

## Manufacturers' 1957 Programmes

# THE PRODUCTION BSA DANDY MODEL

WHEN the prototype Dandy 70 lightweight scooter was introduced at Earls Court last November, the BSA Company made it clear that production was not expected to commence until the Spring this year. For various reasons, production in appreciable quantities did not commence until the beginning of October—several months later than originally planned.

Because of the additional time that it has taken to arrange production, the Dandy has had an even more than usually thorough testing. It is interesting, therefore, to find that the final production specification differs in only very few respects from that of the original prototype shown at Earls Court and that these differences are mainly concerned with appearance, and comfort. The price, too, at £74 8s. (including £14 8s. tax) is as originally announced.

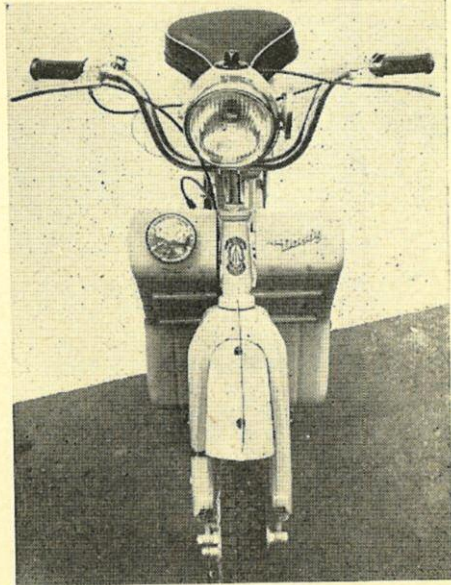
The most obvious difference concerns the headlamp. On the prototype, a shaped-pressing in the curve of the handlebar-bend housed a small headlamp and also the horn. Now, the horn has been mounted in the offside of the legshield and a large 4½ in. normal headlamp is fitted instead. This has a double-filament bulb and a pilot bulb for the parking battery. An on/off switch is built into the headlamp and a dipper switch is provided. The change improves the front-end appearance.

A twist-grip gear-control instead of the trigger-type snap-control is fitted, and the kick start extension to the hand start lever has been dispensed with, the hand start having been found sufficient on its own. The saddle has been made wider and deeper to give the greatest possible comfort. Finally, the rear number-plate has been mounted on the mudguard instead of on the carrier.

Apart from these details the specification is virtually as announced a year ago. The open-type frame of the Dandy is formed by two vee-shaped pressed-steel members welded together to form a box section, these being welded to the steering-head tube. The front-forks are of the leading-link type, with enclosed helical springs.

Layout of the engine-gearbox unit is particularly interesting as this also acts as part of the pivoting fork. Aluminium alloy die-castings are employed for the unit, which is arranged horizontally in a U-shape around the rear wheel with the cylinder-head pointing rearwards on the offside, the crankcase running transversely across the machine and the gearbox housing extending rearwards on the nearside. Final drive is by chain. Pressed steel fork-arms bolted to the cylinder-head and the gearbox housing carry the rear wheel spindle; that from the gearbox housing also forms the chainguard.

The complete engine-gear unit pivots from the frame, the fulcrum bolt for the pivoting-arm unit being carried in lugs welded to the frame. As the whole unit pivots during deflec-



**FRONTAL VIEW** of the BSA Dandy, now available generally to agents.

tion of the rear wheel, and as the entire rear transmission moves with it, chain tension remains constant throughout the 2½ in. range of movement.

A six-pint fuel tank is attached to the frame and a forward hinging saddle is mounted on this. The wheels are fitted with 20in. by 2½ in. Dunlop tyres and the internal-expanding brakes are 4in. by ¾ in. wide.

The 70 c.c. power unit has a bore and stroke of 45 mm. by 44 mm. and a compression ratio of 7 to 1. Gear ratios are 9.7 and 21.2 to 1. Built into the gearbox mechanism is a pre-selector device operated by the twistgrip handlebar control. A dry-plate clutch is employed. The carburettor and inlet port are enclosed within the crankcase, access being through a detachable cast-aluminium cover which incorporates an air cleaner. An efficient fish-tail silencer is fitted.

By undoing the pivot bolt access can be

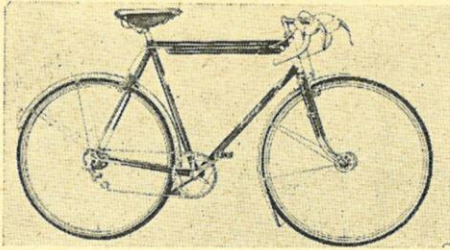
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## 1957 Programmes — Cont.

obtained to the complete power unit and gear-box and by the release of three bolts the engine, including the generator and clutch housing, can be separated from the gear unit. The shapely legshields extend rearwards to the footrests thus providing complete protection. The legshields, frame, mudguards and petrol

tank are finished in the same colour enamel with the saddle in black. At present there are three colour finishes available: Light green (eau de nil); honey-beige and dark lavender-grey. Wheel rims are chromium-plated, and the silencer is finished in heat-resistant silver-aluminium paint.

# NEW SPORTS RANGE BY RALEIGH



**THE RALEIGH RRA MODERNE**—It sells at £36 15s., or £39 19s. 6d., with a Cyclo Benelux gear.

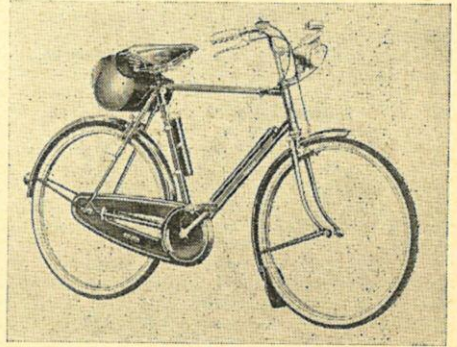
**T**HE most important feature of the Raleigh programme is a completely revitalized sports range. This is headed by the RRA Moderne, which can be seen on the company's exhibition stand at Earls Court. It is a thoroughbred of the highest grade and will be available in the Raleigh mark only. The price is £36 15s. for a single-speed and £39 19s. 6d. for a Cyclo Benelux 5.

From January, 1957, re-designed versions of the Raleigh Lenton Marque III, Rudge Pathfinder Phase III, and Humber Clipper Series III, will be available. A prototype—the Raleigh Lenton Marque III—will be available for inspection in the Raleigh offices at the Earls Court Show.

To complete this new sports range, the company will offer the Lenton Grand Prix—a man's machine in the Raleigh mark only. Here again, a model will be displayed in the offices but not on the stand itself.

Public demand for the outstanding range of lightweight models which consists of the Raleigh Trent Tourist, Rudge Ulster Tourist, Humber Beeston Tourist, and Triumph Palm Beach Tourist, continues unabated and production will continue throughout the 1957 season. All are equipped with Sturmev-Archer three-speed gear as standard, and Dunlop White Sprite tyres. These machines, highly competitive in price, will meet the increasing demand from the type of rider who, basically, requires a sports machine but prefers flat handlebar and the comfort of 1½ in. as against 1¼ in. tyres. The Triumph Palm Beach falls into this category. It is most attractively finished and features include a white-peak head.

The junior programme introduces two entirely new models to the Raleigh range. They are a boys' and girls' 18 in. model with 24 in. by 1½ in. Endrick wheels, all-rounder bars and hooded-lever caliper brakes. The machines are finished in royal carmine. White peak heads, a popular feature on many of the company's



**FULLY EQUIPPED RALEIGH**—The Superbe in its 1957 guise.

adult models, will now be added to the Raleigh and Humber range of juniors. This is a continuation of the RI policy to incorporate all the adult refinements in its juvenile machines.

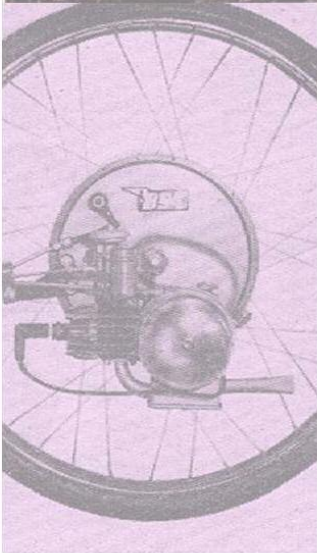
The full range embraces Raleigh, Rudge, Humber and Triumph. All are available in three sizes in both girls' and boys' models. The 16 in. frame has 20 in. wheels, the 18 in. frame 24 in. wheels and the 19½ in. frame 26 in. wheels. There is a choice of three colours for the Raleigh models and two colours for Rudge, Humber and Triumph. The two larger sizes are built from adult tubing and are entirely brazed up.

All models are fitted with Dunlop tyres, Brooks' or Lycett saddle, inflater, toolbag, tools and reflector.

Raleigh Superbe, Rudge de Luxe, and Humber Royal models will be fitted next year with stainless-steel spokes and chromium-plated rims as standard equipment. Stainless-steel rims will also be available as an optional extra.

It will thus be seen that Raleigh Industries is continuing its policy of offering a comprehensive range of models designed to suit all ages, all tastes and all pockets.

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