



B.S.A. Gold Column will appeal to the track rider

B.S.A. five-pin detachable dural chain-wheel, fluted cranks and Quill-type light-weight pedals with dural side plates are fitted, and the bottom bracket axle is a lightweight drilled type made of high-tensile steel.

Maes light alloy bend handlebars are fitted to a forged dural $2\frac{1}{2}$ in extension on a Reynolds 531 stem. Brakes are the new B.S.A. wire-operated central pull type in light alloy, with forged dural levers and light alloy hooded lever bodies. The saddle is a Brooks B.17N racing type.

Finish is black with chromium lugs, crown, fork and stay ends.

Another newcomer also introduced at the London show is the Golden Flash, the specification of which is very similar to that of the Gold Column. Main important

B.S.A. Extend Cycle Range

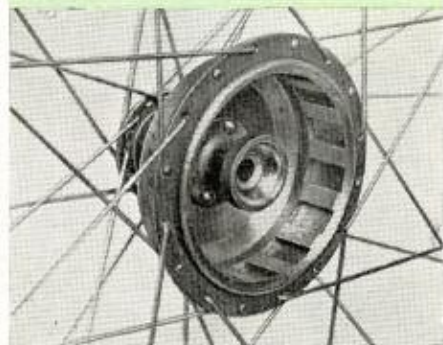
TWO NEW LIGHTWEIGHTS IN 1949 PROGRAMME

FOR the lightweight enthusiast one of the most interesting newcomers to the range of B.S.A. cycles is the Gold Column, which in racing trim turns the scale at about 20 lb (9 kg).

Shown for the first time at the recent London exhibition, this high-grade sports machine is available in $21\frac{1}{2}$ in and $22\frac{1}{2}$ in frame sizes with 72 deg head and 70 deg seat angles. It is built of Reynolds 531 double-butted tubing and has specially filed and tapered patterned lugs, pencil-pointed seat stays and brazed-on mud-guard and pump fittings.

Fork blades have solid ends and specially patterned crown, and the steering head has a new design of inserted cup head races for $\frac{3}{8}$ in balls and self-locking micro-adjuster rings.

Wheel components are 27in light alloy high-pressure rims, new B.S.A. lightweight hubs with dural flanges and stainless steel double-butted spokes. Dunlop road racing tyres are a standard fitment, but alloy rims and tubular tyres can be fitted as extras



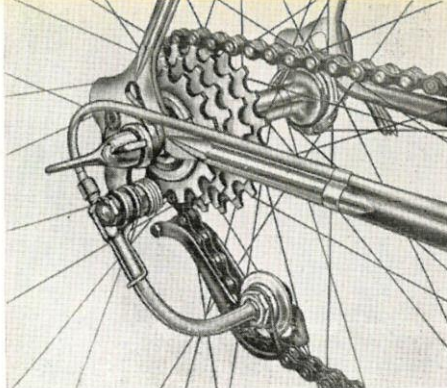
The hub shell only revolves in the B.S.A. Hublite

differences are that the machine has 26in Dunlop steel high-pressure rims and the finish is polychromatic light green with white lining. It can also be fitted with a B.S.A. three-speed hub or the new B.S.A. Four Star gear as extras.

B.S.A. have also introduced the Snap trigger control for their three-speed hub. Positive in action, the trigger is squeezed for changing up, and is then held in position by a spring-operated pawl. For changing down the trigger is pushed and snaps into position, engaging the gear as soon as released. A second pawl prevents any possibility of going direct from top to low. The gear position is indicated through a hole in the case.

The B.S.A. hub gear, which is now sold as a separate unit for fitting to any make of bicycle, can also be operated by a twist grip control, which is available for fitment on to all B.S.A., Sunbeam and New Hudson machines.

Also shown for the first time at Earls Court were the Hublite cycle dynamo sets. In these the hub shell is the only rotating part, the armature being mounted on the spindle. An effective light is produced at speeds over 4 m.p.h., and the output is

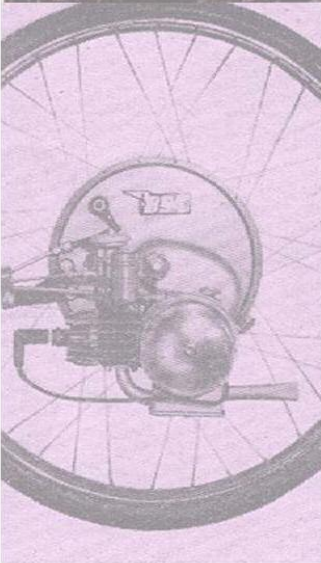


The chain shifting mechanism of the new B.S.A. Four Star derailleur gear consists of a tubular steel arm carrying the chain guide plates and pulley

regulated so that the bulbs do not get overloaded at high speeds.

Two models are available, one a standard set wired to head and rear lamps, with a handlebar switch, and the other embodying a patent automatic switch which brings the rear and pilot bulb in the head lamp into a battery circuit when the speed falls below 4 m.p.h. When the speed rises above 4 m.p.h. the pilot lamp is automatically switched off and the main head and tail lights brought into the dynamo circuit. A light is therefore always available.

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