

**An "All-Purposes"  
Machine for the  
Racing Man** ★

THIS is an age of Continental designs, and the "big" manufacturers have entered the field with enthusiasm, producing machines which, for appearance and performance, satisfy the critical requirements of the racing clubman. And the Triumph Cycle Company, Ltd., of Coventry, is not the least of those who have interpreted such exacting requirements into light, lively steel.

"La Grande Continental" is the name of this company's response to the demand created by connoisseurs, and a racy looking model it is. You have read those descriptions of "strong, silent men" in popular fiction? Well, the Grande Continental gives you much the same impression: lean, lithe, sinewy, like a greyhound (appropriate simile, for my test model was finished silver-grey!), appearing almost stripped, even with mudguards in position.

**"531" Tubing**

Here are a few details: The frame (mine was 22 in.) is built of the famous "531" tubing, having Continental-pattern taper chain and seat stays and a Continental rake, oval-round section



The Triumph "La Grande Continental," which retails at £10-17-6

**TRIUMPH "LA GRANDE  
CONTINENTAL"**

front fork ("531" again), with detachable lamp-bracket. The wheelbase is 41½ in. and head and seat angles are both 73 degrees.

**Light Components**

Lightness is ensured by the use of such featherweight components as Duralumin handlebar, "High-pressure" tyres, and narrow-section rims, "Airlite" hubs, "Durax" chainwheel and cranks, and a Gloria "Tour de France" brake.

Remember all I have said, and then make a note of the price—£10 17s. 6d. Pretty good, eh?

Yes, but price and specification don't make a bicycle. It's the workmanship that matters—after

the design. And in La Grande Continental you have both design and workmanship. My road test was arranged to determine the performance of the machine under both massed-start and time-trial conditions, and I found the steering light enough for the former, and the position comfortable enough for a "24" of the latter class.

Hills gave me no trouble, the design being just right for "dancing"; and the smooth grip of the Gloria ensured control on the steepest descent.

**Finish**

The finish, too—although, of course, I did not keep the machine long enough to prove its quality—looked durable as well as attractive, being glass-hard to the touch.

**SPECIFICATION**

- Frame:** 20, 21, or 22 in. "531" tubing. Cut-away and profiled lugs (head lugs chromium-plated). Chromium-plated rear fork end and front fork.
- Wheels:** Dunlop lightweight "High-pressure" rims on "Airlite" hubs. Two fixed cogs and Dunlop 26 in. x 1¼ in. "High-pressure" tyres.
- Handlebar:** Duralumin Continental pattern, taped to match frame on coloured machines (with rubber inserts). Long shock-stop grips with black finish. Tubing, 1 in.
- Chainwheel and Cranks:** "Durax."
- Brake:** Gloria Tour de France rear.
- Saddle:** Mansfield Ormond Standard or Brooks B.17.
- Pedals:** Boa.
- Mudguards:** Bluemels celluloid.
- Finish:** Coslettized under four coats of black enamel, with racing bands on seat tube. Optional colours: Cambridge Blue, Orange, or Silver. Silver with Green panels, Blue with Silver panels, or Orange with Green panels.
- Accessories:** Celluloid inflator, set of spanners, oil-can, and tool-bag with pockets.



Grey and chromium plating made a pleasant, unobtrusive combination, relieved by red, white, and blue bands on the seat tube. The front fork was wholly plated, and the mudguards and the inflator were white celluloid.

**Optional Extras**

The machine I rode was fitted with two fixed sprockets, but the Triumph people are offering variable gears, as extras, at the following increases:

TriVelox self-aligning three-speed (A.1), 25s.

TriVelox three-speed No. B.1, 17s. 6d.

Sturmev-Archer three-speed (ultra close ratio), 25s. 3d.

The Triumph "Grande Continental" is essentially a machine for the racing man; it is also essentially a modern machine, built to meet modern requirements, with modern materials.

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