

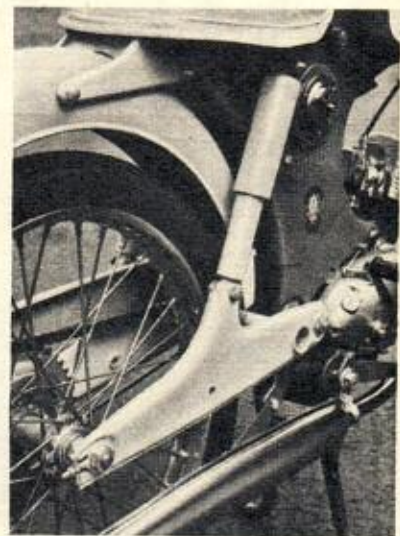
NO call to send protest letters to the Society for the Prevention of Cruelty to Small Engines. The Beagle may be only 75 cc capacity, but it's a remarkably tough little bike, well able to give a good account of itself with a heavy rider aboard.

That, after all, was the object of the exercise. Minibikes are aimed principally at the ride-to-work market and BSAs have no guarantee that only lightweight riders will buy this one.

On a level road I could push the speedometer needle up to just under 50 mph, bettering that figure on a downgrade or with a favourable wind. Cruising speed could be between 35 and 45 mph. Overall fuel consumption worked out at around 155 mpg.

75 CC BSA BEAGLE

by
BOB
CURRIE



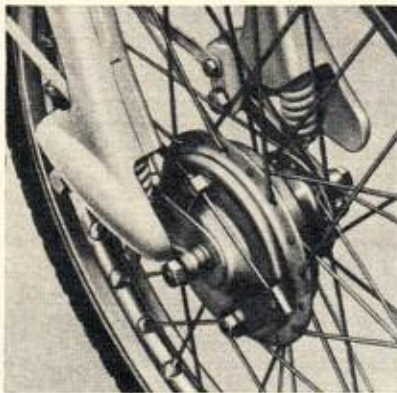
Even so, bald figures cannot convey an impression of the abundance of energy packed into that little overhead-valve engine, yet therein lay the joy of the Beagle. In effect, it is two machines in one—a nippy, flexible about-townster for weekday use and a lively sports ultralightweight for weekends. It looks a goer and looks don't lie.

PUNCH

Power band width is generous, so there is punch all up the scale, the engine spinning freely and happily. This shows up in everyday riding, for in top the Beagle will amble along at 22 mph yet accelerate strongly without the need to drop down through the gears.

On the other hand, use the gear box (you can see 40 in third!) and the sporting nature of the model becomes apparent. Steering is light and responsive, and top and third ratios are relatively close—that all adds up to top-line fun around the minor lanes.

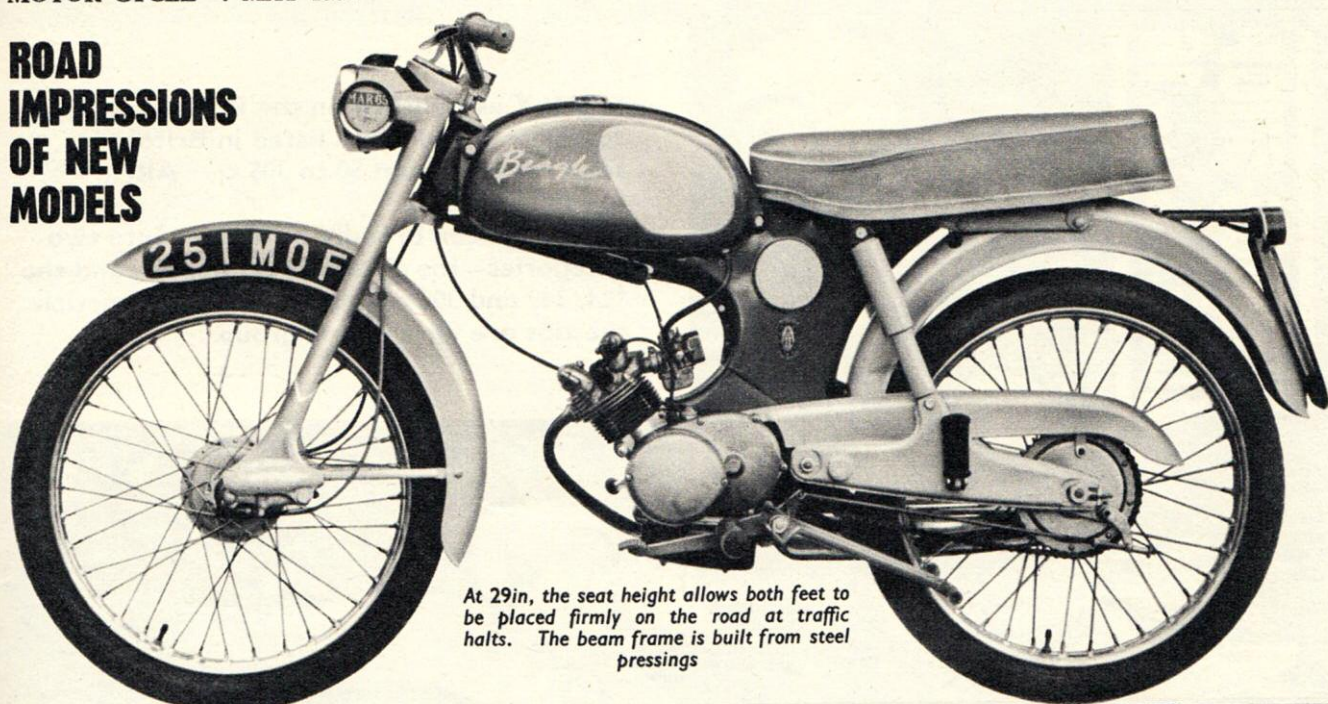
No cold-starting device is fitted, so the carburettor requires generous flooding. With that proviso, the Beagle starts readily enough and lack



Left: The spring-controlled leading-link front suspension gives light and positive steering. Above: Pivoted-fork rear suspension is fitted with Girling units



ROAD IMPRESSIONS OF NEW MODELS



At 29in, the seat height allows both feet to be placed firmly on the road at traffic halts. The beam frame is built from steel pressings

of an air slide doesn't affect the take-off.

One further precaution; it paid to operate the kick-start pedal a couple of times with the handlebar lever withdrawn to break clutch sticking before the first getaway of the day.

In other respects clutch engagement was smooth and, though gear-pedal movement was very short, the gears slid into place quietly and positively.

Riding position is comfortable and with only 29in seat height, both feet can be placed firmly on the road at a traffic halt. That makes for confidence—an important point, since many a youngster will be choosing a Beagle as his first mount.

TWO TESTS

Fuel consumption figures were taken while checking the route card for a rally. This involved some roughish third- and fourth-class lanes, a ford or two and some sharp climbing, with the gear box coming in for a deal of use; nevertheless, on going such as this, 165 mpg was returned.

A second test took in main-road cruising at 40 to 45 mph, plus a few built-up areas; this time the figure was a respectable 142 mpg.

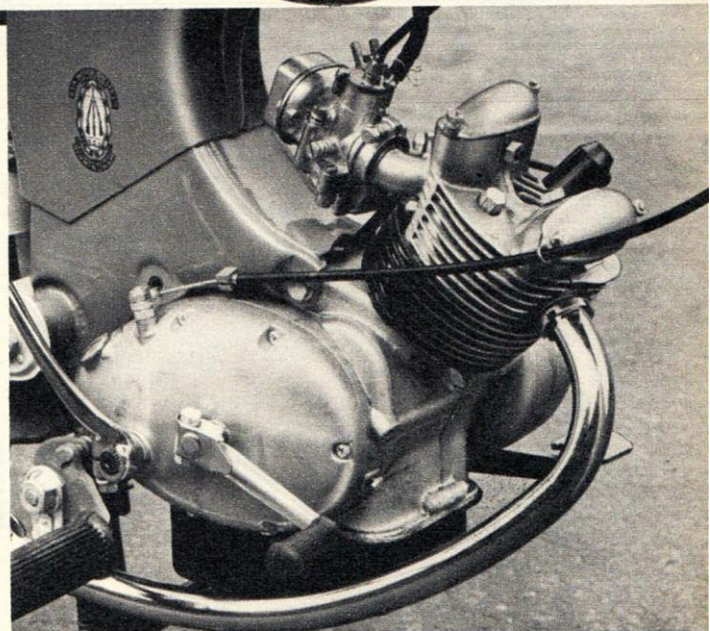
Over the poorly surfaced route the handling was excellent and with the light steering it was easy to select a path which avoided the worst of the rough. Especially at the rear, I thought the springing was a little too stiff but at the end of a day's outing there was no saddle soreness.

LIGHTING

From direct lighting, a 4in-diameter headlamp and an 18-watt main bulb, you might expect rather so-so night-time performance. Wrong! The lighting was well up to the model's capabilities, sending out a bright and piercing pencil beam. The electric horn, though, emitted nothing more than a rather rude buzz.

The exhaust note is well-subdued and entirely inoffensive, but there is a certain amount of mechanical clatter and, in particular, a carburettor induction silencer would be an advantage.

That apart, the Beagle is a likeable featherweight, possessing a zest for life almost indecent in a machine so small. Youngsters will love it; assuming, that is, that they can prise it away from their equally smitten dads.



"... abundance of energy packed into that little overhead-valve engine"

SPECIFICATION

ENGINE: BSA 74.8 cc (47.6 x 42mm) overhead-valve single. Compression ratio 9 to 1. Wet-sump pressure lubrication

IGNITION and LIGHTING: Wipac flywheel magneto with six-volt direct lighting coils. 18/18-watt main bulb. Parking light supplied from dry battery.

TRANSMISSION: Four-speed gear box in unit with engine; positive-stop foot control. Gear ratios: top, 11.52; third, 15.1; second, 23.8; bottom, 34.4 to 1. Primary drive by gears, secondary drive by chain.

SUSPENSION: Leading-link front fork controlled by coil springs. Pivoted rear fork with Girling spring-and-hydraulic units.

TYRES: Dunlop Gold Seal K70, 2.25 x 19in, front and rear.

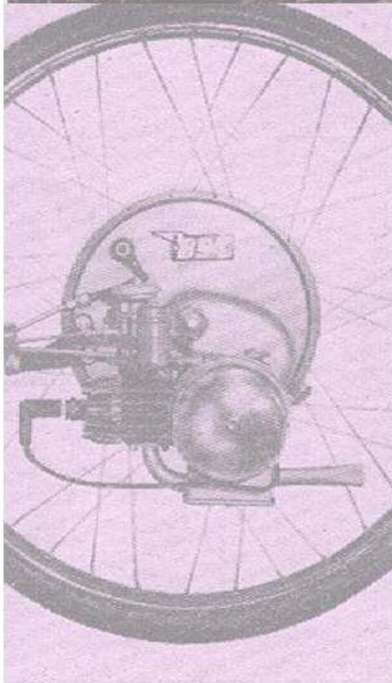
WEIGHT: 140 lb, without fuel or oil.

ROAD TAX: £1 a year.

PRICE: £95, including British purchase tax. Speedometer £3 3s extra.

MAKERS: BSA Motor Cycles, Ltd, Armoury Road, Small Heath, Birmingham, 11.

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