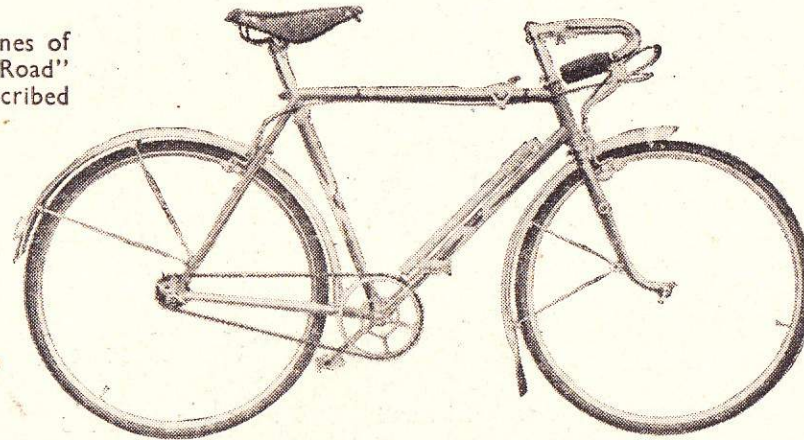


Note the "racy" lines of the Gazelle "Open Road" Sports Model, described below



## THE GAZELLE "OPEN ROAD" SPORTS

- Frame Size:** 21 in.
- Fork:** Special racing pattern.
- Wheels:** 26 x 1 1/4 in. chromium-plated Endriek rims, and rustless spokes.
- Tyres:** Dunlop Sprite.
- Gear:** Sturmey-Archer AM (medium ratio) 3-speed, giving gears of 60-69-80 in.
- Chainwheel:** Detachable 3-pin type (flanged).
- Front Hub:** No. 9 Bayliss-Wiley.
- Handlebar:** Shallow Highgate on 2 in. extension.
- Brakes:** Front and rear caliper.
- Saddle:** Brooks B15.
- Pedals:** Rat-trap (steel).
- Mudguards:** Aluminium alloy (polished and rustproof) or white celluloid.
- Accessories:** Tools and bag, reflector and pump.
- Finish:** Dark Blue Enamel. (Optional: Light Blue, Green, Red or Black Enamel, with suitable chevrons.) Usual bright parts chrome plated.
- Price:** With 3-speed: £7 7s. With fixed and free sprockets, £6 4s.

## TESTING THE NEW GAZELLE

### "OPEN ROAD" SPORTS MACHINE

A RECENT addition to the range of bicycles marketed by the Gazelle Cycle Company, Ltd., of Nottingham, is known as the Open Road Sports, and on one of these I have just completed an exhaustive road test.

The smartness of the machine's appearance has caused comment from everyone who has asked for my opinion of it during the course of this test, which is not surprising in view of the striking effect obtained. Two shades of blue—light and dark—carry the scheme, the dark blue of the tubes being relieved with light blue chevrons and red panels. The pump is also light blue, and the mudguards are made of polished aluminium alloy, being

rustless and untarnishable, and the rear one serves as a "white" patch, according to the wording of the law.

As the specification is given in detail separately, I will not reiterate all the items here, but I would point to the Dunlop Sprite tyres, the Brooks B15 saddle, the Sturmey - Archer medium-ratio hub, and the Bayliss-Wiley No. 9 front hub, as being representative of the quality components used on the Gazelle O.R. Sports.

#### The Test

Now for the road test. First of all, I had to ride the machine through London traffic—Holborn, Oxford-street, and Edgware-road, to be precise; and those who know that interminable series of traffic-lights will

realise that I immediately gained an impression of the machine's responsiveness both to thrust and retardation. It is unnecessary to say more than that I was "up with the pack" at each "break-away," and safely stopped close behind the front line of cars at each halt—in spite of a greasy surface that resulted from occasional showers.

Since then I have tried the Gazelle under all conditions, and have been especially impressed by its rigidity and its comfort over rough surfaces (for I have "thrashed" it on some of the worst roads I could find, where pot-holes are deep enough to trip a careless pedestrian).

The gears on my test model were 60, 69, 80 inches, which were just right to cover the conditions I encountered during several fast-touring week-ends, with the result that at no time

was I labouring up hills or over-running myself when progress was easy.

Although the price of the model I tested is only £7 7s., an even cheaper model, without three-speed hub, is available. With free-wheel and fixed sprocket on a Bayliss-Wiley No. 10 hub, this model sells at £6 4s.; and similar ladies' models, but with slightly lower gears (55, 64, 74, with the AM hub), are available at the same prices.

To generalise, the Gazelle Open Road Sports is a machine that should appeal to cyclists who desire a smartly finished machine, with a "class" specification, at a reasonable cost. Not only is it strongly built, but it is also responsive.

T. D.



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