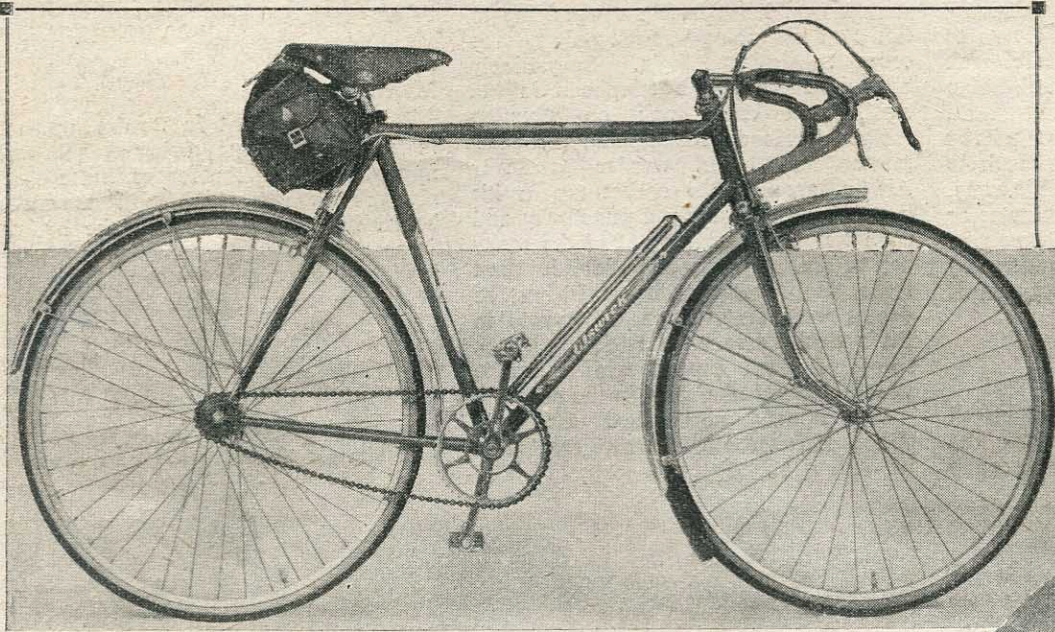




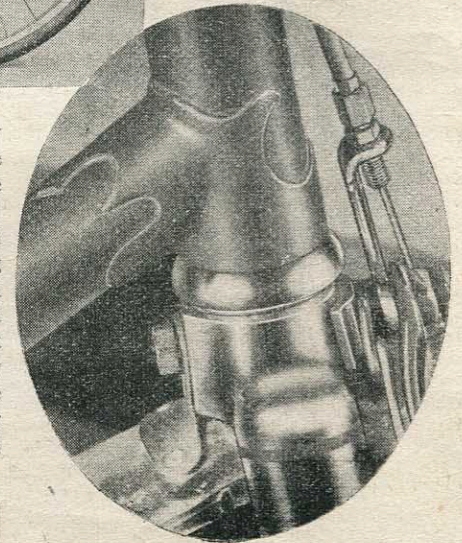
# A CLUBMAN'S BICYCLE BY ELSWICK

The "Rapier" Model Road-tested



*Smart Appearance,  
Comfortable Handling  
and Sturdy Design*

(Left) The Rapier bicycle as road-tested. (Below) The distinctive fork crown and lower head lug showing the neat cut-out.



**D**URING the period that the Elswick "Rapier" bicycle has been on test it has covered a good mileage ridden, in turn, by three members of "Cycling's" staff. All three riders have been unanimous in their opinion that this is, indeed, an excellent bicycle, well designed, well made and well finished.

The machine is built with Reynolds "531" butted main tubes and "531" plain gauge tubing for the other members. Neat, patterned lugs are etched in a contrasting colour to add to the all-round, smart appearance of the bicycle. The all-chrome front-fork blades are set in the distinctive Elswick fork-crown, the almost unnoticeable joint between the blades and the crown giving the impression of a one-piece unit.

The manufacturers have concentrated, first and foremost, on building a clubman's bicycle that will stand up to hard wear. The fittings are almost exclusively of steel or steel alloy, little use being made of the lighter aluminium alloys. Yet, although the often over-emphasized question of weight saving has not been made the first issue, the machine in road trim, with two brakes, touring tyres, bell and pump, tipped the scales at 29 lb., not at all an excessive weight.

Riding tests showed that this is essentially a comfortable machine, with excellent steering, good road-holding and a

basic liveliness that showed particularly well on hills. The 41-in. wheelbase gave comfort without "drag," whilst the 10½-in. bracket with 6½-in. cranks and Webb quill pedals left ample ground clearance for safe cornering when using the fixed sprocket. Particular approval must be given to the Webb brakes fitted to the test model. Besides being excellent "stoppers," the combined steel and alloy hooded levers gave a most comfortable support "on the tops," good leverage for brake application, and a smart, practical

#### ELSWICK RAPIER BICYCLE SPECIFICATION

**Frame:** 22 ins., Reynolds "531" double-butted main tubes, "531" seat and chainstays. Angles, 73 degrees head, 71 degrees seat. Patterned lugs. Brazed-on mudguard eyes, pump pegs and cable clips.

**Forks:** Reynolds "531" "D" 10 round blades, Elswick pattern crown. All-chrome finish.

**Wheels:** 26 by 1½ inch. Endrick rims built on Bayliss-Wiley front and rear hubs No. 9 and 10. Dunlop "Sprite" tyres.

**Transmission:** Three-pin chainwheel, 6½-inch fluted cranks, Perry chain, Webb quill-pattern pedals. Freewheel and fixed sprockets.

**Saddle:** Brooks B17 Narrow.

**Handlebars:** Pelissier steel, on 3-inch forward extension.

**Brakes:** Webb side-pull calipers with hooded levers, silvered cables.

**Mudguards:** Britannia alloy "Quickfit" pattern, built-in rear reflector.

**Finish:** (test model) Green No. 2, contrasting panels. Chromium-plated forks. Lugs etched in contrasting red. Alternative finishes, polychromatic silver, heliotrope, blue No. 2 and black.

**Equipment:** Large-size touring bag, chromium-plated Britton inflator, tools.

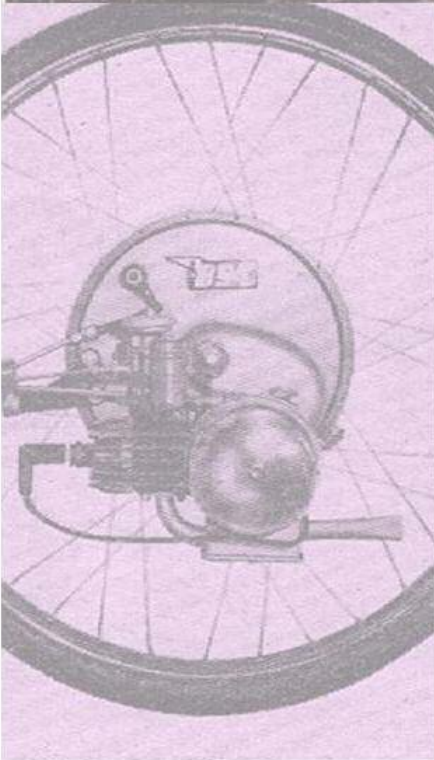
**Price:** £17 13s. 6d., plus tax £4 2s. 6d.

look. Other items in the specification of tried and trusted quality included the Dunlop "Sprite" tyres, Brooks B17 Narrow saddle, Bayliss-Wiley hubs, and Britton's "Quickfit" alloy guards.

For those who like their machine's detailed measurements, the following are the Rapier's dimensions: Frame size, 22 ins.; top tube, 22 ins.; rear chain stays, 17½ ins.; wheelbase, 41 ins.; handlebar extension, 3 ins. forward.

The Rapier bicycle retails at £17 13s. 6d., plus tax of £4 2s. 6d., and provides the clubman with a smart, well-finished mount in which he can have absolute confidence.

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