



The Continental with derailleur gearing

High-grade light-weight and range of export machines

ADDITIONAL ARMSTRONG MODELS

FINAL details of the full ranges of 1949 machines listed by Armstrong Cycles Ltd., Sampson Road North, Birmingham, are not yet available, but information already released from the factory gives a clear indication that they will cover a wide field.

A new high-grade lightweight cycle is the forerunner of two new ranges, the Continental and the Moth. It is a Continental, and will be followed by three more of this marque as the supply position allows, while the Moth range is expected to be at the Cycle Show in November this year.

Available with 22, 22½ and 23in frame sizes, the Continental has 73 deg head and 71 deg seat angles, its home basic price being £28 10s. After visiting the works recently our representative reported that this model is being built by specially-selected craftsmen in a new and separate section, to very high standards. Each frame is built true from the start and not forced into position after assembly, the method used being one that we are asked not to disclose at present.

Throughout, the machine is built of 531 tubing and light alloys. Genuine continental lugs are used and the tubes fully and carefully mitred. Tapered pencil seat stays are torch brazed with Sifbronze to the seatlug, while rear fork ends of the forward drop out pattern are mated to the seat and chain stays in similar fashion.

Much thought has gone into the design

of the chain stays. For the sake of strength these are free from indentations, but in order to give good rim clearance the section is round to oval to round again.

Cup and cone head bearings are fitted in conjunction with a 2½in rake fork which is reduced to a small tip. A continental crown is used and a screwed boss for the lamp bracket is brazed on to the fork blade. A drilled bottom bracket spindle is used and carries a three-pin chain-wheel.

Dunlop alloy rims are shod with 26in by 1½in high pressure tyres by the same maker. A Bayliss Wiley unit hub with a Simplex gear is used in the rear wheel, with a matching hub in the front.

White celluloid guards are standard, the stays being bolted to integral fittings. Handlebars and seat pillar are of aluminium alloy, a two-inch extension carrying a Pellisier type bar. G.B. brakes are also used in the interests of both lightness and efficiency. A Brooks B.17 saddle and a Britannia alloy pump are standard.

Weighing 26 lb (12.8 kg) complete, the machine is offered in green or blue polychromatic enamel with chromium rear fork ends, chromium forks and long sleeve grips.

Specially built for export is a range of machines based on the roadster model J. Three frame sizes are available, 22, 24 and 26in, with 28 by 1½in or 26 by 1¾in Westwood rims. Built to a good specifi-



Armstrong gent's roadster which is being built specially for export is available in three frame sizes

cation, the frame is Bonderized and enamelled. Four-inch full rubber pedals, Dunlop roadster tyres and special deep sectioned mudguards with flared ends are standard. This model is also available with a double top tube.

Another version, the model J.C., has North Road raised handlebars and a coaster hub. A front rim brake is supplied to order.

Besides these machines there is a wide range of bicycles to meet a very varied demand. In the lower price range is the model H, a gent's light tourist machine with a choice of a 20-, 22- or 23-in frame and 26in by 1½in wheels. An equivalent lady's machine is listed, the model Q. Models O and P are boys' and girls' models respectively, of similar design to the H and Q models but with 18-in frames.

The LG is in the light tourist class with a brazed-up frame and roller lever brakes. Frame sizes are 21, 22 and 23in. Ladies' equivalent is model L. Similar in design to the LG are the gent's model C and ladies' D. These have a more complete specification including gear case and Sturmey-Archer three-speed gear.

Similar in design is another range of machines with Endrick rims and caliper brakes, the single speed model being listed as number 15 for gents and 16 for ladies. With three speed and gear case the models are E and F, respectively.

Two club models are in production, the gent's model XL and ladies' YL. Built

with 21-, 22- and 23-in fully-brazed-up frame in either model, these machines have fish-tail lugs, brazed-on pump pegs and solid fork ends.

Dunlop Sprite tyres are fitted to 26in by 1½in Endrick rims. Bailey bend bars on a 2-in forward extended stem are standard on the gent's model. North Road dropped bars on a 1-in forward extension

are standard on the ladies' machine. Rat-trap racing pedals, white celluloid mudguards and caliper brakes to both wheels are included in the specification.

In all, the Armstrong range offers a very complete choice from the absolute utility machine built to a price to the specialist mount built to an ideal.



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