



THE RUDGE-WHITWORTH "AERO-SPECIALS"

THE range of "Aero Special" models by Rudge Whitworth, Ltd., comprises four models, at prices from £7 9s. 6d. to £9 16s. 6d. Of these, we recently had the privilege of testing the Aero Special No. 83, a first-class lightweight, with a Sturmev Archer three-speed gear, selling at £9 16s. 6d.

First impressions count for a lot when choosing a bicycle, and the Rudge has several distinctive features that mark it out as a "class" machine. The very word "Rudge" conjures up a mental image of the famous Rudge fork crown, with its graceful sloping shoulders. Rudge's have always paid particular attention to their fork work, and have evolved a fork design that is one of the slenderest, and yet one of the strongest, of all modern machines.

The frame design of the Aero Specials is of the accepted English sports type, with 68 deg. head tube. This, with well-raked forks, gives a slightly more sluggish steering at slow speeds than the "upright" design of many modern bicycles, but when ridden fast control is perfect, and the machine under test was ridden hands off at speed down hill, without the slightest hesitation.

A Comfortable Mount

There was no difficulty in obtaining a comfortable position, and the handlebar bends, the new Rudge bend specially designed by Jack Lauterwasser, proved very comfortable. The actual grips of the bars are turned out slightly, offering a more natural angle to the hands. The frame, which is offered in

21 in. or 23 in., is of high tensile chrome molybdenum tubing, with fish tail lugs and round taper chain and back stays. A feature of the frame is the oil bath bracket.

The bracket is a totally enclosed shell, so that no water or grit can get into the bearings via the frame tubes. The bracket is made from one piece of steel, assembled with a grease-soaked felt washer, and even condensation moisture from inside the frame tubes is excluded.

The front forks have solid fork ends, chromium plated, with brazed-on lamp bracket lugs and mudguard eyes. The rear mud-



A close-up view of the "Aero-Special" No. 83, which shows the graceful lines of the famous Rudge fork-crown

guard eyes, the chain-hook, and the pump pegs are similarly brazed on.

The wheels are 26 in. by 1½ in. Dunlop, light steel rims, with rustless double-butt spokes. Hubs are quick release special

racing type, with ¼ in. diameter ball-bearings. Wing nuts are of Hiduminium, and tyres Dunlop High Pressure.

The forty-six tooth chainwheel, combined with the seventeen-tooth Sturmev Archer A.R. close ratio hub, gives gears of 75.6 in., 70.5 in., and 65.7 in. The chainwheel is of the detachable three-pin pattern, with 6½ in. cranks. Pedals are 4 in. Webb solid centre, but Constrictor Boa type are offered as an alternative.

The front brake included with the machine (rear brake is 10s. 6d. extra) is the Rudge Whitworth patented caliper brake. The lever is very neat and workman-like, easily adjusted to a comfortable position. The cable operates centrally, pulling down the metal stirrup, which, through a cranked lever, applies the big area brake blocks.

Only one nut requires attention when adjustment has to be made for wear. The design of the brake ensures that there is no drag, and the shoes are self-adjusting in the off position. In operation, only a gentle pressure on the lever is necessary to come to a standstill.

The mudguards are of white celluloid, and quickly detachable, with a rear reflector fitted to the rear-guard. Naturally, on a high-grade machine such as this, the saddle is a Brooks B.17, on a straight Hiduminium seat pillar. Lubrication is by the Tecalemit gun system.

Fine Finish

The finish of the bicycle is black enamel, with the usual parts chromium plated. Other colours can be had at an extra

MACLEAN'S

We have not had to resort to large advertisements to keep our sales up, having been, as usual, busy right through the season.

CONTINENTAL MODEL with genuine continental lugs and press-in frame races. Call and see our show model.

SHORT-BASE CURVED TUBE **MANDEM.** This has been in our catalogue for over 12 months, and despite copies no one has yet been able to match its equal.

LE. Our model is slightly larger, as we have gone all machine; the design is thoroughly tested.

THE LIGHTWEIGHT **MODEL.**

MODEL, N.1; also **MODEL, N.15.**

Around the Trade . .



The Rudge-Whitworth "Aero-Special" No. 83, a first-class lightweight which, fitted with a Sturmey-Archer 3-speed gear, sells at £9-16-6

A DETAILED REVIEW OF RUDGE-WHITWORTH'S MOST POPULAR MODEL

charge of 5s., or translucent lacquers at 15s.

The "gem" of the Rudge Whitworth collection is Model No. 76—the Olympic Aero model, a perfect racing machine at £13 5s. The general design follows that of the Aero Specials, but the machine is fitted with Constrictor Conloy rims and Dunlop tubular tyres (26 in. or 27 in. to choice).

The frame is of Reynolds 531 butted tubing, with the oil bath bottom bracket. The machine is offered with a double-cogged rear hub, fitted with fixed sprockets either side.

Tyres may be any of the Dunlop cotton tubulars, Nos. 1, 2, 3, 4, 5, 6, or 8, at will.

Brief specifications of the other Aero Special models are:

SPECIFICATIONS

AERO SPECIAL No. 74 £7 9s. 6d.

FRAME.—21 in., 23 in. High tensile chrome-molybdenum tubing. Oil bath bottom bracket. Brazed-on chain hook and pump pegs.

FORKS.—Resilient racing pattern, with solid ends, and fitted with Rudge-Whitworth sloping crown. Fork ends chromium plated. Brazed-on lamp bracket lug and mudguard plates.

WHEELS.—26 in. by 1½ in. Endrick rims with rustless spokes.

HUBS.—Rudge-Whitworth quick-release special pencil type, fitted with ½ in. diameter high duty ball bearings. Wing nuts front and rear.

TYRES.—Dunlop Sprite.

GEARS.—46T chainwheel, 17T fixed sprocket (70.5 in. gear), 18T free-wheel sprocket (66.5 in. gear).

CRANKS.—6½ in. chromium plated.

PEDALS.—Special racing type.

WEIGHT.—Less pump and tools, 29 lb.

AERO SPECIAL No. 84 £8 12s. 0d.

FRAME.—21 in. 23 in. High tensile chrome-molybdenum tubing. Oil bath bottom bracket. Brazed-on chain hook, pump pegs, and derailleur lug.

FORKS.—Resilient racing pattern, with solid ends, and fitted with Rudge-

Whitworth sloping crown. Fork ends chromium plated. Brazed-on lamp bracket lug and mudguard plates.

WHEELS.—26 in. by 1½ in. Endrick rims, with rustless spokes.

HUBS.—Rudge-Whitworth quick-release special pencil type, fitted with ½ in. diameter high duty ball bearings.

TYRES.—Dunlop Sprite.

GEARS.—Derailleur three-speed, 46T chainwheel and 14T, 18T, and 22T sprockets, giving gears of 85 in., 66.5 in., and 54 in.

CRANKS.—6½ in. chromium plated.

PEDALS.—Special racing type.

HANDLEBAR.—Lauterwasser, Bailey, Shallow Highgate, or Rudge bend, adjustable. Chrome-molybdenum tubing. Chromium plated, secured with ball headclip. Sponge grips.

BRAKES.—Rudge-Whitworth patented. Caliper front and rear.

MUDGUARDS.—White celluloid. Double stays attached to frame and forks for easy wheel removal. Front guard fitted with mudflap and spear-point front extension. Rear guard fitted with reflector.

SADDLE.—Brooks's B.15 on straight seat pillar.

EQUIPMENT.—Toolbag, tools, oiler, and white pump.

AERO SPECIAL No. 75—£8 11s. 0d.

FRAME.—21 in., 23 in. High tensile chrome-molybdenum tubing. Oil bath bottom bracket. Brazed-on chain hook and pump pegs.

FORKS.—Resilient racing pattern with solid ends, fitted with Rudge-Whitworth sloping crown. Fork ends chromium plated. Brazed-on lamp bracket, lug and mudguard plates.

WHEELS.—26 in. by 1½ in. Dunlop special light steel rims with rustless double butted spokes.

HUBS.—Quick release special racing pencil type fitted with ½ in. diameter high duty ball bearings. Hiduminium wing nuts front and rear.

TYRES.—Dunlop high pressure.

GEARS.—46T chain wheel with 18T fixed sprocket (66.5 in. gear), 16T fixed sprocket (74.7 in. gear).

CHAINWHEEL AND CRANKS.—Detachable 3-pin fixing chain wheel with 6½ in. chromium plated cranks.

PEDALS.—4 in. Webb solid centre or Constrictor Boa.

HANDLEBAR.—Chrome-molybdenum tubing. Lauterwasser, Bailey, Shallow Highgate or Rudge bend. Bar is adjustable and stem is secured with ball head clip. Sponge grips.

BRAKE.—Rudge-Whitworth patented caliper brake to front wheel.

MUDGUARDS.—White celluloid, quickly detachable. Spearpoint extension. Mudflap fitted to front guard. Rear guard fitted with reflector. Double stays attached to frame and forks for easy wheel removal.

SADDLE.—Brooks's B.17 on straight hiduminium seat pillar.

LUBRICATION.—Tecalemit gun system.

FINISH.—Rudge best quality high gloss multi-coat black enamel. Blue, maroon, or ivory enamel, 5s. extra. Blue, red, orange or green translucent lacquer, 15s. extra.

EQUIPMENT.—Toolbag, tools, oil gun and pump.

WEIGHT.—25 lb., less pump and tools.

The beautiful Rudge-Whitworth catalogue can be had, post free, on request from Rudge-Whitworth, Ltd., Coventry, by mentioning "The Bicycle."

Surrey

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