachable 3-pin cranks.

Pedals: Steel rat-trap.

Saddle: Lycett L.15 or Wright's 14.

Mudguards: Ivory celluloid Bluemel "Club Special" or Le Francais polished alloy, with reflector.

Handlebars: "Concorde" alloy on 3-in. or 4-in. steel extension.

Brakes: G.B. alloy "Sport" hooded lever.

Finish: Ruby flamboyant, Blue flamboyant, Black or white.

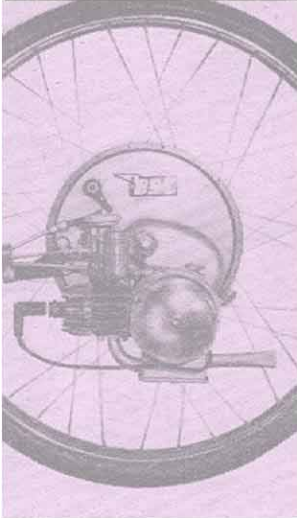
Price: £22 19s. 9d. including tax.

DEBONAIR—so the dictionary defines—means elegant, well-bred, accomplished, and Dawes Cycles in their wisdom in selecting a cycle to bear such a fine name, realized that they must produce an equally fine looking machine, which they have in the Dawes Debonair sports cycle that arrived one sunny afternoon at CYCLING'S offices. It was indeed a good-looking machine with its flamboyant ruby finish, finely decorated with two 3-in. contrasting white seat tube panels and vitreous enamelled head badge.

It seems that almost every cycle put into my care for road test purposes these days is red—consistent with the number of red cycles that can be seen in the shops. But the Debonair does not have to be red—there are alternative colours of blue, white, and black.

The frame of the Debonair is built throughout with Kromo plain gauged tubes.

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