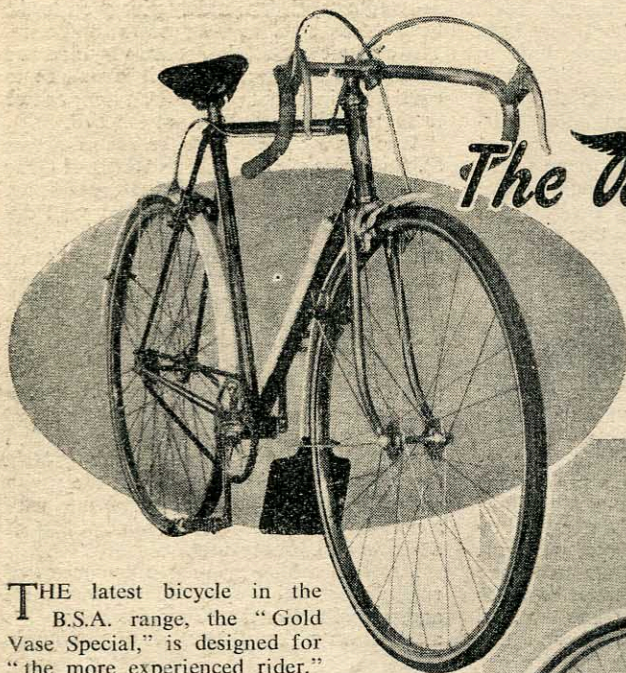


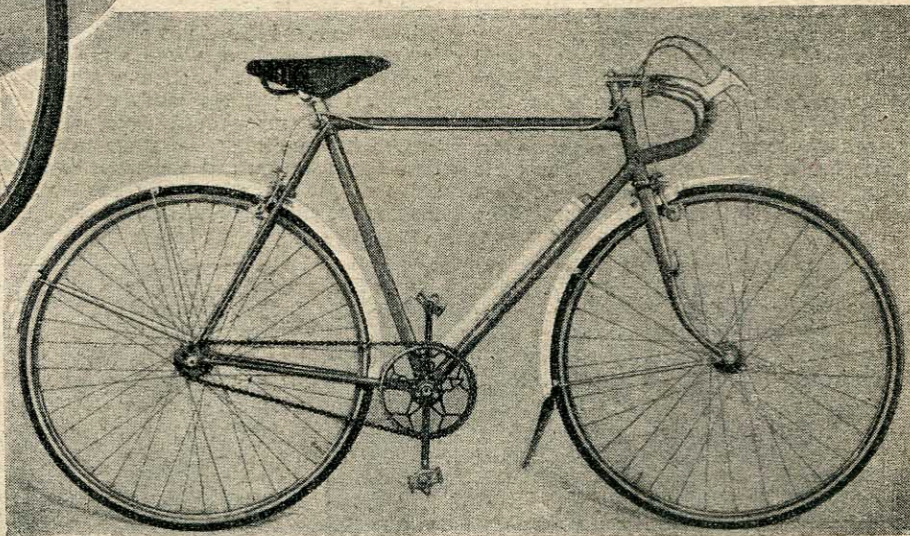
"CYCLING" ROAD TEST OF

The BSA Gold Vase Special



(Left) Three-quarter view of the new model showing its neat and pleasant lines. (Below) Side view gives a more detailed picture of the frame design and specification.

A Recent Introduction to the Company's Range, this Well Thought Out Machine is a De-luxe Version of the Popular Gold Vase Model



THE latest bicycle in the B.S.A. range, the "Gold Vase Special," is designed for "the more experienced rider." That is the description given to it by its makers. I feel that they could not have used a better one.

The "Special" is a de luxe version of the already established "Gold Vase" model. Someone has given it a lot of thought. The frame design, which in riding is proved excellent, is both pleasant and sensible, but equally important is the fact that the machine is carefully and tastefully equipped with the type of components that will appeal to the specialist.

In fact, throughout it is a specialist's mount. Let us take the Gold Vase Special apart and see what there is about it that will find favour in this critical market.

First, the frame. It is entirely new to the B.S.A. range. Angles are 72-70; wheelbase is 41 ins. centre to centre; the back ends are 17½ ins. and the rake of the D-to-round

forks is 2½ ins. The frame comes in 21½-in. and 22½-in. sizes, and with the larger model is "square," that is the top and seat tubes are equal in length. Lugs are finely cut out and finished. Brazed-on fittings are restricted to a lamp boss, while mudguard eyes are integral with neat drop-out fork-ends.

Accessories and Fittings

The B.S.A. large-flange hubs, light gauge double-butted spokes and 27-in. stainless-steel rims shod with Dunlop H.P. tyres and tubes build up into a smart and serviceable pair of wheels.

Transmission unit is a B.S.A. flanged five-pin 46-tooth ring with fluted 6½-in. cranks picked out in enamel to match the general colour scheme. Pedals are the well-known B.S.A. steel quill pattern, with lubricating nipples in the spindle caps.

Other fittings of note are the saddle, one of the new Brooks range, designed for racing purposes and known as the B.17 Special; the G.B. equipment, comprising alloy Maes bars on a 3-in. lugged alloy expander bolt extension, and quick release "Coureur" brakes with the new finger-tip control, built-up levers. The ensemble is

completed with narrow section white celluloid mudguards and pump to match, and is finished in flamboyant amaranth, the distinctive purple-red used by the company's road-racing team.

Altogether this is a machine that gives the impression both of elegance and a capacity for hard work. It could serve equally well for road racing, club riding, or, with minor adaptations, for fast touring in the modern vogue.

That it weighs complete under 24 lb. and costs less than £26 should help to guarantee its success.

Well Tested

I put the machine to test under winter conditions on two consecutive week-ends in the North Downs. When I first set off I was prepared for any tricks that it might feel inclined to play on its first outing. There were none. It was responsive and nippy, yet steady on steering, well-behaved in normal riding but quick to the touch when one was in a hurry. It inspires confidence on any fast drop, and it is an admirable hill-climber, either in or out of the saddle.

"NIMROD."

AT-A-GLANCE SPECIFICATION

Frame.—Reynolds 531 tubing. Head angle 72 degrees, seat angle 70 degrees. Sizes, 21½ and 22½ inches with equal length top tube. Cut-away lugs. Thin taper seat and chain stays. Mudguard eyes integral with rear drop-out fork ends. Twin force-feed bottom bracket lubrication.

Forks.—Reynolds 531 tubing, "D-to-round" blades, 2½-inch offset. Brazed-on lamp bracket. Solid fork ends incorporating mudguard eyes.

Transmission.—Five-pin, 46-tooth flanged steel chainwheel on 6½-inch fluted forged-steel B.S.A. cranks. B.S.A. quill racing pedals. Coventry chain. Gears: choice of B.S.A. three-speed hub or "four-star" four-speed derailleur.

Wheels.—Semi-wide flange B.S.A. alloy hubs, 27-inch stainless-steel high-pressure rims. Double-butted spokes. Dunlop High Pressure Road Racing tyres and tubes.

Brakes.—G.B. Coureur, alloy, quick release. Hooded levers with finger-tip cable control.

Saddle.—Brooks B.17 Special.

Handlebars.—Alloy Maes on three-inch G.B. lugged alloy extension. Expander bolt fitting.

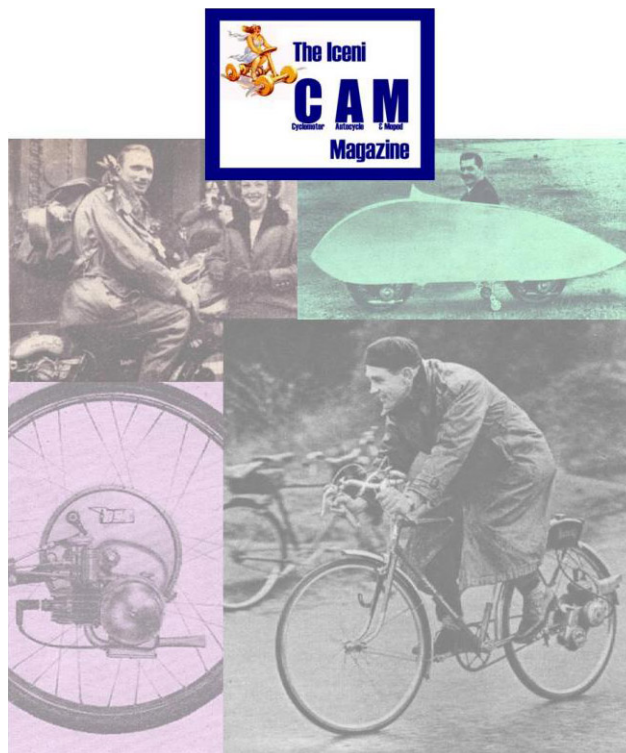
Mudguards.—Narrow section white celluloid with mud-flap. Built-in rear reflector.

Pump.—Apex 15-inch white celluloid.

Finish.—Flamboyant amaranth with crank flutes picked out in match. Decorative colour bands and "Gold Vase Special" transfers.

Price.—Single-speed model, £25 17s., including tax. With three-speed hub gear, £27 19s. 10d. With "four-star" derailleur gear, £28 13s. 4d.

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