

## Cycling ROAD TEST OF— The RUNWELL GRAND PRIX

(Left) It's just the machine on which to enjoy a spring jaunt. (Below) A worm's eye view that emphasizes that black and white contrast finish. Other finishes available are blue and scarlet or grey.

A Not-so-cheap Company-built that Repays the Extra Cost with a Polished Performance

THE designers responsible for the production of the Runwell "Grand Prix" would have felt a certain satisfaction if they had heard the admiring "Ooh" that went up from *Cycling's* staff when this machine was wheeled into the office.

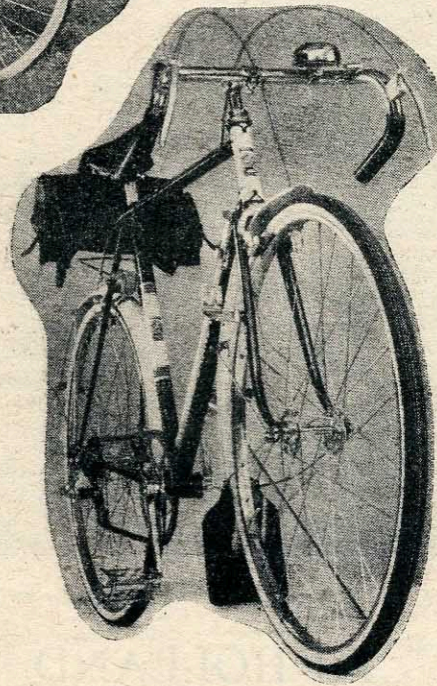
For the "Grand Prix" is one of the best specimens of a higher-priced, company-built lightweight to be manufactured in recent years. Its good specification and a neat, workmanlike design is backed up by a finish that can only be described as "eye-catching." The Runwell Cycle Co., writing from their head office and works at Lawson Street, Birmingham, 4, stress that this machine, the most expensive in their range, is in no way a standard cycle because every customer aspiring to a cycle of this nature naturally prefers it "tailor-made."

A mention of a few of the technical details will be enough to convince even the connoisseur of cycle equipment that here indeed is a thoroughbred. The excellent specification detailed here is, of course, that applying to the test model. Details may be varied on request.

### A Sound Frame

The basis of a good machine is founded on a soundly conceived frame, and here the "Grand Prix" gets off to a flying start. Popular, neatly designed and finished, Continental "Ostar Egg" lugs combine with 531 butted tubes, forks and stays to produce a balanced job, the whole product being low-temperature silver-brazed throughout. Usual gear stops, pump pegs and brake eyes are brazed on. Frame size, angles and all the other dimensions are, within reason, to the buyer's own choice.

Wheels fit for this good club machine are the next most important part of the ensemble; and in this department Dunlop's high-pressure steel rims combine with the equally well-known Bayliss-Wiley Continental 19 and 21 wide-flanged hubs and double-butted spokes to provide a happy choice. Equally appropriate and comple-



mentary to the attractive black-and-white finish on the model road-tested are the recently introduced Dunlop white-wall "Sprite" tyres, although H.P.s can be selected. Wheels can be either 26 in. or 27 in., with the frame built for clearance in either case.

Gearing is based on a Cyclo "Benelux" four-speed which, driven by a 48-toothed Williams C1000 chainset and a Brampton 3/32-in. chain, gives ratios of 59, 65, 76 and 86. Steel was selected for the stem and handlebars, the 3-in. extension being from the G.B. "Kromo" range. The saddle is a Brooks B17N and celluloid pump and mudguards and a small saddlebag complete the outfit.

### Price and Performance

This, then, is the brief specification. And the price? The price is around the £35 mark (inclusive of purchase tax). Thus it is not a cheap buy by any standards, but that remains something that must be weighed against the performance and ser-

vice that is likely to be obtained from such an outlay.

Directly the "Grand Prix" is mounted and ridden along the open road one senses that this is money well spent. It needs no getting used to; a good riding position is easy to find. It handles well in traffic, the neat trimming being due to the sensible design and construction of its frame. Steering is light, but not airy. When urged along it responds well, yet not with a rigidity that would make it too uncomfortable when taken away from metalled roads.

### Points For—and Against

I admired . . . its general running and road behaviour . . . its neatly finished lugwork . . . the finely tapered, shapely fork blades . . . the saddlebag support which is fitted to the rear brake . . . the way the cycle simply unpacked and was ready to ride without the usual annoying necessity of tightening up nuts . . . the plastic wrapping on the surplus gear and brake cables . . . and, oh! that finish that made passers-by stand and stare.

I did not particularly admire . . . the down-tube pump position that interfered with gear changing . . . the too-large bell that seemed incongruous on an otherwise neat handlebar assembly . . . and a concluding thought—why do not manufacturers, on the dearer machines, fit a pair of toeclips and straps?

NIMROD.

## TRADE TOPIC

### THE "SCHEEREN" RIM

BERIANO, importers of cycles and accessories, 40 Fulham High Street, London, S.W.6, include amongst their German imports the "Scheeren" alloy sprint rim, which is claimed by the Berlin makers to be "the lightest rim in the world." There are two types, both of the wood-block insertion method of construction and in 27-in. only. The "Record," at a weight of 8½ oz. each rim, is built for road racing, while the "Weltmeister," weight only 7½ oz., is recommended for track riding and short-distance time trialing. Both types have a dimpled bed to prevent tubular rolling, colour marking around the valve hole and retail at 55s. per pair.



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