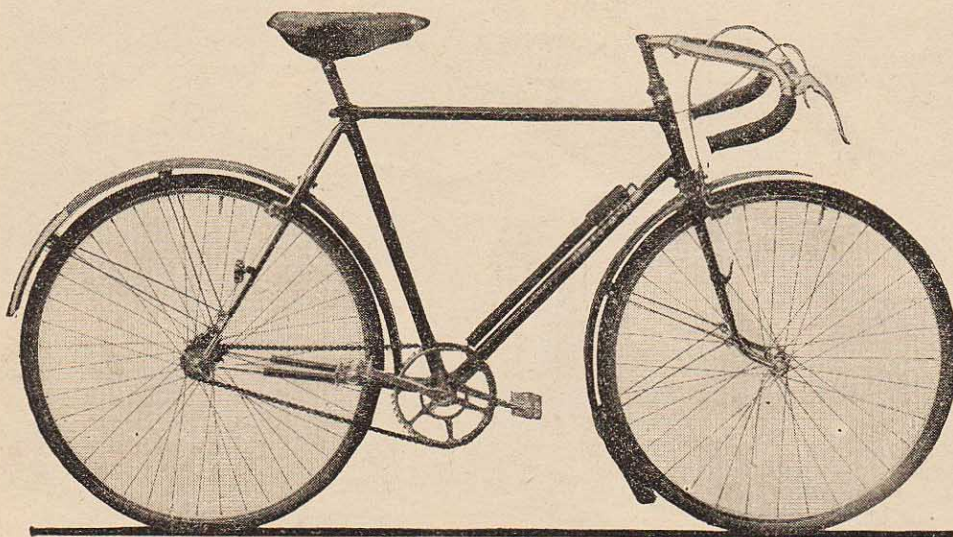


**"NIMROD" TESTS THE**

# G.A. 88 Rapide

A SEMI-UPRIGHT LIGHTWEIGHT BICYCLE THAT IS FAST AND COMFORTABLE,  
STEERS EASILY AND BALANCES WELL



The smart appearance of the G.A. Rapide Super Lightweight. It weighs under 25 lb., has a head tube of 71 degrees, a seat tube of 70 degrees, and costs £8 8s.

**T**HE very big fault about the G.A. Eight-Eight Rapide Super Lightweight bicycle that Mr. W. Slack sent me to test is that it runs too smoothly. I rode it for about 300 miles and then happened to comment upon it to a colleague who promptly borrowed it for a week.

He duly returned it and passed a remark upon its ease and pleasure of propulsion to the Editor, who decided to try it out himself.

It was only by threatening to adopt "stay-in" strike tactics that I managed to get its return for the completion of my test, for the Editor, in common with all who have ridden this nicely turned-out job, likes it very much.

### Semi-Upright.

The frame is semi-upright; the seat tube is 70 degrees, the head 71 degrees, the wheelbase 41 ins. and the forks of the Russ pattern. And the result of this combination is a really fast, lively and comfortable bicycle, that steers well and balances easily. I have no criticism to offer at all; it is a bicycle for the discriminating clubman, the man who can judge a good mount.

The particular model I tested weighs 25½ lb., and that included mudguards, reflector, lamp bracket and two brakes. Only one brake is normally fitted—

Mansfield saddle, Bluemel guards—and those, plus some excellent workmanship in the G.A. shop, have produced an eight-guinea bicycle that is splendid value for money

#### G.A. 88 RAPIDE SUPER LIGHTWEIGHT.

**Price:** £8 8s.  
**Weight:** 25½ lb.  
**Wheelbase:** 41 ins.  
**Frame:** 21½ ins., built of Reynolds 531 tubing and Brampton lugs. 70 degrees seat tube; 71 degrees head tube. Cut-away lugs.  
**Forks:** Russ type D to oval blades. Chromium-plated crown and fork ends.  
**Handlebars:** Highgates. Chromium-plated with Shockstop grips. 17 ins. wide by 5 ins. deep.  
**Wheels:** 26-in. by 1¼-in. Endrick rims. B.H. Solite hubs, double-butted spokes. 16 T fixed cog and 17 T free wheel.  
**Chainwheel:** Williams No. C1000, 48 T.  
**Tyres:** Dunlop Sprite.  
**Saddle:** Mansfield Ormond.  
**Chain:** ½-in. by 1-8-in. Renold roller.  
**Brake:** Resilion Cantilever "A" rear.  
**Pedals:** Brampton Mark 10.  
**Mudguards:** Black Bluemel (quick-release) Noweigh with white patch on rear. Spear-point extension.  
**Finish:** Stove-enamelled black. Usual bright parts chromium plated.  
**Equipment:** Seat stay fitting reflector. Black inflator 15-in. by 7-8-in. Tecalect special gun and solidified oil.

and as it is a Resilion that, of course, is all that really is necessary.

The frame is nicely finished off; lugs are cleanly filed and the pencil seat stays come down to ¼ in., and the taper chain stays to ⅓ in. The oil-bath bracket axle unit is built in—G.A.s have studied lubrication, and each machine is supplied with a special Tecalect gun for high pressure solidified oil lubrication for the bottom bracket and both head bearings.

The specification is set out in detail on this page, but I must first draw your attention to some of the items—Reynolds 531 tubing, Russ forks, Cantilever brake, B.H. Solite hubs, Dunlop Sprites, Williams chainwheel set, Brampton Mark 10 pedals,

### More and More Bicycles.

Striking progress in the British cycle trade is shown in a preliminary report, which has just been published, of the Import Duties Act Inquiry (1934). Between 1930 and 1934 the output of bicycles made by British firms increased from 882,000, representing £3,422,000, to 1,836,000, representing £6,244,000. In 1930 something over 1,000 bicycles were imported into England; in 1933 and 1934 there were fewer than 500 imported, and during that time the export of British bicycles increased from 247,000 in 1930 to 282,000 in 1934.

Employment in the motor and cycle trade shows a rise from 195,281 in 1930 to 200,638 in 1934.

\* \* \*

Mr. Steve Starr (132, Whitehall Road, Gateshead) is again arranging motor coach trips to the Manchester Wheelers' Meet and the Meeting of Champions.

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