



National Cycle Archive



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National Cycle Archive



Awheel



B·S·A CYCLING ANNUAL

CYCLING *By F. J. Urry*



WHAT is cycling? In a word it is the nearest thing to flying mortal man will ever attain under his own power. He can certainly glide, but whither? He is at the bidding of the air currents. With a bicycle the average human multiplies his natural travel speed by three, and comfortably sits down to the job. He moves freely and easily over any roads in almost any weather at a minimum of expense and a maximum of healthy pleasure. He is indeed a god, since joy is with him, and health the reward for seeking it. That is high praise, yet, even so, less than the part cycling is playing in the health of a nation.

To ride a bicycle well is to ride it regularly, to be fit for the game, as you would be for cricket or football, tennis or swimming. Buy your bicycle and use it; buy the very best you can afford and make it the servant of your travels, for the more you ride the more you will desire to wander, the greater will become your love for this perfect freedom, this week-end and holiday release from the slavery of toil that chains all of us for so many hours a week to the bench, the office, or the counter. For wandering awheel is not a costly business in these

days with the Cyclists' Touring Club, the National Cyclists' Union, and the Youth Hostels Association catering for the modest requirements of cyclists.

Cycling will always appeal to youth because it is the embodiment of exploration, and fulfils the natural



desire to know what lies round the corner or beyond the horizon. But the modern tendency is for the middle-aged and elderly to find in this ever-fresh and delightfully personal game a new lease of activity, a freedom from time and circumstance which are peculiar virtues of the bicycle. Maturity often means the end of fierce activity in the sphere of games; one lags superfluous, and drops out. Not so with cycling. You can make it as strenuous as your muscular power will permit, or as gentle as you desire. But, in any case, the exercise will make you breathe deeply and preserve that source of human power—the lungs—that so largely controls health. Cycling is a preserver of youthful activity over a longer period of life than any other game.

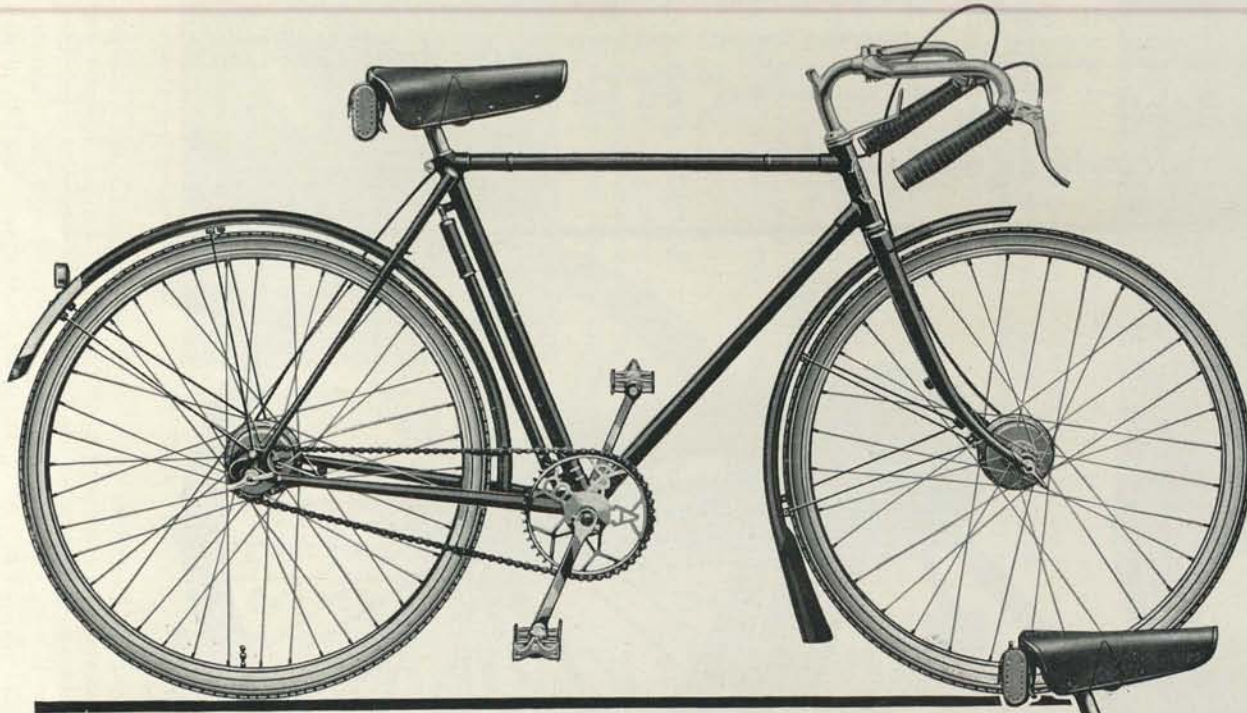
As an introduction to all the natural loveliness of this delightful country, where is its equal? It widens



the horizon of the walker by the multiple of three, and yet includes all that the tramper can conjure. Minute by minute it changes the vista quietly, silently and smoothly. You can hear the birds sing and the wind in the trees; you can talk to your companion with an intensified appreciation of the glorious visions that slide so quietly by; and the day's ending of a long ride is a happy memory that will not readily depart. And the long coast down the vale with the view constantly broadening beneath the beams of sunset. Is there anything quite so satisfying? Maybe only the light fluttering swoop of the satin-coated swallow. That is cycling, and it is all good, even on those dour days when the passage is rough, for the sense of personal achievement is always a happy trait in humanity.

But—and this is important—buy the best bicycle you can afford, for that way lies satisfaction.

B.S.A. Clubman Bicycles



The Clubman, with internal expanding brakes, has proved a very popular model among club riders. This model is now available with Trivelox gear—a feature that will be appreciated by riders who favour fast, long distance riding.

Model 509A **£6.10s.**

Three-speed Hub 20/- extra.

Model 509T With Trivelox Gear **£8**



Frame.

21 in. and 22 in., with parallel top tube. Taper seat and chain stays brazed-up.

Wheels.

26 in. x 1 1/4 in., Endrick narrow section rims.

Tyres.

Dunlop SPORTS.

Rear Hub.

With B.S.A. Free Wheel.

Pedals.

B.S.A. rat-trap or rubber.

Handlebar.

Marsh shallow drop, swan-neck or angle pattern stem to order.

Brakes.

Two expanding hub type.

Mudguards.

Wide celluloid, quickly detachable, mud flap to front guard.

Saddle.

TERRY No. 1198G.

Finish.

Black and chromium plated. Bronze coloured head.

Equipment.

Inflator, tool bag, oiler, two spanners, and rear reflector.

B.S.A. Clubman All-Weather Tourist Bicycle



The Club member who needs his machine for everyday riding will appreciate the all-weather equipment of this model.

Frame. 22 in. and 23 in., with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels. 25 in. x 1 $\frac{3}{8}$ in., chromium plated.

Tyres. Dunlop ROADSTER.

Back Hub. Three-speed and expanding brake.

Gear Case. Oil-bath, detachable.

Pedals. 4 in. rubber or rat-trap.

Handlebar. R bar, or to order.

Brakes. Two hub brakes.

Mudguards. Light steel enamelled, D section.

Saddle. TERRY No. 1199G.

Finish. Black, lined green.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

Model 510D **£7.15s.**



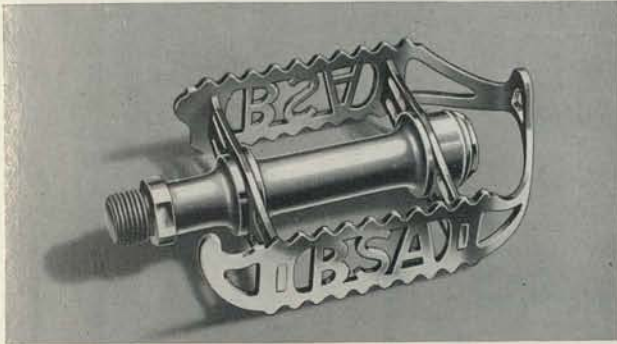
B.S.A BICYCLES

for 1935

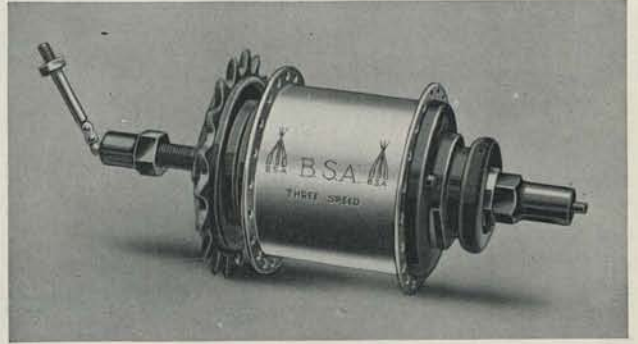


IN this Annual there is listed a machine to suit every type of rider, and if you choose the right bicycle for your particular requirements you will get many years of pleasure, service and healthy exercise from the pastime.

Golden Wings model has been introduced to suit the requirements of the Clubman who wants a high quality light machine at a medium price. This machine with complete B.S.A. equipment, lightweight hubs, high quality frame and forks, and the new ideal riding position, creates



B.S.A. Lightweight Pedal.

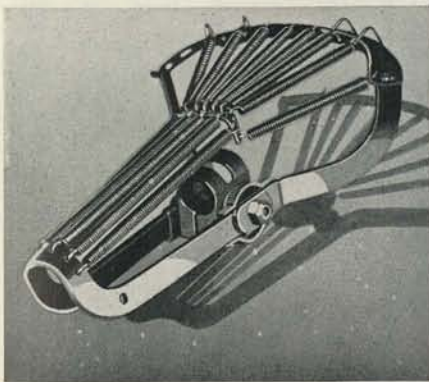


B.S.A. Three Speed Hub fitted only to B.S.A. Bicycles.

B.S.A. Bicycles to-day can be divided broadly into four classes—**Roadster, Club, Light Tourist and Tandem**, and each group has been designed to meet definite requirements.

THE ROADSTER GROUP. A wide choice is offered under this heading. The Roadster might be regarded as a general utility machine built to withstand hard wear. A dignified upright easy riding position is adopted on this class of bicycle, and when fitted with 26" wheels the low seating position enables the rider to put both feet on the ground in case of traffic stops or other emergency.

B.S.A. CLUB GROUP. This group has been extended to meet the growing demand of the cyclist for light, easy running machines. A very wide range of choice is available and includes machines suitable for club work, business purposes, touring, competition work and even record breaking purposes. Models are available in this group to suit the pocket of all classes of riders and every model is of the highest possible quality consistent with its cost.



Terry Saddle fitted to B.S.A. Bicycles.

The popular Club, Clubman, and Silver Wings models have been retained, but all frames and forks have been re-designed and now give a more forward and improved riding position. All frames in these classes now have tapered chain and seat stays with all joints brazed up. A

new standard of value never before available to the Clubman at such a reasonable price.

As the result of our close study of the Clubman's requirements and in conjunction with Hubert Opperman, the holder of all the most important long-distance road records, we have re-designed the Super-eeze range of models, the riding position has been improved, and a new fork and handlebar have been introduced to Opperman's specification.

Two models are offered:—

The Opperman Super-eeze and the Opperman Special.

THE SUPER-EEZE is built to Opperman's ideal for club and high speed touring, whilst the "**SPECIAL**" is to Opperman's specification for racing and record-breaking purposes. These models represent the last word in modern lightweight bicycles.

THE LIGHT TOURIST range is very comprehensive, most of the Club models having their counterpart in this range. Several different handlebars and adjustable stems are available and the rider will thus be able to select a riding position most suitable for his or her purpose.



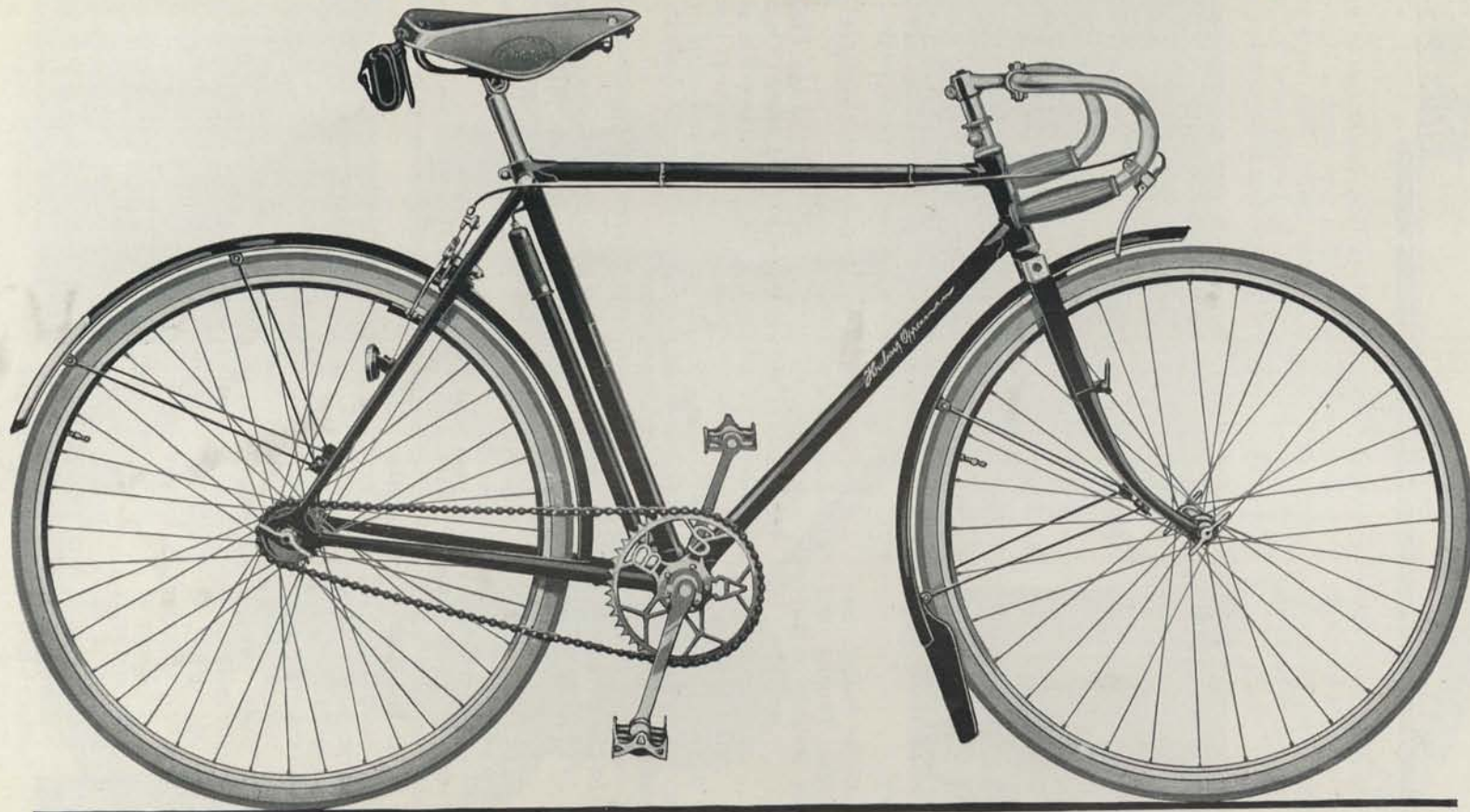
B.S.A. Caliper Brake.

B.S.A. TANDEM,

by their up-to-date design and excellence of specification and workmanship, have earned an enviable reputation. A complete range of Ladies' and Gent's models is available.

It will pay you to examine the machines for yourself in the local B.S.A. Dealers' Showrooms.

B.S.A. Opperman Super-eeze Bicycle



This is the model built to Hubert Opperman's specification for the Clubman who wants a really high-grade machine. It carries a facsimile of Opperman's signature.

Frame. 20 in., 21 in., 22 in. Built with chrome-molybdenum tubing, parallel top tube, round taper seat and chain stays brazed up solid, forward drop-out fork ends, cut-away lugs. Chain rest provided.

Forks. "D" to round, Opperman blades, patterned crown, brazed-in ends, and lugs for mudguard stays and detachable lamp bracket on brazed-on fittings.

Wheels. 26 in. Endrick steel rims, black centred, black spokes, butted.

Tyres. 1½ in. W.O. Dunlop SPRITE.

Hubs. B.S.A. lightweight Forged Steel.

Chain. B.S.A. ½ in. pitch roller.

Chain Wheel. B.S.A. flanged, detachable.

Gear. 44 teeth on bottom bracket, 18 and 16 on hub, or to order.

Cranks. 6½ in. B.S.A., forged from special steel.

Pedals. B.S.A. lightweight rat-trap.

Handlebar. Celluloid covered, Opperman bend, adjustable on angle stem. Sponge rubber grips.

Brake. B.S.A. caliper rear, quickly detachable.

Mudguards. Wide celluloid, quickly detachable, mudflap to front guard.

Saddle. BROOKS B 17.

Finish. Black and chromium plated.

Equipment. Best grade 15 in. x ⅞ in. inflator, brazed-on pegs. Tool bag. Tecalet oil gun. Two spanners, rear reflector.

Model 583A

£8. 8s.

B.S.A. Super-eeze Light Tourist



Here is the model for the man who wants a really light touring machine of the highest quality.

Frame. 20 in., 21 in., 22 in. (23 in. to order). Chrome-molybdenum tubes. Parallel top tube, round taper seat and chain stays brazed-up solid, forward drop-out fork ends, cut-away lugs.

Forks. "D" to round, narrow pattern crown, brazed-in ends, and lugs for mudguard stays, rear reflector and detachable lamp bracket on brazed-on fitting.

Wheels. 26 in. Endrick steel rims, black centred, black spokes, butted.

Tyres. 1 3/8 in. W.O. Dunlop SPRITE.

Back Hub. B.S.A. Three-speed.

Chain Wheel. B.S.A. flanged, detachable.

Gear Case. B.S.A. Oil-bath.

Gear. 44 teeth on bottom bracket, 16 teeth on hub wheel.

Cranks. 6 1/2 in. B.S.A. hardened and tempered.

Pedals. B.S.A. lightweight rat-trap, or 4 in. B.S.A. rubber to order.

Handlebar. R upturned, quickly reversible to dropped pattern. Sponge rubber grips.

Brakes. Two B.S.A. caliper.

Mudguards. Wide celluloid quickly detachable, mudflap to front guard.

Saddle. TERRY C.T.C. No. 1088G.

Finish. Black and chromium plated.

Equipment. Best grade 15 in. x 7/8 in. inflator, brazed-on pegs. Tool bag. Tecalemit oil gun. Two spanners. Rear reflector.

Model 588E **£9.15s.**

Expanding Brake Hubs 15/- extra.

Miller standard 6-volt Dynamo Lighting Set 18/6 extra.

B.S.A. Sports Golden Wings



The keen Clubman with an eye for value will certainly want to examine this model. It is a Sportsman's machine, with all brazed-on fittings and fully equipped, at a reasonable price.

Frame. 21 in. and 22 in. with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends, special quality tubes. Patterned lugs.

Forks. Blades A. & P. curved taper chrome-molybdenum. Forged steel ends brazed-in. Lugs for mud-guard stays and detachable lamp bracket brazed on.

Wheels. 26 in. x 1½ in., Endrick narrow section rims.

Tyres. Dunlop SPRITE.

Rear Hub. B.S.A. with Free Wheel and fixed cog.

Pedals. B.S.A. Lightweight.

Handlebar. Lauterwasser, celluloid covered, on adjustable angle stem.

Brakes. Two B.S.A. Caliper.

Mudguards. Wide celluloid, quickly detachable mud flap to front guard.

Saddle. TERRY No. 1198G.

Finish. Black and chromium plated.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

Model 590A **£6. 19. 6**

Expanding Brake Hubs 15/- extra.

CAMP KITS by "Camp Follower."

ATINY golden flame flicks the twilight. A curl of blue smoke drifts into the still air. The camp fire is alight again—and with it comes the big moment in the camper's day.

Soon the smoke-blackened billy will be a-bubbling and the old, dented-edged frying pan will be sizzling its contents over wood ashes that glow from pearly-white to cherry-red; will be sending up a mouth-watering aroma to mingle with the scent of the meadow-sweet. Then, as the bats wheel over the water that shines smooth as quicksilver, the evening meal will be washed down with well-sweetened tea (for this outdoor life makes you want more than your ordinary share of sugar). Then a peace will descend upon man and meadow, such as only those with true content in their hearts can hope to understand.

If camping does not make you feel this way . . . *don't go camping!* But, if it does—or you want to learn if it can—then listen to me and I'll tell you some of the tricks the old-hand learns about kit and comfort; fires and flies; washing-up and packing-up—and a dozen and one other things that can make or mar your enjoyment.

First, of course, you need a tent. Though I have known an enthusiast who, after but one night's experience of camp life, promptly went off to the Welsh heather and spent his entire holiday without a rag of canvas over his head, such a spartan practice is not to be recommended. It often rains quite hard in the hours of darkness . . . So buy a tent. Buy the lightest and the biggest you can afford. Select one steep-of-pitch and close of weave—this combination will shed anything that Jupiter Pluvius sends down on England. Get that tent big; because then you will not be so prone to touch the sides when moving about; and every time you touch the sides in wet weather the water drips at these points. The old hand knows how to get over that though—he simply runs his finger-tip from the drip to the eaves. Any tent is the better for a fly-sheet. This gives a double-roof effect; prevents all possibility of water coming in and, by reason of the currents of air it permits to pass over the actual tent roof, keeps the inside cool in the hottest sun.

Unless you sleep on some sort of bed away from the ground, you will also need a waterproof groundsheet between you and the earth. Also, if you will take the tip, you will cover this rubber groundsheet with a thin

woollen "ground blanket"—for the chill of the soil strikes upwards and is made worse by the coldness of rubber. So—first the groundsheet, then the "ground blanket", then your blankets and then you. And never forget to have as many folds of blanket *underneath* you as you have above you. See to this and you'll sleep like a top. Different people require different degrees of warmth. Personally, I find that three blankets are ample. Blanket pins (an outsize of the ordinary safety pin) are fine for keeping covered those who "kick about" at night.



Having got your "house and bed", you've got to see about cooking. A wood fire is ideal. But some landowners will not permit it owing to the fire risk. Therefore, a small Primus-type stove should be part of the kit of the camper who tries strange sites. The drawback to these stoves is that you can only cook one pot at a time. But there are ways around the difficulty. For example: you want to make tea, cook porridge and boil an egg. O.K.! First, cook your porridge. Transfer it to a clean pot or plate and wrap the whole in a blanket to keep warm. Then boil your water and make your tea. Then put on the egg and start on the porridge. By the time you've had that, the egg is done!

To return to the fire. A big blaze is useless and so is a smoky one. What you want is a small, quick, hot flame to boil over and a bed of hot ashes to fry over. So this is the way to go about things. Go along a hedge and snap off dead twigs with your fingers until you have a good-sized collection. Put down a handful of paper, dry fern or grass. Over this build a wigwam of the *smallest* twigs and, around this, erect another of the larger ones. In doing so, remember two things: a fire must have air and it must have something to climb on—hence the wigwam construction. Fill and place your pot above the unlit wood and touch off with a match. Three minutes will give you a quart of boiling water and a nice bed of flame-free, smokeless ashes for cooking.

Packing, whether in rucksack or pannier or Japanese basket, wants doing with care. Socks, handkerchiefs, towels—all should be pressed into service to stop rattling, prevent breakages, and ease tired muscles from hard corners. Rubbing on back—or bike—is not good travelling. There's lots more I could tell. But I haven't the space. So, to quote an old Flying Corps saying of the war days: "You must finish your education upstairs"—or rather, in camp.

Women & Wheels

Pedal those blues away!

by Adelaide Heriot

BICYCLES have come back with a bang, and women everywhere are finding a new thrill in this up-to-the-minute means of seeing the country and shedding those extra ounces which are, alas! the penalty of an indoor or sedentary life. Every week-end, I observe, with surprise and keen admiration, the increasing number of girls and women who have escaped from houses, shops and offices, to fill their lungs with clear air and their eyes with vistas of greenery. Bright-cheeked, sandal-shod and béret-capped, they skim with equal zest along country lane and swarming by-pass; obviously getting a hundred-per-cent kick from their active muscles and the white ribbon of road stretching ahead—and causing, if I'm not mistaken, sharp pangs of envy to those who still think the only vehicle for rural jaunts is a four-wheeled one driven by petrol! Those pedalling nymphs look so exquisitely alive, with the breeze whipping their sun-warmed faces, and their slim backs tensed for an uphill climb. As I see some pretty creature flash by, laughing at her companion's joke, I remember the words of a certain veteran sportsman:

"For friendship and romance, give me a pair of push-bikes!"

And it is not only the brighter young who have gone "cycle-minded". It is rather astonishing how every other woman you meet nowadays seems to say: "Did you hear I'd bought a bicycle?" If she belongs to the less-young brigade (thank goodness, we've expunged the word "old" from our vocabulary) she will probably add: "It's even better fun than when I was at school!"

Seriously, it is better fun. Roads are smoothly finished, making bumps and punctures rare. We wear sensible but alluring clothes. The word "TEAS" twinkles a welcome in the smallest village. And the bicycles themselves have improved beyond belief. They are light-running, fitted with the most convenient array of really workable bells, brakes, lamps and other gadgets—and oh! that thrice-blessed chromium finish on the shiny parts! No longer does one come to the end of a rainy spin with aching limbs, a heavy muddy skirt, flattened spirits and the dire task of cleaning all those spokes lest they rust by the morning! The merest rub over with a cloth, and your machine is ready for the road again, its handlebars gleaming and its "works" guaranteed to function sweetly through another chain of vigorous days. Men may enjoy fussing about with gears and brakes, but most women are only too glad to give it a miss, and sit cosily round the home or hostel fire with clean hands and a serene mind!

And talking of roadside places to eat—well, you only need to have cycled in the bad old days, when your portion was a glass of sticky lemonade and a plank bench outside some misnamed "Cyclists' Rest", to appreciate how considerably they now cater for the two-wheel touring girl.

Hot, attractive meals can now be obtained at a low cost in most districts of Great Britain, Ireland and the Continent. By joining the Youth Hostels Association you may sleep for a shilling a night in any one of its 200 hostels. Write to 18, Bridge Road, Welwyn Garden City, Herts., for the Y.H.A. Handbook (7d. post free) and learn what facilities they offer for a happy "hike-bike" holiday.

As to clothing for bicycling, you will be guided by the season, the weather, and your own taste in "pretties". Fortunately, convention now allows us great latitude, and it is quite the done thing, even if you've left the twenties behind, to wear well-fitting shorts while on wheels, with perhaps a flannel or linen wrap-over skirt tucked into your carrier for donning when you dismount. If you feel that regulation shorts won't flatter your figure, and yet you want a bifurcated garment, try the new kind that look like knee-length skirts but are actually divided to give ease of leg movement. They are made in flannel, linen and drill, and worn with a gay cellular sports shirt, with belt and tie, are extremely practical and smart.

Flannel trousers and a linen coat of the blazer type make another nice outfit, especially if you are one of those streamline young women with a shortish crop and severely restrained hips. Otherwise, say I, avoid "slacks"! So when you've decided

where to go, how to go, and what to go in, it only remains to choose whom you'll go with . . . but that, ladies, I'll have to leave to YOU. Here's to heaps of happy days awheel!



B.S.A. Club Bicycle



The sporting girl who enjoys long distance club runs and fast road work will find that the light weight and easy running of this model add greatly to her pleasure.

Frame. 21 in and 22 in., with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels. 26 in. x 1½ in.

Rear Hub. Reversible.

Tyres. Dunlop SPORTS.

Pedals. B.S.A. rubber.

Handlebar. North Road dropped, or to order.

Brake. Rear caliper.

Mudguards. Light steel, enamelled. Spearpoint extension.

Saddle. TERRY No. 1199.

Finish. Black, bronze head, and chromium plated.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

Model 521 **£4.19.6**

Model 521A With one free wheel and two caliper brakes. **£5. 7. 6**

Model 521 AX With expanding brake hubs ... **£6. 2. 6**

B.S.A. Three-speed Hub 20/- extra on model 521A.

B.S.A. Opperman Special Bicycle



This machine embodies the special features of design of the Bicycle built by B.S.A. for "Oppy" for his recent successful record breaking attempts. It represents the last word in up-to-date racing design. Special attention has been given to the Bracket and Head Bearings, which are all of the highest quality, and the model carries a facsimile of Opperman's signature on the front down tube.

Frame. 21 in., 22 in., chrome-molybdenum tubing, round taper seat and chain stays, brazed-up solid, cut-away lugs. Rear fork ends forward drop out. Rear pull out to order. Wheelbase 42 ins.

Forks. A. & P. chrome-molybdenum with special Opperman rake and brazed-in ends.

Wheels. 27 in. Constrictor Conloy D.B. Spokes tied and soldered.

Tyres. Dunlop Tubular Road Racing, silk finish.

Front Hub. B.S.A. forged duralumin.

Rear Hub. B.S.A. single sided, with fixed sprocket.

Wing Nuts. B.S.A. duralumin.

Chain Wheel. B.S.A. K pattern 46T, duralumin. B.S.A. steel flanged detachable to order.

Cranks. B.S.A. 6½ in. fluted.

Pedals. B.S.A. Lightweight rat-trap.

Handlebar. B.S.A. "Oppy" bend celluloid covered on adjustable angle pattern stem.

Brake. Constrictor Conloy.

Saddle. Brooks B17C (narrow).

Seat Pillar. Straight Conloy.

Finish. B.S.A. Red, ivory white head.

Equipment. 15 x 7/8 in. inflator, Tecalmit oil gun, spanners, reflector, special chain oiling device in seat tube. Toolbag. Usual brazed fittings to order.

Model 591

Model 592

Model 595

Model 596

... .. £15. 6s.
With Cyclo three-speed Gear and two brakes, weight under 23 lbs.

... .. £16. 16s.
With 26 in. wheels, B.S.A. lightweight reversible hub with free wheel and sprocket, two B.S.A. calliper brakes, Constrictor Conloy rims, Sprite tyres W.O.

... .. £13. 10s.
As model 595, but with Endrick rims

... .. £11. 10s.
Cyclo three-speed Gear 30/- extra.

HUBERT OPPERMAN

Who broke the five most exacting of all British Cycling Records during 1934 on his B.S.A. Bicycle

London-York

196½ miles
9 hrs. 23 mins.
beating the previous record
by 7 mins.

12-Hours

243 miles
beating previous record by
1 mile

24-Hours

431½ miles
beating previous record by
15 miles

HUBERT OPPERMAN—or as he is more familiarly known, "Oppy"—came to England in June, 1934, to attempt long-distance Cycling records on his B.S.A. Bicycle. He achieved his ambition by beating the five most exacting of all British records—three of them, the 24-hours, Land's End and 1,000-miles, by very substantial margins in 15 days. An extraordinary feature of "Oppy's" successes is that he did not attack each one separately, he achieved all five in two individual rides.

His average speeds were: London-York, 21 m.p.h.; 12-hours, 20.2 m.p.h.; 24-hours, 18 m.p.h.; Land's End-John o' Groats, 15.2 m.p.h.; 1,000 miles, 13.5 m.p.h.

Referring to Opperman's times and mileages in the last three records, "Cycling" said: It is almost impossible to set down the enormity of the task these figures represent. The inclusion in the schedule of the 24-hours attempt was an afterthought and something in the nature of a gamble with the conditions that might prevail. 'Oppy' was instructed to let his bicycle 'roll' and never to push in a way that might jeopardise the real task of getting the Land's End-John o' Groats record. Well, he 'rolled' to



"Oppy" on his B.S.A.

Land's End- John o' Groats

865 miles
2 days, 9 hrs. 1 min.
beating previous record by
4 hrs. 21 mins.

1,000 Miles

3 days, 1 hr. 52 mins.
beating previous record by
10 hrs. 6 mins.

some purpose, so that he had 58 minutes left to complete 24 hours when he passed the previous record mark of 416½ miles."

At the finish of his wonderful ride, "Oppy" paid a tribute to the easy running of his B.S.A. Bicycle. He said: "I cannot speak too highly of my B.S.A. Bicycle. For sweet running, easy riding, comfort and reliability, it left nothing to be desired."

Later, at a dinner given to commemorate his achievements, "Oppy" expressed his appreciation of the sporting spirit of British Cyclists. "Cycling spirit is at its highest in this country," he said, "and I can assure you that the encouragement I received on the road went a long way towards my success."

Opperman has had many successes in Australia and on the Continent, some of his outstanding achievements including: World's 24-hour tandem-paced record, Paris, 1928; Non-Stop Paris-Brest and return record, 729 miles; 1,000-miles motor-paced record, Melbourne; Sydney-Melbourne unpaced record, 585 miles in 39 hrs. 42 mins.

PERMANENT REPAIRS

by A.M. BURRAGE

THESE is a peculiar joy, which has to be experienced before it can be appreciated, of watching a trap being set free for oneself while the snarer fondly imagines himself to be unobserved. The intended victim has all the calling of the game. Forewarned being forearmed, he may launch a counter-attack then and there or stay his hand for some subtle and future vengeance. People who are awake when they are thought to be asleep occasionally find themselves in this strong and enviable position.

If we are to believe Scottish history—and if we can't, we can't even believe in what we read in American newspapers—it was a spider which altered the whole course of Robert the Bruce's destiny. Peter's fate was moulded by a fly; and between spiders and flies there has always been a strong association of ideas.

threw a shadow as huge and shapeless as the map of Russia. The gate post was clumsily attached to the tree by nails and barbed wire, and the gate stood invitingly open, because nobody would ever again be able to close the wreck of it which remained. To open it wider or to shut it altogether they would have wanted a new gate. In these hard times it was better to leave it as it was.

His bicycle rested against the gate, rather in the sprawling attitude of a rustic reveller who did not know whether to trust his legs to take him home. Beyond was the hard blue-grey road, metallic in aching sunshine.

Looking through the lids of his eyes, Peter made up his mind at once that instinct had not deceived him. Yes, she was tampering with his bicycle, messing about with the back wheel, her finger-nails tinkling among the spokes. *Fss!* Ah, so she had taken out the valve.



This particular fly discovered the bridge of Peter's nose to be rocky and somewhat barren soil. There were richer prospects in the ravine to the north-east—or Cromer way, looking at it from a strictly Londonish point of view. So the fly, stepping delicately, wandered in that direction, and on the way he trod on a little nerve. Thus Peter, waking suddenly on the instant, contracted one of his face muscles, and the fly hastily departed from the earthquake area.

Peter's eyes remained open for no more than a moment. He closed them again, but closed them lightly, so that he could see through the lashes. Things were happening.

He was resting and had fallen into a doze just inside the half-open gate of a field. He was in the shade of an oak tree which grew out of the hedge behind him and

Smiling with his lips, but only in the manner in which he felt he might be expected to smile in a happy dream, Peter continued to watch like a drowsy cat. Already he was wrestling with the problem of whether to wake up and say *Boo!* or whether to go on being asleep. She had not yet lifted her face but he guessed that she was pretty. Afterwards, of course, he swore that he knew that she was pretty, even before he had seen her properly.

If they had shown her at the draper's a fabric of pale gold spun by the very best firm of fairies on Midsummer Day they would have been certain to say: "It will just match your hair." And for once they would have been telling the truth. It trapped the sun, and the sun seemed not in the least anxious to escape. As suddenly she just lifted her head he saw that her cheeks were faintly but

(Continued on Page Nineteen)

B.S.A. Club Roadster



Combining the light weight of the Club models with the general features of a roadster, this machine meets the requirements of the man who wants a bicycle for fast, long-distance riding.

Frame. 21 in. and 22 in., with parallel top tube. Taper seat and chain stays, forward drop-out fork ends.

Wheels. 26 in. x 1 $\frac{3}{8}$ in.

Tyres. Dunlop SPORTS.

Pedals. B.S.A. rubber.

Handlebar. North Road dropped.

Brakes. B.S.A. central pull type.

Mudguards. Light steel, enamelled. Spearpoint extension.

Saddle. TERRY No. 1199G.

Finish. Black, lined green, bronze head, and chromium plated.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

Model 504A **£4.19.6**

Model 504C With two caliper brakes. **£5. 7. 6**

B.S.A. Three-speed Hub 20/- extra.

Expanding Brake Hubs 15/- extra.

B.S.A. Silver Wings Club Bicycles



B.S.A. Silver Wings models need no introduction to Clubmen and women. They achieved great popularity immediately they were introduced because they are, without doubt, the smartest Club models on the road.

Gent's Club model 505 ...	} £5.19.6
Lady's Club model 506 ...	
Gent's Club Roadster model 507A ...	
Lady's Club Roadster model 508A ...	

Club Models with reversible hub, with one fixed cog and one free wheel and two caliper brakes, 8/- extra.

Frame.

21 in. and 22 in., with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels.

26 in. x $1\frac{3}{8}$ in. on Club Roadster, 26 in. x $1\frac{1}{4}$ in. on Club.

Tyres.

Dunlop SPORTS.

Back Hub.

B.S.A. with free wheel on Club Roadster. B.S.A. reversible, two fixed cogs with wing nuts on Club.

Handlebar.

North Road dropped or to order on Club Roadster. Marsh shallow drop, or Q, cream celluloid covered, on Club.

Pedals.

B.S.A. rubber on Club Roadster, rat-trap on Club.

Brakes.

B.S.A. central pull type on Club Roadster. B.S.A. Caliper rear brake on Club.

Mudguards.

Cream celluloid, with extension.

Saddle.

TERRY. No. 1198 on Club. No. 1199 on Club Roadster.

Finish.

Enamelled blue, maroon or cream to order, and chromium plated.

Equipment.

Inflator, tool bag, oiler, two spanners and rear reflector.



B.S.A. Club Roadster Bicycle



Here is the machine which combines the general features of a Roadster Bicycle with lightness of a Club model—a design which the lady tourist will appreciate.

Frame. 21 in. and 22 in. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels. 26 in. x 1 $\frac{3}{8}$ in.

Tyres. Dunlop SPORTS.

Pedals. B.S.A. rubber.

Handlebar. North Road upturned, or to order.

Brakes. B.S.A. central pull type.

Mudguards. Light steel, enamelled. Spearpoint extension.

Saddle. TERRY No. 1199.

Finish. Black, lined green, bronze head, and chromium plated.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

Model 522A **£4.19.6**

Model 522C **£5. 7. 6**

With two caliper brakes.
Metal chain cover 3/- extra.
B.S.A. Three-speed Hub 20/- extra.
Expanding Brake Hubs 15/- extra.

State whether upturned or dropped handlebar required.

B.S.A. Club Tourist Bicycles



The usual features of a Club Bicycle—plus the complete equipment of a Touring machine—that's what this B.S.A. model offers you, and at a price which makes them sound value for money.

Gent's model 504E
Lady's model 522E ... £6.15s.

Gent's model 504N
Lady's model 522N ... £6.19.6

With Endrick rims and two B.S.A. caliper brakes.



Frame.

21 in. and 22 in., with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels.

26 in. x 1 3/8 in.

Tyres.

Dunlop ROADSTER.

Back Hub.

B.S.A. Three-speed.

Gear Case.

Oil-bath detachable.

Pedals.

B.S.A. rubber or rat-trap.

Handlebar.

North Road raised, or to order.

Brakes.

B.S.A. central pull type.

Mudguards.

Light steel enamelled. Spearpoint extension.

Saddle.

TERRY No. 1088 C.T.C.

Finish.

Black, lined green, bronze head, and chromium plated.

Equipment.

Inflator, tool bag, oiler, two spanners, and rear reflector.

PERMANENT REPAIRS

Continued from Page Fourteen

warmly red. To match that colour it would be no use to go to the oil-and-colour shop, or even the greengrocer's. You would have to go to a portrait painter and let him mix his colours and stand over him until he got the right shade.

Eyes? Well, they were very grave and grey—like the sea under a sky which makes you wish you'd remembered to bring your waterproof with you. They were such solemn eyes that Peter was rather startled. After all, when you catch a girl uncorking your back tyre so that you'll think you've got a puncture, you expect her to look amused rather than as if she'd just been hearing that poor Mrs. Jones had been taken worse.

Still with the air of a bishop doing something to a foundation stone, she re-screwed the valve. Just so! He was to think that he had a puncture as soon as he returned to his machine. But why? Why? He was about to ask her in a cheery and inoffensive way when she threw a quick glance at his face.

There was nervousness, almost fear, in her eyes. Joke or not, she was not enjoying what she was doing. She was not the type of girl who would willingly let strangers talk to her, nothing of the “not-quite-a-lady.” He would have liked a photograph of her as he saw her then. But why had she done it? Why? Why? Why? And the young man, who badly wanted to know, was just going to risk startling her by asking the question, when she just straightened herself and walked away.

She did not go in the unobtrusive way of a burglar leaving by the back window, or in the hurried and marked manner of a boy getting out of an orchard. No, she just went away, not too slowly nor too quickly. “Just waffled off,” as he said afterwards.

Peter stood up, brushed away some green insects from his clothes, and walked on to the road. A sharp bend had already hidden her. He attended to his bicycle, half laughing and half puzzled. He unhitched the pump, and perspired freely over the task of getting the back tyre sufficiently hard. Those small celluloid hand-pumps are more trouble than they are worth.

In a minute he was on the outskirts of a village, a long street of scattered cottages, but she was nowhere in sight. He stood looking up the vista but she did not emerge from any shop or from one of the cottage gardens. He got off

his machine, leaned on the handle-bars and considered.

If you want the truth—and I suppose you do, else you would not trouble still to be reading—Peter desired the acquaintanceship of this strange and attractive young person. He had leisure before him, ten days yet of an unplanned holiday. It was no longer entirely unplanned.

Peter had taken his holiday on a bike for the double reason that he liked exercise and loved the countryside. You can't see England by rushing along arterial roads at forty miles an hour. You can't lift a car—or even a motor-cycle—over a stile and go switchbacking up and down footpaths. On the other hand, you can't walk far enough in a day to see all that you want to see. For such as Peter a bicycle is the poor man's horse.

Leaning across the fence of a creeper-clad cottage to Peter's right hand were two boards with paper pinned to them, and bold writing in blue pencil on the papers. One, in capital letters, said “Cycles Repaired”; the other, attractively written with many squiggles, announced, “Tease provided”.

Well, he wanted tea and he was by no means in any hurry to leave the village. He knocked on the door and was admitted by a sallow dame in a blue apron who conducted him into a parlour in which two young men were already seated with a tray before them. One of them wore bicycle clips attached to his trousers and the other was in shorts and stockings. Yet no bicycles rested against the fence out-

side. They were young men who looked like holiday-makers, and they regarded Peter out of kindly eyes while giving him tentative nods.

“Nice afternoon,” the smaller of the two remarked for Peter's benefit. He was a yellow-faced little young man, who looked something like a Chinese idol in gold-rimmed spectacles.

Peter agreed that the weather was beautiful.

“Handy little place, this,” remarked the other, a Greek god in a new heather mixture suit. “Have your tea here while you're getting a puncture mended. The tyre's up again by the time the tea's down.”

“You got a puncture?” Peter asked, interested for reasons of his own.

“Yes. Both of us. Extraordinary coincidence. New tyres, too. Good job we were near here. I hate mucking about with solution. Besides, it's sometimes such an awful



(Continued on Page Twenty)

PERMANENT REPAIRS

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job to find a puncture without a bucket of water. Still, it might have been worse. Here we are having tea while punctures are being mended. Good scheme, that.”

“Yes,” said Peter cordially, “it’s an awfully good scheme. I wonder who thought of it. By the way, did you leave your bicycles anywhere?”

“No,” said Apollo.

“Yes, we did,” corrected Freckles. “About a mile up the road. When we went to get those bally mushrooms of yours.”

He chuckled, and explained to Peter.

“My friend thought he saw some mushrooms in a field. Must have ‘em. So we left our bikes and walked about half a mile over rabbit holes to get ‘em. When we got to ‘em we found they were lumps of white chalk.”

“And when you got back your tyres were flat, of course?”

“Well, must have been getting flat. My back wheel started jogging almost at once. I was cussing about it and he was laughing at me when he noticed his own was flat. Then he stopped laughing. You know, they’ve been clipping the hedges about here, and the wind blows the thorny bits all over the road. Doesn’t hurt motorists, of course. If it did, it wouldn’t be allowed.”

Peter stared absently at a coloured photograph of Mr. Gladstone which hung upon the wall just above his table and almost winked at the solemn gentleman.

Freckles and Apollo were in no hurry, and though they had had a start of Peter they lingered on while Peter had his tea and ate excellent bread and butter and jam, followed by a dreadful Something which the local grocer, who supplied it, had the nerve to call seed-cake. By that time Peter felt that he was beginning to know them, and after cigarettes had been lit he walked round with them into the back garden where the repairer of bicycles carried on his business in a tarred shed.

The mender of cycles was a little, lame, deformed man with a round and child-like face. One of the bicycles stood on its saddle and handlebars, the cover of the back tyre had been loosened, and the inner tube, slightly inflated, was floating on the surface of water in a zinc bath. The cripple looked at them blankly.

“Well, I can’t find no puncture,” he said. “Must have been the valve rubber leaking. I’ll put a new one on.”

“No, it isn’t the valve rubber. I put a new one on yesterday. And cleaned the valve.”

“Well, there ain’t no puncture. I bin all over it inch by inch. No, and it ain’t an old patch leaking. Just feel the tyre of that other bike. I pumped it up hard just before I started on this.”

Freckles felt the back tyre of the other machine.

“Still as hard as nails,” he said.

“Well,” the mechanic remarked slowly, “it fair beats

me. Straight it does. I don’t know what’s the matter with tyres these days. Something they put in the rubber, I s’pose. But pretty well every day, sometimes three or four times and more, I get a bike brought in punctured, and there ain’t no puncture. Of course, I have to make a charge just as if there was a puncture, because of my time and trouble, but it ain’t satisfactory work. I’d sooner see a good old slit.”

“So would I—in somebody else’s tyre,” said Freckles, feelingly. “You’d better get the tyres on again and we’ll be off. Put on new valve rubbers to make sure.”

Peter’s tongue was in his cheek, and he was smiling at the roof of the shed. Of one thing he was now sure—that the little cripple was no party to the swindle.

“Funny thing,” observed the Cripple, preparing to do as he was bid, “it don’t seem to happen to none of the bikes what belongs to the local chaps and girls. Except the vicar’s lady. She comes along with her machine, and says ‘Oh botheration!’ and ‘How irritating!’ Yes, it’s happened to her quite a lot. It fair beats me.”

It beat them all—except Peter. Peter kept his face, but there was a bulge in his cheek where he had stowed his tongue. He said nothing and went quietly back to the little room, where he paid for his tea.

The Cripple’s mother was communicative and seemed unsuspecting when Peter questioned her after an artless preamble.

“I wonder if you could tell me,” he began. “Rather awkward for me, you know. I saw a lady along here just before I came in, and I had an idea I knew her. You know, met her somewhere before and all that. And she looked at me as if she thought she knew me, and wasn’t quite sure either. So neither of us liked to speak. She’s very young and she—”

“What did she wear?” the woman interrupted; for she was a true woman.

Peter described her clothes—not very well, for he was a true man. But the clue was given.

“Oh, that’s Miss Denslow—Miss Gladys Denslow.”

“Denslow—Miss Gladys Denslow,” murmured the Liar. “Er—yes, I seem to remember that name. Gladys Denslow . . . yes, yes . . . now where . . . Er—who is she?”

“Oh, she’s Dr. Denslow’s daughter. She’s an awfully nice young lady. Sends lots of people here to tea. Very, very kind to that poor boy of mine. Kind to everybody.”

“Except casual cyclists,” Peter wanted to say; but refrained.

Now he knew what lay behind it all, and he was queerly touched and yet wanted to laugh.

“And Dr. Denslow, he’s very nice, too. Ever and ever so nice. Comes and sees that pore chap of mine reg’lar and won’t take no money. Laughs at me and says he’ll

(Continued on Page Twenty-Three)

B.S.A. Club Bicycle



This is the model for the Clubman who wants a light, inexpensive sports machine for Club runs and fast road work.

Frame. 20 in., 21 in., and 22 in., with parallel top tube. Taper seat and chain stays brazed-up, forward drop-out fork ends.

Wheels. 26 in. x 1½ in.

Tyres. Dunlop SPORTS.

Hubs. B.S.A. reversible, fitted with two fixed cogs.

Pedals. B.S.A. rat-trap.

Handlebar. Marsh shallow drop, swan-neck extension.

Brake. B.S.A. caliper rear.

Mudguards. Light steel, enamelled. Spearpoint extension.

Saddle. TERRY No. 1198G.

Finish. Black and chromium plated. Bronze coloured head.

Equipment. Inflator, tool bag, oiler, two spanners, and rear reflector.

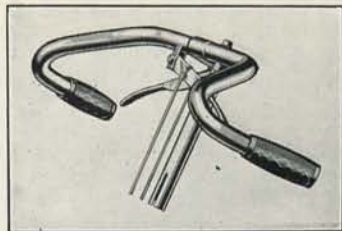
Model 503 **£4.19.6**

Model 503A With one free wheel and two caliper brakes. **£5. 7. 6**

Model 503AX With expanding brake hubs. **£6. 2. 6**

B.S.A. Three-Speed Hub 20/- extra, on model 503A.

B.S.A. Light Roadster Bicycle



If this Handlebar required,
order **Model 501 J.**



The man who uses his Bicycle every day for business and pleasure riding will appreciate the light weight and easy running ¹ of this machine.

Frame. 22 in., 24 in., with top tube 1 in. drop. 26 in. to order at an extra charge of 5/-.

Wheels. 26 in. x 1 3/8 in.

Tyres. Dunlop ROADSTER.

Gear. 69.3.

Pedals. 4 in. B.S.A. rubber.

Brakes. B.S.A. central pull type.

Saddle. TERRY No. 1199G.

Finish. Black, lined green, and chromium plated. All-black to order.

Equipment. Celluloid inflator, tool bag, two spanners, oiler, and rear reflector.

Model 501 With Eadie Coaster Hub and front rim brake.

Model 501A With B.S.A. Free Wheel and two brakes.

Expanding Brake Hubs 15/- extra. B.S.A. Three-speed Hub 20/- extra.

Model 501DX With Three-speed and Expanding Brake Hubs.

£4.19.6

£6.14.6

PERMANENT REPAIRS

Continued from Page Twenty

send his bill. I've never seen no bill. No, and never shall. Not but what he couldn't do with it from what I've heard."

Peter now knew all that he wanted to know. A little cheek now, and the game was in his hands. Suddenly, and perhaps a little surprisingly, he feigned being tired. A sudden languor sapped his limbs and caused his body to droop a little.

"I don't think I feel like going much farther to-night," he said. "Anywhere in the village where I can get a bed."

"Well, you could stay here. I've got a room which I let when I gets the chance. It's a nice big clean room with a feather bed and it's got—"

"Never mind about what it's got. Does it command a view of the road? I mean, is it in the front of the house?"

"Why, it's the room over this."

"I'll take it then, if it's vacant. For a night or two, at any rate. Er—how much?"

She named her modest terms for board residence, and the use of the room became his. He went out, and for the rest of the evening he haunted the village street, passing and re-passing the house with Dr. Denslow's brass plate on the gate on no less than twenty-four occasions. But he was unfortunate. The little lady did not reappear.

Next morning he was up, washed and dressed and sitting behind the window before six o'clock. Surely, he thought, she wouldn't be about before. In that he was quite correct. She was still fast asleep. And she wasn't even dreaming of him.

It was after eleven o'clock on the following morning when the spider behind the muslin curtains saw the fly. She walked under and past. The staircase was narrow and precarious, but he was down the stairs three at a time, and saw her vanish into the post-office a few yards up the road.

Peter felt that he too had business in the direction of the post-office, and he stood outside reading all about the latest date for sending a Christmas pudding to your friend in North Borneo. By the time he knew his latest date for sending seasonable greetings to another suppositious friend in the republic of Uruguay she had emerged again.

He braced himself, summoned his cheek, and pulled off his cap.

"Miss Denslow?" he said.

She stared at him and her colour deepened a little in mild surprise and embarrassment.

"I'm very sorry," she faltered, "but—forgive me—I don't think I know you—"

He sprang his bombshell.

"Well," he remarked casually, "you seemed to know me well enough yesterday to take the valve-rubber out of my back tyre and try to make me think that I'd got a puncture. Because I saw you when you thought I was asleep."

Next moment he was almost sorry he had said it. She turned the colour of a newly-painted pillar-box.

"Oh!" she exclaimed, with a kind of groan. "How dare you?"

"Yes," he agreed, laughing, "how dare I know? But I do know. And I know why you are doing it. To help that poor cripple chap. Well, you tried to make me a victim, but I—dash it all—I like you for it."

She tried to laugh, and tried to regain her normal colour. She succeeded in neither.

"Now," he went on lightly but firmly, "I'm coming to terms with you. I'm not well off, but I'll manage to send that chap ten bob a week if you'll stop giving people imitation punctures—"

"Oh!" she exclaimed. "Would you really?"

"And—"

"Yes?"

"Let me know you as a friend."

Her breath seemed to go.

"But—but how can I? You don't know anybody about here who could introduce us?"

"Oh, there's always a way. You've got a brother?"

"Yes, but he's in the City all the week. He only comes down sometimes for week-ends."

He laughed lightly.

"Then it's all simple. Give me his address and drop him a line and tell him that I'm coming to see him. Tell him he's got to bring me down as a friend some Saturday or Sunday."

"But—"

"If not—" he laughed; and then she laughed, too.

"Yes, but why?"

Somehow he made her look at him, and she saw that his eyes were shining and moist and pleading. And she understood. Her quickly lowered gaze and the colour deepening again in her cheeks showed him that she understood.

"Because," he said, himself suddenly shy, "I like you awfully."

She laughed then, and blushed the deeper.

"Well," she said, half turning, "I can't give you his address unless you lend me a piece of paper and a pencil—can I?"

* * *

They are going to be married very soon in the village church. Another job for Sam the cripple, for he shows people into pews on these occasions, and that always means grist to the mill.

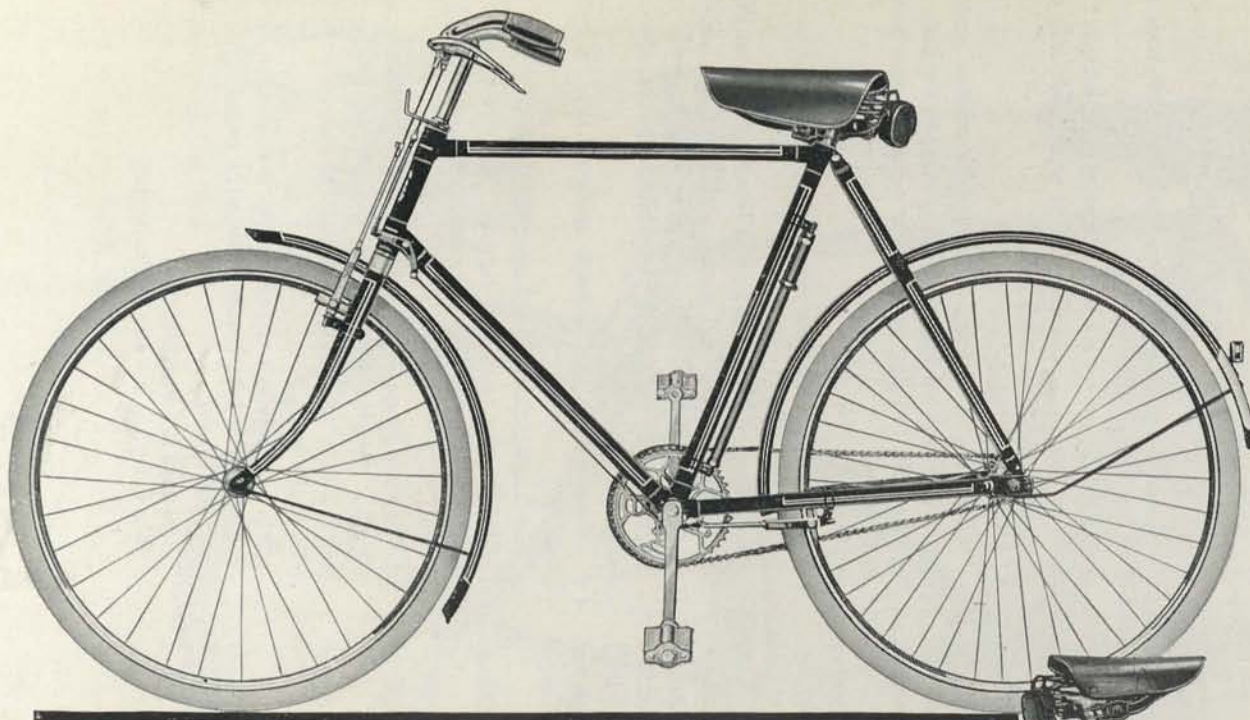
Sam's takings as a repairer of cycle tyres have fallen off considerably of late, but he is none the worse off, for some unknown reason.

Sam says it's Providence.

Sam is a great believer in Providence.

THE END.

B.S.A. Roadster Bicycles



These models are suitable for those who want an "all-purpose" machine. They are not unduly heavy, yet are capable of standing years of hard every-day service.

Model 500 With Eadie Coaster Hub and front rim brake. } **£4.19.6**
Model 500A With B.S.A. Free Wheel and two brakes. }

Model 500DX With Three-speed and Expanding Brake Hubs. } **£6.14.6**

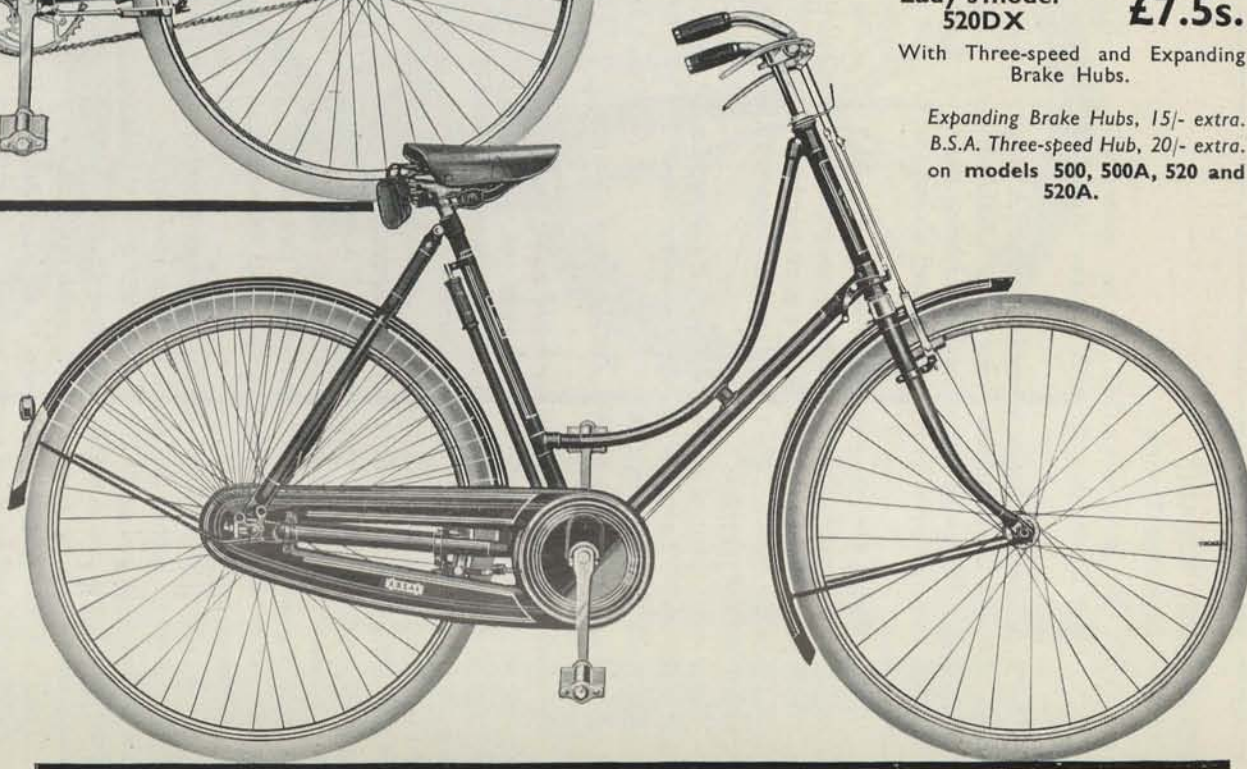
For 26 in. wheels and low bottom bracket, order models 502, 502A and 502DX.

Lady's model 520 With Eadie Coaster Hub and front rim brake. } **£5.10s.**
Lady's model 520A With B.S.A. Free Wheel and two brakes. }

Lady's model 520DX } **£7.5s.**

With Three-speed and Expanding Brake Hubs.

*Expanding Brake Hubs, 15/- extra.
 B.S.A. Three-speed Hub, 20/- extra.
 on models 500, 500A, 520 and 520A.*



Frame.
 22 in., 24 in., and 26 in.
 20 in. can be supplied on models 502.

Wheels.
 28 in. x 1½ in.

Tyres.
 Dunlop ROADSTER.

Gear.
 71.5 in., or to order.

Pedals.
 B.S.A., 4 in. rubber.

Brakes.
 B.S.A. central pull type.

Saddle.
 TERRY No. 1086.

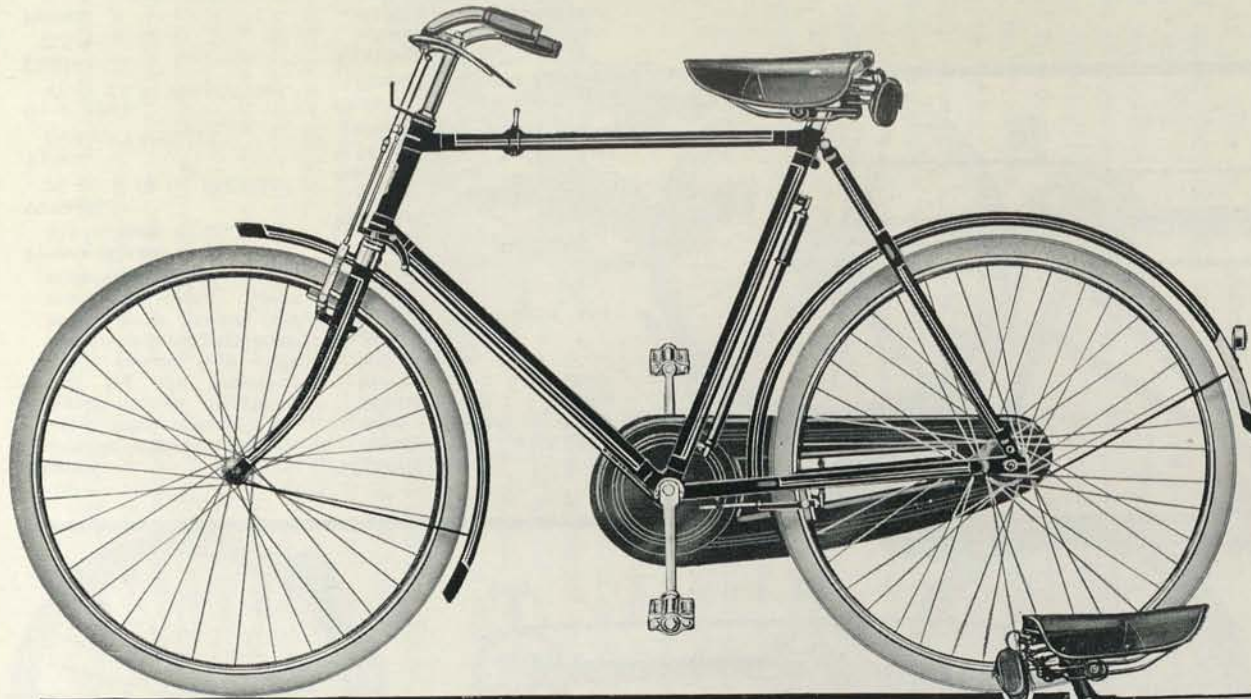
Finish.
 Black, lined green, and chromium plated. All-black to order.

Equipment.
 Celluloid inflator, tool bag, two spanners, oiler, and rear reflector.

Ladies' models.

22 in. and 24 in. frames, fitted with Oilbath gearcase.

B.S.A. Tourist and All-Black Bicycles



These are really smart-looking models suitable for the business man who prefers to cycle to and from the office and to spend leisure hours in touring and pleasure riding.

Model 500E With 28 in. wheels, 71.5 gear. **£6.10s.**

For 26 in. wheels, low bracket, 69.3 gear, order model 502E.

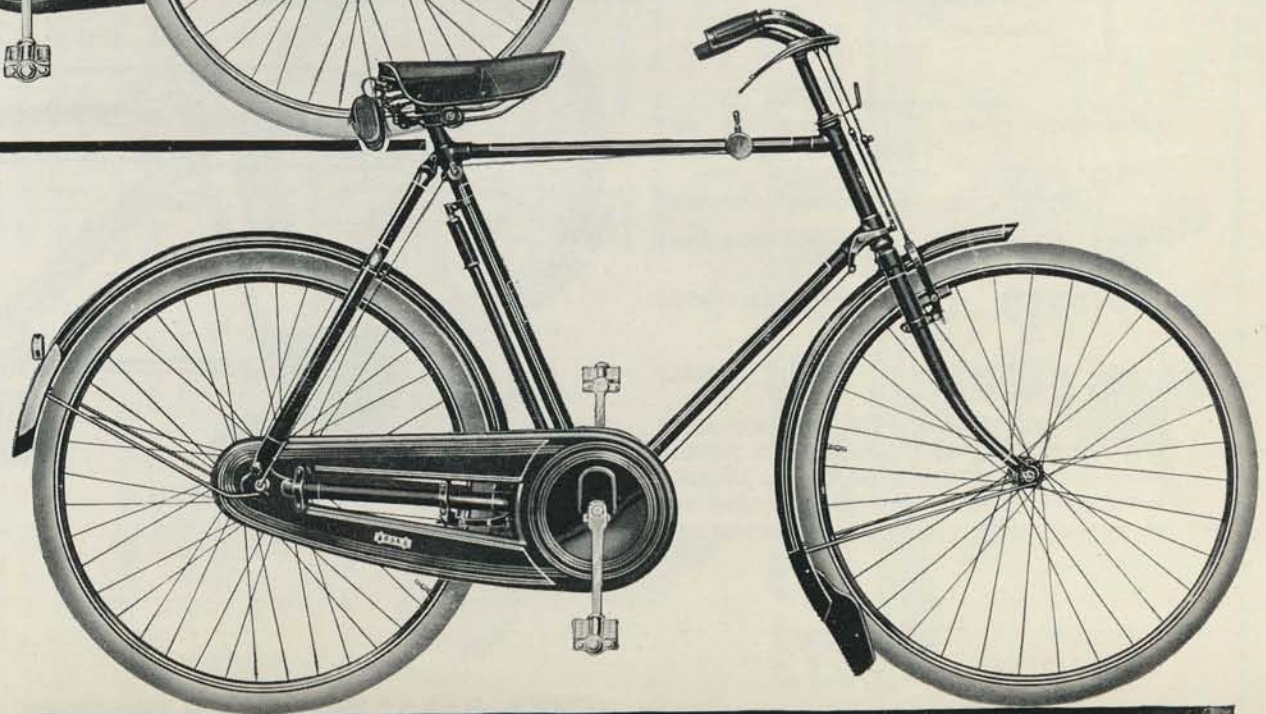
B.S.A. All Black Bicycle

Model 500G With 28 in. wheels. **£6.10s.**

For 26 in wheels and low bottom bracket, order model 502G.

Expanding Brake Hubs 15/- extra.

Miller Standard 6-volt Dynamo Lighting Set 18/6 extra.



Frame.
22 in., 24 in. and 26 in.

Wheels.
28 in. x 1½ in.

Tyres.
Dunlop ROADSTER.

Back Hub.
B.S.A. Three-speed.

Gear Case.
Oil-bath detachable.

Pedals.
B.S.A. rubber 4 in.

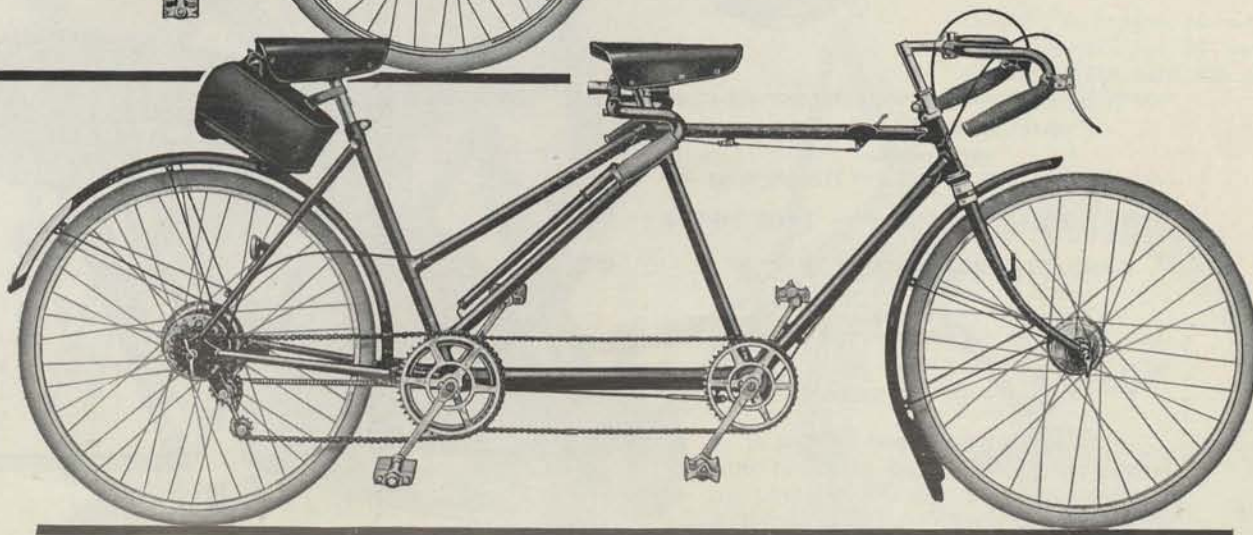
Brakes.
B.S.A. central pull type.

Saddle.
TERRY No. 1086.

Finish.
Black, lined green, and chromium plated.

Equipment.
Inflator, tool bag, oiler, two spanners, and rear reflector.
Deep D section mudguards and front flap on models 500G and 502G.

B.S.A. Tandems



Frame.
Double diamond pattern, built from specially designed fittings. Brazed-up seat lug and brazed-up quick release fork ends, brazed-on pump pegs, chain hook, lamp bracket and mudguard eyes. Short wheelbase model.

Frame Sizes.
20½ in. back, 21 in. front.

Wheels.
26 in. x 1⅜ in. Endrick.

Tyres.
Dunlop TANDEM.

Rear Hub.
With B.S.A. Free Wheel.

Chain.
B.S.A.

Pedals.
B.S.A. lightweight pattern.

Handlebars.
Marsh—front, with forward extension on B.S.A. adjustable clip; J handlebar on rear; both celluloid covered.

Saddle.
TERRY Club, front and rear.

Brakes.
Two internal expanding.

Mudguards.
Celluloid.

Gear.
54 in., 69 in., 89 in., (48T chain wheel only).

Finish.
Black and chromium plated.

Equipment.
Inflator, holdall bag, Tecalemit oil gun, tools, and rear reflector.

Last season showed a remarkable increase in the popularity of the Tandem, particularly amongst club riders. The B.S.A. Tandem, on account of its many outstanding features, was easily the most popular model on the road.

Model T51 **£15.5s.**

Model T52 **£16.16s.**
With Trivelox or Derailleur Three-speed Gear.

Lady-back model T53 **£15.15s.**

Lady-back model T54 **£17.6s.**
With Trivelox or Derailleur Three speed Gear.

B.S.A. Caliper rear brake to order in addition to two hub brakes 8/6 extra.



TANDEM ROMANCE

by H. L. TREVES

IT is said that he travels farthest who travels alone, but enjoyment is not to be measured in distance. As an offset to this aphorism may I remark that a sociable mile is worth a solo two.

The tandem bicycle has come into its own of recent years and to-day the sale of the sociable cycle transcends that of all preceding years. Why is this? Isn't it obvious. The tandem offers independent travel *a deux*, to an enormous community. It places at the disposal of two people absolute independence of travel at negligible costs. The Jack of the twentieth century is just as much a lover of Jill as the Jack of the eighteenth century, and Jack of

couple on a two-seater bicycle. In the morning of time, so far as modern road transit is concerned, we sang a popular song:—

*"But you look sweet, upon the seat
Of a bicycle made for two."*

To-day, we are not concerned with the fact of looking sweet, but we are interested in the fact that Jack can take Jill for a tour into the fresh air; that he can do his wooing in congenial atmosphere. Daisy may still "give her answer true", and Daisy of the tandem is just as romantic a figure as the Daisy of the nineteenth century song.

HALVING THE WORK

The tandem bicycle is the complete answer to the man who declares that the lure of modern travel has done more than anything else to empty the country's cradles. I say, without any fear of contradiction, that the tandem is the talisman of romance. You may observe it yourself on the open road. You, as I, must have seen the bicycle made for three; the "quadcar of the pedals" with the little cradle slung in between.

What does that denote, if not that Jack and Jill have not only paired up but that they remain enthusiastic roadfarers and that "Jillette" or "Jackette" has been introduced to the independent joy of travel.

To me, the tandem bicycle is the acme of sociable touring for the unendowed classes. It is the machine which splits the labour and doubles the pleasure. Whether Jack requires



Jill or another Jack for companion, the fact is that there is no machine or vehicle which offers him such sociability. It is not necessary to "throw" your voice like a B.B.C. announcer when you are one of the twin crew of a tandem. There is no noise to drown the inflection of your voice.

The popularity of the tandem bicycle is born of sociability, grafted on to the unrivalled freedom of the bicycle. No taxes, no running costs, no worries.

It is the only sociable machine on the road which does not have to pay maintenance charges. It is the only two-seater which is not mulcted in taxes. And, more important than all, it is the road carriage of the working classes which, because it takes its enthusiasts away from the crowded places, because it takes them into the unpolluted air of health, is the vehicle of health.

Let us give thanks, then, to the tandem bicycle which, pioneer of the sociable road movement, is still a healthy and health-giving machine.



to-day may take his lady love wherever fancy dictates. There is no more sociable vehicle than the tandem, with its absolute quietness and independence. It is not mine to enquire into the facilities offered to romance by the tandem bicycle, but I do affirm that one of the pleasantest sights on the road to-day is that of a mixed

Buying your B.S.A.

HOW YOU CAN PAY

When you have decided upon the particular B.S.A. Bicycle which you would like, if you prefer to pay out-of-income, it will be seen from the table below that there are two alternative means by which you can do this.

- The Hire Purchase System.** In this case you pay a deposit of 10/- before taking delivery of your Bicycle, and then pay subsequent weekly payments to the B.S.A. Authorised Dealer. (For amount of weekly payment, see Hire Purchase Terms, column three).
- Easy Payment Scheme.** All B.S.A. Dealers can supply B.S.A. Bicycles upon this system, and can give delivery after the first of twelve equal monthly instalments has been paid. (For monthly payments see Easy Payment Terms, column four).

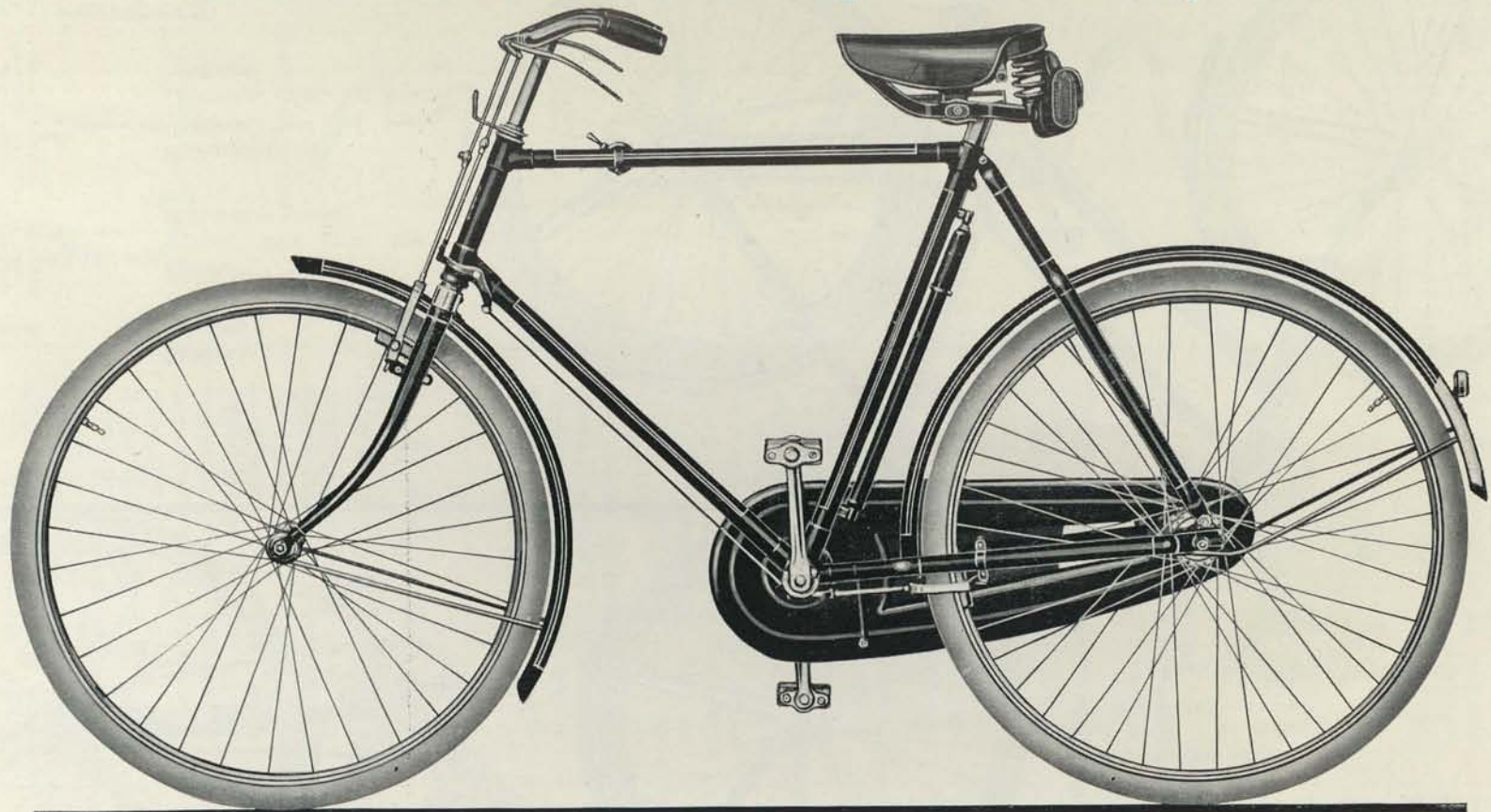
Whichever method you choose, the B.S.A. Dealer will supply you with the appropriate form of application and be pleased to make all the necessary arrangements.

Cash Retail Price.			Total Hire-Purchase or Easy Payment Price.			Hire-Purchase Terms : 10/- Deposit Weekly Payments of			Easy Payment Terms : No Deposit 12 Monthly Instalments of		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
4	12	6	5	11	0	2	0		9	3	
4	19	6	5	19	6	2	2		10	0	
5	7	6	6	9	0	2	4		10	9	
5	10	0	6	12	0	2	5		11	0	
5	14	6	6	17	6	2	6		11	6	
5	19	6	7	3	6	2	7		12	0	
6	2	6	7	7	0	2	8		12	3	
6	5	0	7	10	0	2	9		12	6	
6	7	6	7	13	0	2	9		12	9	
6	10	0	7	16	0	2	10		13	0	
6	14	6	8	1	6	2	11		13	6	
6	15	0	8	2	0	3	0		13	6	
6	19	6	8	7	6	3	1		14	0	
7	0	0	8	8	0	3	1		14	0	
7	5	0	8	14	0	3	2		14	6	
7	10	0	9	0	0	3	4		15	0	
7	15	0	9	6	0	3	5		15	6	
8	0	0	9	12	0	3	6		16	0	
8	5	0	9	18	0	3	8		16	6	
8	8	0	10	1	6	3	9		16	10	
9	15	0	11	14	0	4	4		19	6	
10	10	0	12	12	0	4	8		1	1	0
11	10	0	13	16	0	5	2		1	3	0
13	10	0	16	4	0	6	1		1	7	0
15	6	0	18	7	2	6	11		1	10	8
16	16	0	20	3	2	7	7		1	13	8

B.S.A. TANDEM

Cash Retail Price			Total Hire-Purchase or Easy Payment Price			Hire-Purchase Terms £2 Deposit Weekly Payments of			Easy Payment Terms £2 Deposit 15 Monthly Instalments of		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
15	5	0	18	6	0	5	1		1	1	9
15	15	0	18	18	0	5	3		1	2	7
16	16	0	19	19	0	5	7		1	4	0
17	6	0	20	10	0	5	9		1	4	8

B.S.A. Trichrome Special Bicycle



This is the machine for the man who wants a really high-grade touring bicycle. Its many fine features make it an outstanding example of B.S.A. Value.

Frame. 22 in., 24 in. and 26 in. (28 in. frames with double top tubes to order, 15/- extra). **On models 572E and 572G, 26 in. frames with 26 in. wheels, 5/- extra.**

Wheels. 28 in. x 1½ in.

Tyres. Dunlop ROADSTER.

Back Hub. B.S.A. Three-speed.

Gear. 71.5.

Gear Case. B.S.A. Special oil-bath, detachable.

Pedals. B.S.A. rubber, 4 in.

Brakes. B.S.A. central pull type. Brazed-on lever lugs.

Mudguards. B.S.A. "D" section. Deep "D" on All-weather model.

Saddle. TERRY No. 1042G.

Finish. Black, lined green, and chromium plated.

Equipment. Inflator, 15 in. x 7/8 in., tool bag, two spanners, oilcan, rear reflector.

Model 566E **£7. 10s.**

For 26 in. wheels, low bracket, 69.3 gear, order model 572E.

B.S.A. All-Weather Bicycle

Model 566G **£7. 10s.**

For 26 in. wheels, low bottom bracket, order model 572G.

Expanding Hub Brakes 15/- extra.

Miller Standard 6-volt Dynamo Lighting Set 18/6 extra

B.S.A. Junior Bicycles

Sturdily built to stand real hard wear—yet light and easy running so as not to cause undue strain and fatigue, these models are ideal for boys and girls.

Boy's model 530

Girl's model 531

With Eadie Coaster Hub and front rim brake.

Boy's model 530A

Girl's model 531A

With B.S.A. Free Wheel and two brakes.

£4.12.6

B.S.A. Three-speed Hub 20/- extra.



Frame.

18 in. and 20 in.

Wheels.

24 in. x $1\frac{3}{8}$ in with 18 in. frame. 26 in. x $1\frac{1}{2}$ in with 20 in. frame.

Tyres.

Dunlop JUVENILE.

Brakes.

Roller levers.

Saddle.

4-wire.

Finish.

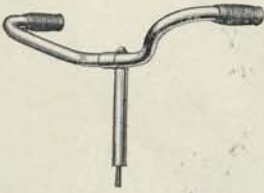
Black, lined green and chromium plated.

Equipment.

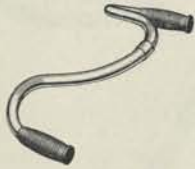
Inflator, tool bag, two spanners, oiler, and rear reflector.

Handlebars

Alternative Handlebars to those included in specification



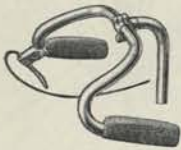
R—UPTURNED



LAUTERWASSER BEND



Q—B.S.A. COMFORT



S—MARSH (Shallow Drop)



MIDDLETON FLAT BEND



Adjustable stem less extension



Forward extension adjustable, reversible and detachable



Swan neck stem adjustable

Safe Braking

The combination of perfect brake control with a frictionless free wheel makes the Eadie Coaster an ideal fitment for all who are anxious to secure the maximum amount of pleasure from cycling.



Eadie Coaster Hub

The world's safest cycle brake with frictionless free wheel.

The Eadie Coaster is fitted with positive drive, which prevents all possibility of slipping. The buttress teeth are of exceptional strength and made specially shallow so that the clutch takes up the drive with perfect and instant engagement. The construction of the brake is such as to make possible a more gradual application than is obtained in any similar device. A slight backward pressure of the pedals is all that is necessary to bring the brake into operation, yet the whole power is at the rider's service for any emergency, and can be brought into effect with the greatest ease.

The Eadie Coaster Hub is fitted to several B.S.A. Bicycles in this Catalogue, and can be supplied for fitting to any make of bicycle.

B.S.A. Motor Cycling Annual

Something absolutely different in Motor Cycle Catalogues. It is more than a catalogue. In addition to telling you all about B.S.A. Motor Cycles—the most popular machines on the road—it is packed with useful information and interesting stories.

If you are interested in motor cycling you must not fail to see a copy, from any B.S.A. Motor Cycle Dealer or from B.S.A. Cycles, Ltd., 40, Armoury Road, Birmingham 11.

Extras

The following items, if not included in the specifications of B.S.A. Bicycles, can be supplied at the extra prices shown, when ordered with machine.

	s.	d.
Dunlop Magnum in place of Dunlop Roadster Tyres -	2	6
Fort Dunlop in place of Dunlop Roadster Tyres -	5	0
Tyres with beaded edges -	2	0
Oil-Bath Gear Case—Gent's	14	0
Enamelled Green instead of Black - - - -	5	0
B.S.A. Front Caliper Brake on Sports models - -	7	6
B.S.A. Free Wheel instead of fixed cog on racing models - - - -	2	6
Holdall Bag - - - -	6	0
Miller Standard 6-volt Dynamo Lighting Set -	18	6

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B.S.A. Carrier Bicycles



High quality materials and sturdy construction are two of the features which make B.S.A. Carrier Bicycles a paying proposition to all Tradesmen who are intent upon giving reliable delivery service. These machines are designed to give trouble-free everyday service for many years.

Model 518 With Eadie Coaster Hub and front rim brake.

Model 518A With B.S.A. Free Wheel and two rim brakes.

£7

Model 517 Low Gravity Carrier with 22 in. frame, 18 in. front wheel and 20 in. x 2 in. tyre; front stand; coaster hub and front brake.

£7.5s.

Model 517A With B.S.A. Free Wheel and two rim brakes.



Frame.

22 in., built of extra heavy weldless steel tube and front forks of strong gauge.

Tyres.

Dunlop CARRIER.

Chain.

3/16 in. x 1/2 in. pitch B.S.A.

Brakes.

B.S.A. central pull type.

Saddle.

DUNLOP.

Mudguards.

Extra heavy.

Carrier.

Extra strong, tubular type, 7/8 in. diameter tube, bolted to brazed-on lugs on frame.

Finish.

Black. Writing on name plate 7/6 extra.

Equipment.

Inflator, tool bag, oiler, spanners to fit all nuts, cones and cups, rear reflector. Strong wicker basket extra.

Guarantee

Copy of B.S.A. Bicycle Guarantee

Every Pedal Bicycle which is sold by us carries the following express agreements which take the place of and exclude all conditions, warranties and liabilities whatsoever which exist either by Common Law, Statute or otherwise. Any statement, description, condition, or representation contained in any catalogue, advertisement, leaflet, or other publication shall not be construed as enlarging, varying or over riding these.

1. We give no guarantee as to performance, quality or fitness for any particular purpose. Should any defect be alleged in material or workmanship within 50 years after purchase of a pedal bicycle from us or our accredited dealers, we undertake on the immediate return of the part which is alleged to be defective to our Works carriage paid, within such period to examine the same and should any fault be found by us on examination to be solely due to defective material or workmanship, we will repair the defective part or supply a new part in place thereof, free of charge. We do not undertake to bear the cost of any work involved in reinstating a repaired or inserting a new part.

2. This guarantee as to material or workmanship does not extend to (1) a second-hand Pedal Bicycle or (2) to a Pedal Bicycle which has been used for "Hiring-out" purposes or (3) a Pedal Bicycle from which our Trademarks or manufacturing numbers have been removed or (4) to a Pedal Bicycle which has carried a greater weight than it is designed to bear, or (5) any fitting, fitment or component made from any special material differing from our standard specification such as duralumin or other similar light alloy. And this guarantee does not extend to defects caused by racing, wear and tear, dirt, neglect, misuse, or accident.

3. Our responsibility is limited to the terms of this guarantee and we will not be answerable for any contingent or resulting liability or loss arising through any defects or for any claim for labour, material or other expenditure incurred in remedying any defect.

4. When claiming under this guarantee, the claimant must furnish us with the number of the machine, which will be found stamped on the seat lug of the frame, the



Over 70 years reputation behind these Trade Marks which are your safeguard

name of the dealer from whom he purchased and the date of purchase.

5. This guarantee shall apply to parts repaired or replaced under Clause 1 and such guarantee shall run concurrently with, and shall terminate on the same date as the guarantee under Clause 1, all the aforesaid implied conditions, liabilities, and warranties being excluded.

6. When returning machines for repairs all accessories should be removed. This guarantee shall not apply to any parts of a Pedal Bicycle which are not manufactured by us and all conditions, warranties and liabilities whatsoever implied, either by Common Law, Statute or otherwise relating to such parts are hereby excluded but we will assist the purchaser by any guarantee given to him by the manufacturer of such parts as shall not have been made by us.

CONDITIONS OF SALE.

We do not appoint agents in the legal sense for the sale of our cycles or other goods. We assign to Cycle Dealers (styled "Regional" Dealers) who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased from us. A Regional Dealer purchasing from us, or a Sub-Dealer purchasing from him may, on our behalf (as our agent for this purpose only) give the guarantee printed above. Any such dealer is not without our express authority to advertise, incur any debts or transact any business whatsoever on our account,

nor is he authorised, so as to bind us, to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than those contained in such guarantee.

All Pedal Bicycles are despatched carriage paid per goods train to the Railway Station nearest to the Dealer's premises (Great Britain only). The Railway Companies decline liability unless damages or shortages are pointed out on delivery. We therefore label each consignment as follows: "It is important that this consignment is examined before accepting delivery from the Railway Company." It is not sufficient to sign "not examined" in cases of damage or shortage. In the case of any damages or shortages we should also be advised on day of receipt without fail.

All prices are Strictly Net, and Cycles Dealers are not permitted to make any allowance. The prices shown in this Catalogue are subject to alteration without notice, and all orders will be charged for at the prices ruling at the time of delivery. B.S.A. Cycles Limited reserve the right to alter designs or any constructional details of their manufactures at any time without giving notice.

All B.S.A. Pedal Bicycles carry the famous B.S.A. Garter Transfer in red and gold.

B.S.A. CYCLES LTD., Birmingham II.

Directors: A. E. BERRIMAN. J. W. BRYAN. G. D. BURTON.
Commander G. HERBERT, D.S.O. (Managing). A. H. POLLEN.

Telephone: Birmingham Victoria 2381 (9 lines).

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