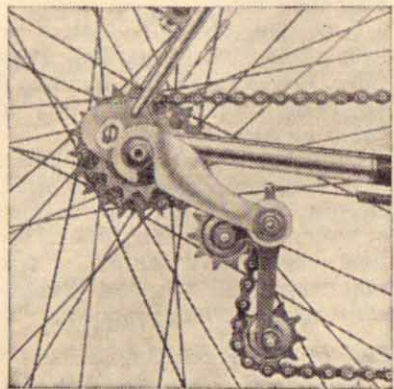


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TRIVELOX 3-SPEED GEAR

ONE of the principal objects aimed at in the construction of the Trivelox 3-speed gear is the reduction of friction to the lowest possible point. To this end the designers have contrived to make all three gears direct, and also to retain perfect alignment on all three gears.

The method by which these objects are achieved is the provision of lateral movement in the sprocket member on the hub, so that each sprocket, as it is engaged, moves into alignment with the chain wheel.



The Trivelox Gear

Protected Mechanism

The mechanism in the latest Trivelox models is contained in the barrel of the hub. The hub spindle is hollow and contains a chain, one end of which is fixed to two keys which move the

sprocket cluster through two slots in the splined shaft. These slots are covered by an internal sleeve and are not, therefore, open to weather or dirt.

The other end of the chain is connected by open wire-cum-Bowden, to the conventional lever and quadrant mounted on the top tube of the frame.

The loading spring is also inside the hub barrel, and is so arranged as to operate in the opposite direction to previous gears, so that, when changing down from top to middle and from middle to bottom, the spring is in favour of the operation. This enables a much easier change when riding or climbing a hill.

Sprocket Removal Simple

On the new gear each sprocket can be taken off separately, without removing and in any way interfering with the free wheel, the bottom gear being splined and held in place by the middle sprocket, the top gear sprocket being screwed on as usual. Each sprocket is therefore reversible,

and gives nearly twice the service. A good range of sprockets may be obtained. With this arrangement, however, it is only possible to obtain a 17-tooth middle sprocket of the new type. For riders who require a 16-tooth middle gear sprocket the makers offer a set of sprockets which are not easily removed, and anyone wishing to use the 16-tooth middle gear sprocket for racing purposes, or otherwise, may, on application, specially stating their requirements, be fitted with 14 or 15 top together with a 16 tooth middle and 20 tooth low gear sprockets.

In this case, the middle and low sprockets are, to a certain extent, fastened together and cannot be removed until the internal part of the hub is removed so as to allow the free wheel to be taken off the hub.

For Racing

For racing purposes, of course, it commends itself, as it is possible to obtain, with a 48 tooth chain wheel, an 89 top gear together with a 78 middle. These two will be eminently suitable for most racing jobs combined with a 20 tooth low.

It must be appreciated that these can only be supplied when specially asked for, as in ordinary circumstances the makers do not supply a 16 tooth middle gear.

The prices of the Trivelox Gear are: solo without hub brake, 30s.; solo with hub brake, 40s. 6d.; tandem without hub brake, 32s. 6d.; tandem with hub brake, 43s. The makers are Trivelox Gears, Ltd., Osborne-road, Earlsdon, Coventry.

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(See Page 17)

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Price code **A**
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