

CYCLING ROAD TEST

of the
WEARWELL
"ANGLO-CONTINENTAL"

ANALYSIS of this Moderately Priced Lightweight from the Wearwell Company's Well-known Range Brings to Light a Number of Attractive Features on a Fine Machine



Side view of the test machine highlights the modern outlook in its design and its air of serviceability.

BICYCLES are expensive. Cost of materials and of production is many times what it was pre-war, and on top of that comes the Treasury's demand in purchase tax—as much as £4 on a £20 machine.

The young enthusiast may or may not know these factors. At any rate, he is perhaps not particularly interested in them. What he wants is a machine that looks good, that is sound in design and construction, that is modern, and that will provide him with a lengthy period of uncomplaining service—and he wants it all as low priced as possible. He will undoubtedly have his ideals, know just what he would like; but at the moment of purchase it is the financial reality that is likely to influence him most. If the price is right—for him—business is done.

A bicycle that should appeal to the slender pocket, for it meets all the above points, is the Wearwell Cycle Company's "Anglo-Continental." Living up to its name, it combines the modern trend to the Continental design with British quality workmanship and materials; it is good looking and it is serviceable. And it costs under £20.

Paying more for a bicycle is to buy refinements that satisfy the ambitions of the lightweight enthusiast who has been catalogue browsing. Wearwells have analyzed many of these "extras" into a standard specification giving the "Anglo-Continental" top-grade fittings that come within its price range; these are good throughout; the machine has no "bad patches"; it is very carefully balanced.

I have been riding the "Anglo-

Continental" under various conditions, in town and country. It behaves pleasantly and is stable, but with a responsive nippiness sufficient to give it "life." It works well on the hills and it is undoubtedly strong in all departments.

The technical details make interesting reading. The machine is sold in 22-in. and

in section and have the usual solid ends with integral mudguard eyes. A lamp-bracket boss, with chrome bracket, is attached at the right height on the off-side blade.

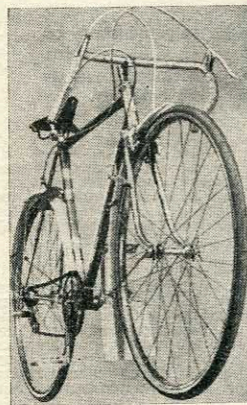
Both frame and forks are finished in one of the flamboyant colours, with red, green or blue the choice. My model was red, and was lined in white with chequered squares and a light blue panel decorating the seat tube, and the name **ANGLO CONTINENTAL** along the down tube in unmistakable gold capitals.

Transmission is via a Williams C1000 chainset (steel three-pin ring; 6½-in. steel cranks), Perry or Renold chain, steel rat-trap pedals and, in my case, a three-speed Cyclo Benelux derailleur with ratios 77-79-62, controlled from the handlebar end.

Wheels are 27-in. and comprise Dunlop steel high-pressure rims, built on Bayliss-Wiley hubs with Dunlop tyres and tubes.

The saddle is a Brooks B15. Alloy Maes or Pelissier handlebars are left to the purchaser's choice, and whichever he prefers will be fitted to a 2-in. steel extension, expander bolt fitting. The brakes are Monitor "Sheerline," the actual brakes of steel and the hooded levers of alloy.

23-in. sizes in Reynolds 531 tubing, and in each case the top tube is a little longer than the seat tube. Angles are 73 degrees head and 71 degrees seat, a popular combination, and the wheelbase on the smaller model is 41 ins. Pencil seat stays and taper chainstays make a neat rear triangle, with drop-



Worm's-eye view of the "Anglo-Continental"

out fork-ends, integral mudguard eyes and, on the off-side seat stay, a small brazed-on lamp lug. Other brazed-on fittings on the main frame tubes are restricted to pump pegs on the down tube.

The forks, 2½-in. offset, are "D-to-round"

"ANGLO-CONTINENTAL" DETAILED SPECIFICATION

Frame.—Reynolds 531 tubing. Head angle 73 degrees, seat angle 71 degrees. Sizes 21 in., 22 in. and 23 in. Top tube with 22-in. model, 22½ in. Cut-away and cut-out lugs. Pencil seat stays and taper chainstays. Mudguard eyes integral with drop-out fork-ends.

Forks.—Reynolds 531 tubing. "D-to-round" blades. 2½-in. rake. Brazed-on lamp bracket boss with chrome bracket. Solid fork ends incorporating mudguard eyes.

Transmission.—Williams steel three-pin 46T chainring on 6½-in. Williams steel cranks. Rat-trap steel pedals. Perry or Renold chain. Fixed and free. (Test model fitted with Cyclo Benelux three-speed derailleur with handlebar end control.)

Wheels.—Bayliss-Wiley hubs, 27-in. Dunlop steel high-pressure rims. Dunlop high-pressure Road Racing tyres and tubes. Steel wing-nuts.

Brakes.—Steel Monitor Sheerline with alloy hooded levers.

Saddle.—Brooks B15.

Handlebars.—Alloy Maes or to order, taped and plugged, on 2-in. steel extension. Expander bolt fitting.

Mudguards.—White celluloid with mudflap.

Pump.—Apex 15-in. white celluloid.

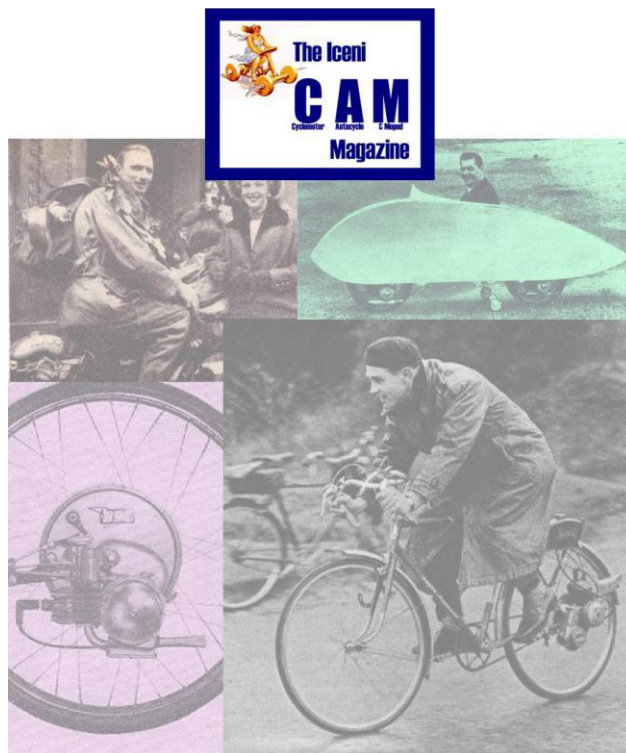
Finish.—Flamboyant red, green or blue (test model red), lined and decoratively transferred.

Price.—Single-speed model, £19 4s. 0d. including tax. With 3-speed Benelux, £22 5s. 8d. Other gears to order.

Contrasting with the colour finish are white celluloid mudguards and a 15-in. Apex pump in the same material.

The frame and the accessories build up into a worth-while machine which weighs 27 lb., and costs £19 4s. "NIMROD."

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