

WEARWELL SHADOW SPECIFICATION

Frame: 21-22-23 inches, Reynolds 531 tubing. Brazed gear control pump pegs, cable eyes. 73 degree head, 71 degree seat angles.

Forks: Solid ends, continental pattern crown, brazed lug for lamp bracket.

Head Fittings: Brampton Continental pattern.

Bottom Bracket: Bayliss, Wiley.

Wheels: Dunlop 27 in. x 1 1/4 in. steel rims. Dunlop white Sprite tyres.

Hubs: British Hub Co., "Eureka" small flange.

Handlebars: Steel on steel extension.

Brakes: "Monitor Ventura" with G.B. rubber lever covers.

Saddle: Lycett L 15 cutaway.

Mudguards: Bantel "Tourist."

Gear: Benelux 8-speed, 4-block and double chainwheel.

Chainset: Williams 6 1/2 in. cranks, 3-pin chain set.

Chain: Brampton. **Pedals:** Steel rat trap.

Pump: Dover "Exonite." **Weight:** 31 lbs.

Fittings: Saddlebag; red reflectors on handlebar ends. Fixed sprocket.

Price: Eight speed, 3/8 in. chain, £25 4s. 10d. (single speed model is £20 13s. 1d.; 10-speed £25 8s. 7d.).



Testing the Wearwell Shadow

"A BICYCLE for everyone" could well be the slogan for the Wearwell Cycle Co., Ltd. (New Griffin Works, Horseley Fields, Wolverhampton). They make no fewer than 39 different cycles, from roadsters to tandems, racing machines to tradesmen's carrier bicycles, plus a complete range of child cycles and tricycles. This year improvements have been made to several models, so we chose the Wearwell Shadow to test.

It is a cycle for the enthusiast, especially when you remember that a lot of hard-earned road-racing experience has gone into its production.

In the 1955 B.L.R.C.-promoted Tour of Britain, which covered 963 miles in eight days, the Wearwell professional team finished second on general classification, and team leader Ken Mitchell finished second overall, 1 min. 13 sec. down on the race winner. In our report of the race, CYCLING said: "Ken Mitchell . . . can claim to have been the outstanding individual of the race. His quality always shone through the various, and often confusing, manoeuvres of the big trade teams." And so to-day every new sports cycle from the Wearwell factory carries a proud transfer detailing the company's success in that 1955 Tour.

For the Young Clubman

But something more than racing experience has enabled the company to produce this new version of the Shadow at a suit-your-pocket price, starting with the single-speed version costing only £20 13s. 1d., although the price rises according to the number of gears fitted. Let us be quite clear from the start, however, that the Shadow does not pretend to be a super-lightweight. It is, as I see it, primarily a sound and sturdy cycle styled for the younger club-member, designed to live up to the company's name—Wearwell (if you'll pardon the expression!), and designed to meet a very definite demand for the price.

I first rode the Shadow from my local station to home, a distance of about six miles. Without any adjustments to saddle height or handlebars (which looked a little ungainly but were, in fact, exceptionally comfortable) we covered the distance at

just under "evens"—which I thought was pretty good going for a first acquaintance.

Anxious to test whether this was due to a fluke following wind (which never seems to come my way) I gave the Shadow some pretty hard riding on gritty, badly surfaced paths in and around the Chilterns. To give you some idea of the test, I managed to gain, I am sorry to say, my first puncture for a very long time.

At first I was a little puzzled by what seemed like "heavy" steering, until I realized that the reason was me and not the bicycle. I had had a long spell on road racing tubulars; the Shadow has the more practical, heavier, broader, Sprite tyres. Road adhesion is there in plenty, but it ensures many miles of safe, steady riding in all conditions.

Lacking early-season fitness I took refuge in the easy pedalling provided by the Benelux eight-speed gear range, which was completely adequate. On short, sharp climbs the double-chainwheel changer on the seat-tube was really positive with no anxious moments waiting and hoping for the chain to move across from one chainwheel to the other.

One interesting point about the frame is that for lug enthusiasts the seat-stay at the saddle and top-tube looks like a complete wrap-over, although the stays are made separately and are welded together extremely neatly. But the lugs are simple and lined in gold.

Matching Colour Finish

The Shadow has a finish that is completely in the fashion. Handlebar tape, brake cables and mudguards all matching in light blue (which may well be an omen for Cambridge in the Boat Race), while the frame is finished in rich wine red. The five-inch steering head and a panel on the seat-tube is also in the same light blue. Interesting points about the fittings are plastic ends to the Bantel mudguards and red reflectors plug the handlebar ends. The saddlebag will easily take a cape roll and toolkit with room to spare.

Accessories that will interest the enthusiast add to the appeal of what has proved to be a fine bargain for its price.

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